

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	400 San Antonio Road	FILE NUMBER: 337-15-PCZA and 31-16-PM
SITE ADDRESS:	400, 462, 480, 520 San Antonio Road, 2630 and 2624 Fayette Drive, and 2615 Miller Avenue Mountain View, CA	APNs: 148-016-032, 148-016-040 to - 043
APPLICANT:	Prometheus Real Estate Group Nathan Tuttle 1900 South Norfolk Street, Suite 150 San Mateo, CA 94403	PHONE: 650-931-3472
PROPERTY OWNER:	San Antonio Apartments, LP 1900 South Norfolk Street, Suite 150 San Mateo, CA 94403	
Previously Certified EIRs:		
<ul style="list-style-type: none"> – <i>San Antonio Precise Plan EIR</i> (2014), SCH#: 2014032001 – <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR</i> (2012) SCH #: 2011012069 – <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Subsequent EIR</i> (2015) SCH #: 2013092026 		
PROJECT DESCRIPTION SUMMARY: For the purposes of this CEQA analysis, the proposed project was analyzed for up to 600 residential dwelling units and up to 11,200 square feet of ground floor commercial space with two levels of underground parking; the removal of 65 Heritage Trees; and a Preliminary Parcel Map to merge five existing parcels into two separate parcels on a 5.75-acre site.		
ENVIRONMENTAL SETTING: The project site is located on an existing 5.7-acre, five parcel site, west of San Antonio Road between Fayette Drive and Miller Avenue. The project site is surrounded by multi-family housing to the west, the San Antonio Center Phase I and II mixed-use project across San Antonio Road to the east, a parking lot and commercial use across Miller Avenue to the north, and commercial uses and residential to the south. The project site consists of approximately 80,500 square feet of commercial and industrial buildings and one single-family residence.		
DETERMINATION: This Initial Study has determined the proposed project would result in either no impact or a less than significant impact as addressed in the San Antonio Precise Plan <i>EIR</i> (2014) and <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR</i> . The project complies with the California Environmental Quality Act (CEQA) since mixed-use development was analyzed in the San Antonio Precise Plan <i>EIR</i> (2014).		

(ADDITIONAL / NO ADDITIONAL IMPACT FINDING): The proposed project is in compliance with CEQA, because an Initial Study was prepared pursuant to the CEQA Guidelines and found with implementation of the SAPP standards and guidelines, standard City Conditions of Approval, State regulations, and mitigation measures identified in the SAPP *EIR* and the *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Subsequent EIR*, the proposed development of up to 600 housing units and up to 11,200 square feet of commercial uses would not result in any new environmental impacts beyond those previously evaluated and disclosed in these EIRs.

Prepared by: Carly Panos, Assistant Planner
Community Development Department

Date: August 30, 2016

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

HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

Mountain View 2030 General Plan Subsequent Environmental Impact Report (EIR)

The 2030 General Plan EIR, certified in 2012, assumed a net increase of approximately 1,870 housing units, 560,000 square feet (sf) of retail space and 79,000 square feet (sf) of office space under the 2030 General Plan over baseline conditions (2009). Since the adoption of the 2030 General Plan, the City has updated its growth projects for new development under the 2030 General Plan and a subsequent EIR was prepared. The 2030 General Plan now assumes an increase from baseline conditions of 879,000 square feet of office space, 170 lodging rooms, 440,000 square feet of retail, and 1,540 housing units in the San Antonio Change Area.¹

San Antonio Precise Plan

The San Antonio Precise Plan *Environmental Impact Report* (December 2014) evaluated the environmental impacts of the San Antonio Precise Plan (SAPP). The SAPP area is generally the area identified in the Mountain View 2030 General Plan as the San Antonio Change Area but the Precise Plan does not include a few parcels on its southeastern boundary. The SAPP provides development regulations for two main subareas: *Mixed Use Center* and *Mixed Use Corridor*. The SAPP provides guidance for circulation improvements, open space, appropriate land uses, urban design, and building form and character within this area to promote the vitality of the area as it transitions to a mixed-use center.

¹ City of Mountain View. Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Subsequent Environmental Impact Report. 2015. Page III-2.

The SAPP projected an increase in 1,235 housing units, 3,695 jobs², and up to 600,000 square feet of office space³, consistent with the growth studied in the San Antonio Change Area in the Mountain View 2030 General Plan, described above. Mixed-use development in the project area could also include new parks and improved bicycle and pedestrian facilities. Infrastructure, public benefit, circulation and parking improvements are included as part of the plan activities. The Mountain View City Council certified the SAPP EIR and approved the SAPP in December 2014.

PROJECT DESCRIPTION

Existing Conditions

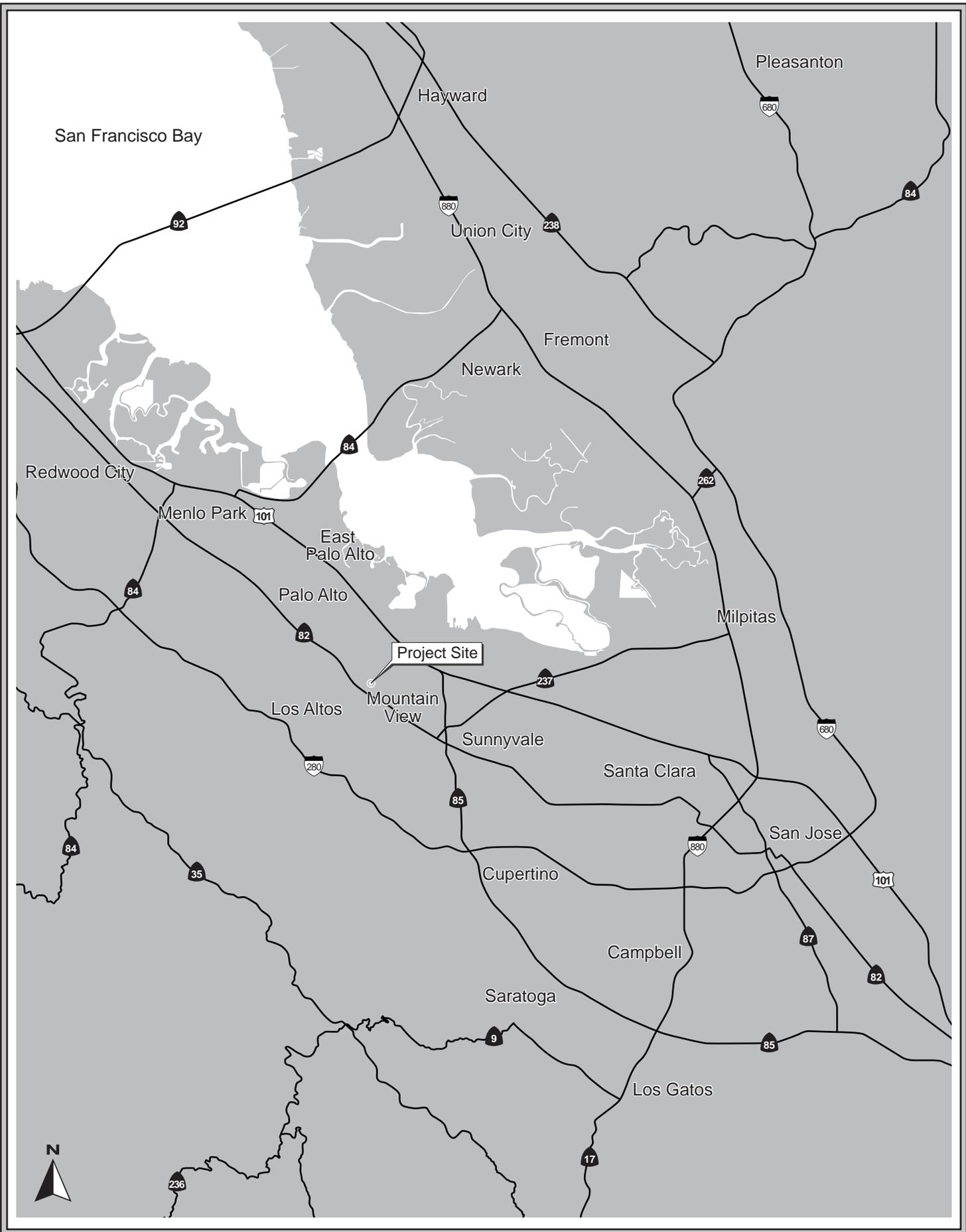
The 5.75-acre project site is currently occupied by approximately 80,500 square feet of one and two-story commercial buildings and associated ground-level parking lots. There are several on-site mature trees in landscape strips in the parking lots and surrounding the existing buildings. A Hetch Hetchy right-of-way easement for an existing underground water pipeline runs along the south side of the project site but is located outside of the site boundary and will not be impacted by the project.

As shown in Table 1: Existing Site Uses, General Plan Designation, and Zoning, the site is designated *Mixed-Use Corridor* within the *Mountain View 2030 General Plan* and SAPP. The site is zoned *P-40*, per the City of Mountain View Zoning Map.

Table 1: Existing Site Uses, General Plan Designation, and Zoning				
APN	Address	Existing Use	General Plan and Precise Plan Designation	Zoning
148-16-032	520 San Antonio Road	Office	Mixed Use Corridor	P(40) SAPP
148-16-040	480 San Antonio Road	Office		
148-16-041	462 San Antonio Road	Auto Repair		
148-16-042	400 San Antonio Road	Restaurant (Masa's Sushi)		
148-16-043	2630 and 2624 Fayette Drive	Electronic Document Storage and Processing, Paper Services and Sales, Single-Family Residence		

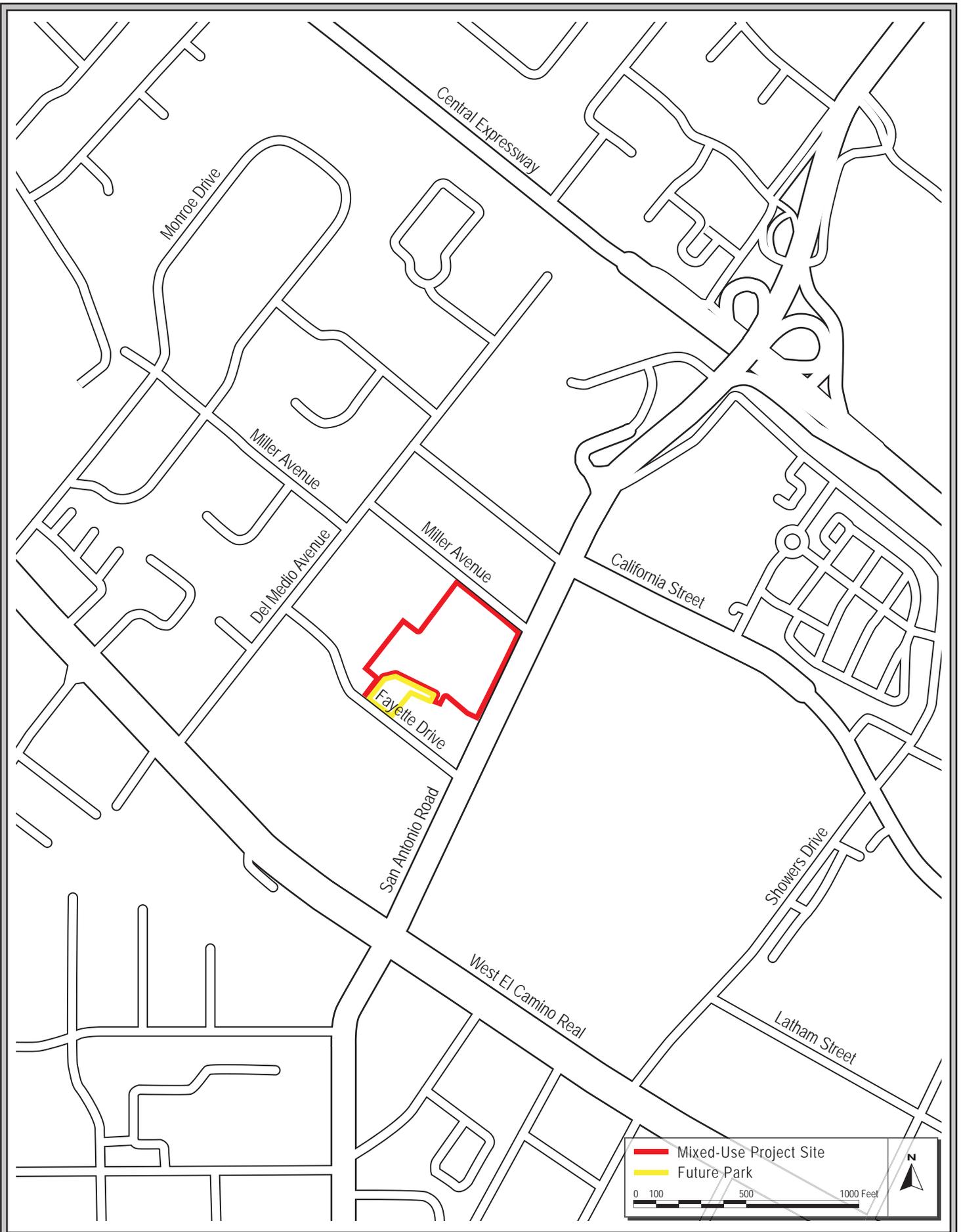
² City of Mountain View. *San Antonio Precise Plan, Environmental Impact Report*. December 2, 2014. Table III-1.

³ City of Mountain View. *San Antonio Precise Plan*. Adopted by the Mountain View City Council, December 2, 2014. Page 32.



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

Proposed Project

The project proposes to demolish the existing buildings and several trees on the project site and construct a new mixed-use development with up to 600 residential units and 11,200 square feet of commercial space. Parking would be provided under the proposed structures within a two-level, below-grade parking garage containing 870 parking spaces. The project also includes a Preliminary Parcel Map to merge the existing five parcels into two separate parcels. Parcel 1 will consist of approximately 5.24 acres and Parcel 2 will consist of a 0.5-acre dedication to the City of Mountain View for future development of a public park. In addition to the park, the applicant will pay the requisite fees under the City's Park Land Dedication ordinance.

Site Design

The applicant proposes to redevelop the project site with three separate above grade structures, identified as buildings A, B, C, and D, with buildings A and B connecting at upper levels, and two levels of below-grade parking (refer to Figure 4). The proposed project would range in height from five stories and 67 feet tall for the structures along the west side of the property facing the adjacent residential uses, to seven stories and 92 feet tall for the structures facing San Antonio Road and Miller Avenue (refer to Figures 5 and 6). The project would include 11,200 square feet of commercial restaurant/retail square footage along San Antonio Road. The total gross building square footage for the project would be approximately 626,000 square feet, which is equivalent to a 2.50 Floor Area Ratio (FAR). It is anticipated that Masa's Sushi, a restaurant currently located at 400 San Antonio Road, would occupy a portion of the proposed commercial square footage.

The buildings would have a 19-foot setback from San Antonio Road, a 24-foot setback from Miller Avenue, an approximately 25-foot setback to the existing residential property line located to the west, and an approximately 24-foot setback to the proposed park south of the project. Step backs of approximately 8.5 to 10 feet occur at the second and sixth floors along San Antonio, the sixth floor along Miller and the fifth floor of the buildings along the west side of the property. Stairwells, balconies, porches, public plazas, and landscaping features would project into the setback areas.

Landscaping and trees would be installed around the perimeter of the project site, including street trees along Fayette Drive, Miller Avenue and San Antonio Road. Heritage trees would be preserved between the project and the existing residential uses to the west of the project site and additional landscaping would be installed to provide even more of a buffer. Landscaping and trees would also be planted along the plazas and courtyards along the interior of the site.

Parking, Access, and Circulation

Two levels of below-grade parking would be provided across the entire site. The project would provide a total of 870 vehicle parking spaces and 685 bicycle parking spaces. Vehicle access to the below-grade parking garage would be provided from three in/out ramps, one on Miller Avenue, one on Fayette Drive, and one on San Antonio Road. Two additional service access points (for trash and recycling collection, loading, etc.) would be provided along Miller Avenue.

The project includes at-grade pedestrian and bicycle access through north-south and east-west running plazas. Specifically, pedestrian access points from public sidewalks and walkways would be provided on San Antonio Road, Fayette Drive, and Miller Avenue. Pedestrian and bicycle access would also be provided through the site to the proposed park area. Public gathering areas and outdoor seating would be provided along San Antonio Road and at its intersection with Miller Avenue, adjacent to the proposed retail spaces.

Open Space

The project would provide private balconies for the residential units as part of the project. Approximately 8,300 square feet of roof and pool deck space would also be provided for use by the residents. The project proposes a total of approximately 103,000 square feet of common open space within the project courtyards, walkways, pool area, and plazas.

The project would meet the requirements of the Park Land Dedication ordinance in part by dedicating 0.5 acres of land to the City to develop into a public park. The project would also pay an in-lieu fee to meet their remaining obligations under the City's Park Land Dedication ordinance.

Utility and Service System Improvements

The project would connect to existing sewer, natural gas, electrical, water, and storm drain utilities and would be required to make any improvements necessary to accommodate the proposed development. Additionally, existing overhead electrical distribution lines along Miller Avenue and San Antonio Road would be placed underground as part of the project. On-site stormwater treatment would occur through a variety of flow-through planter filtration devices, media filtration systems, and bio-swales.

Heritage Tree Removal

There are 103 Heritage Trees, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2), currently located on the site. The project would remove 65 of the Heritage Trees and 88 non-heritage trees. A total of 38 Heritage Trees would be preserved and no trees are proposed for transplanting. New trees would be planted on site, along the street frontage, at the site's perimeter, and within interior courtyards at a ratio of at least 2:1, in conformance with the City of Mountain View's requirements.

Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Residential Mandatory Measures of the 2010 California Green Building Code, and a score of at least 70 points using the multi-family Green Point checklist established by Build It Green. The project is expecting a Gold certification level with 110 points total. The project would include the following components to achieve a Green Point Gold certification level:

- Stormwater filtration and bio-retention;
- drought tolerant landscaping and hydrozoning;
- high-efficiency irrigation;
- recycled materials in building components;
- low-flow fixtures and submetering for tenants;
- pool solar hot water systems;
- low VOC paints and adhesives;
- Energy Star appliances and efficient lighting; and
- bicycle storage for residents.

The project would also be required to include a Transportation Demand Management (TDM) program to reduce employee vehicle trips by eight percent. The TDM Plan would also require the developer to join the City of Mountain View's Transportation Management Association, participate in the Valley Transportation Authority's EcoPass Program for the first 3 years of the project, and provide transit pass subsidies for first year residents for the first 10 years of the project.

Construction

The project would require demolition of the existing 80,500 square feet of existing buildings on the site. Approximately 200,000 cubic yards of soil will be hauled from the site to accommodate the proposed subgrade garage.

Construction of the project would last approximately 22 months from demolition through construction. Construction staging and equipment would be located within the planned future park area of the site. Only construction worker's vehicles would be allowed to be parked on the Hetch Hetchy right-of-way (ROW).

State Density Bonus Law

The purpose of the State Density Bonus Law (DBL) is to encourage cities to offer bonuses and incentives to housing developers that will "contribute significantly to the economic feasibility of lower income housing in proposed housing developments." (Gov. Code § 65917.) The State Density Bonus Law has four distinct primary components: (1) Density Bonuses; (2) Incentives/Concessions; (3) Development Standard Waivers; and (4) Parking Standards. Although interrelated, each component serves a different purpose and is governed by unique standards as follows:

- 1) Section 65915(b)(1) of the State Density Bonus Law provides that requests for a density bonus must be granted "when an applicant for a housing development seeks and agrees to construct a housing development" that meets one or more of the statute's thresholds. The project proposes to provide 11 percent of the General Plan allowed apartment density (i.e. calculated to be forty eight (48) apartments) to households that meet the "Very Low" income qualification, which would entitle it to receive a 35 percent density bonus over and above the maximum density allowed in the General Plan.

- 2) The number of Incentives and Concessions to which a project applicant is entitled depends upon the percentage of Very Low, Low-, or Moderate-income units provided. The project applicant may receive two incentives for projects that include at least 10 percent for very low income households, as is the case here. (§ 65915(d)(2)(B).) The proposed conceptual development does not request any specific incentives or concessions at this time but may request such incentives or concessions in the future.

- 3) Development Standard Waivers may also be requested under the State Density Bonus Law if the standard would physically preclude the construction of the project at the densities or with the incentives permitted under the statute. There is no limit on the number of waivers that can be issued.

The proposed mixed-use project exceeds the normally allowed height and FAR standards specified within the SAPP. Because the Precise Plan regulates development based on FAR rather than dwelling unit/acre, the proposed 35% density bonus is calculated on top of allowed FAR, thus allowing a 2.50 FAR rather than the maximum 1.85 FAR allowed for Tier 1 projects in the Mixed-Use Corridor subarea of the San Antonio Precise Plan.

Table 2: Development Standards and Exceptions			
Standard	Base	Tier 1	Requested by the Project
FAR	1.35	1.85	2.50
Maximum Stories	3	4*	7
Maximum Building Height	45	55*	100 to penthouse elevator
Public Benefit Requirement	No public benefit contribution required	Public benefit contribution required	Monetary Contribution for Future Improvements
* Up to 5 stories (65 feet) will be considered on a case-by-case basis if project provides significant public benefits or major open space improvements per Figure 4-2. Additional height (in feet) may be allowed if needed to accommodate commercial uses. Source: SAPP, City of Mountain View.			

The Precise Plan also limits the height of new development adjacent to existing residentially zoned properties to one story above the maximum height allowed by the zoning of the adjacent residential properties. The residential properties west of the project site are zoned for a maximum of three stories, limiting buildings along the west property line to four stories.

In total the project is requesting the following waivers to the development standards identified in the SAPP:

- Project building height is proposed at seven stories along San Antonio and Miller and five stories along the residential west of the project site
 - Adjacent residential property line has setbacks above the fourth floor of less than 10 feet (proposal is for 8.5 to 10-foot setbacks)
 - Greater than 80 percent of the Miller Avenue street frontage has setbacks above the fourth floor of less than 10 feet and the setback does not occur until the sixth story (proposal is for 8.5 to 10-foot setbacks)
- 4) The fourth component of the State Density Bonus Law concerns the project parking ratio. In addition to the incentives allowed under Section 65915(d), an applicant may request that the city not require a vehicular parking ratio for a density bonus project that exceeds the following: one (1) onsite space for studio to one bedroom; two (2) onsite spaces for two to three bedrooms; and 2.5 onsite spaces for four or more bedrooms. (§ 65915(p)(1).) The Density Bonus Law was recently amended to allow .5 parking spaces per bedroom for developments that provide at least 11 percent very-low income affordable units and are located within 0.5 miles of a major transit stop. The project is not implementing the Density Bonus Law parking standards as they are meeting the parking requirements in the Precise Plan as closely as possible. The project may be short spaces per the Precise Plan requirements but is providing substantially more residential parking spaces than the State Density Bonus Law allows the City to require.

COMPARISON WITH PRECISE PLAN

The approved SAPP projected an increase in 1,235 units, 3,695 jobs, and up to 600,000 square feet of office space, consistent with the growth studied in the San Antonio Change Area in the Mountain View 2030 General Plan.

The project proposes up to 600 dwelling units and 11,200 square feet of commercial space on San Antonio Road. The site is located within the Mixed Use Corridor subarea of the SAPP and the project proposes the type, only at a larger scale, of mixed-use development envisioned in the SAPP with the Development Standard Waivers noted above due to the State Density Bonus Law.

APPROVALS REQUIRED

The proposed 400 San Antonio Road project will require approval from the Mountain View City Council. The project is subject to the City's site-specific design review process, and would require the following City permits:

- Planned Community Permit
- Development Review Permit
- Provisional Use Permit
- Tentative/Final Parcel Map

- Heritage Tree Removal Permit
- Grading Permit
- Building Permit

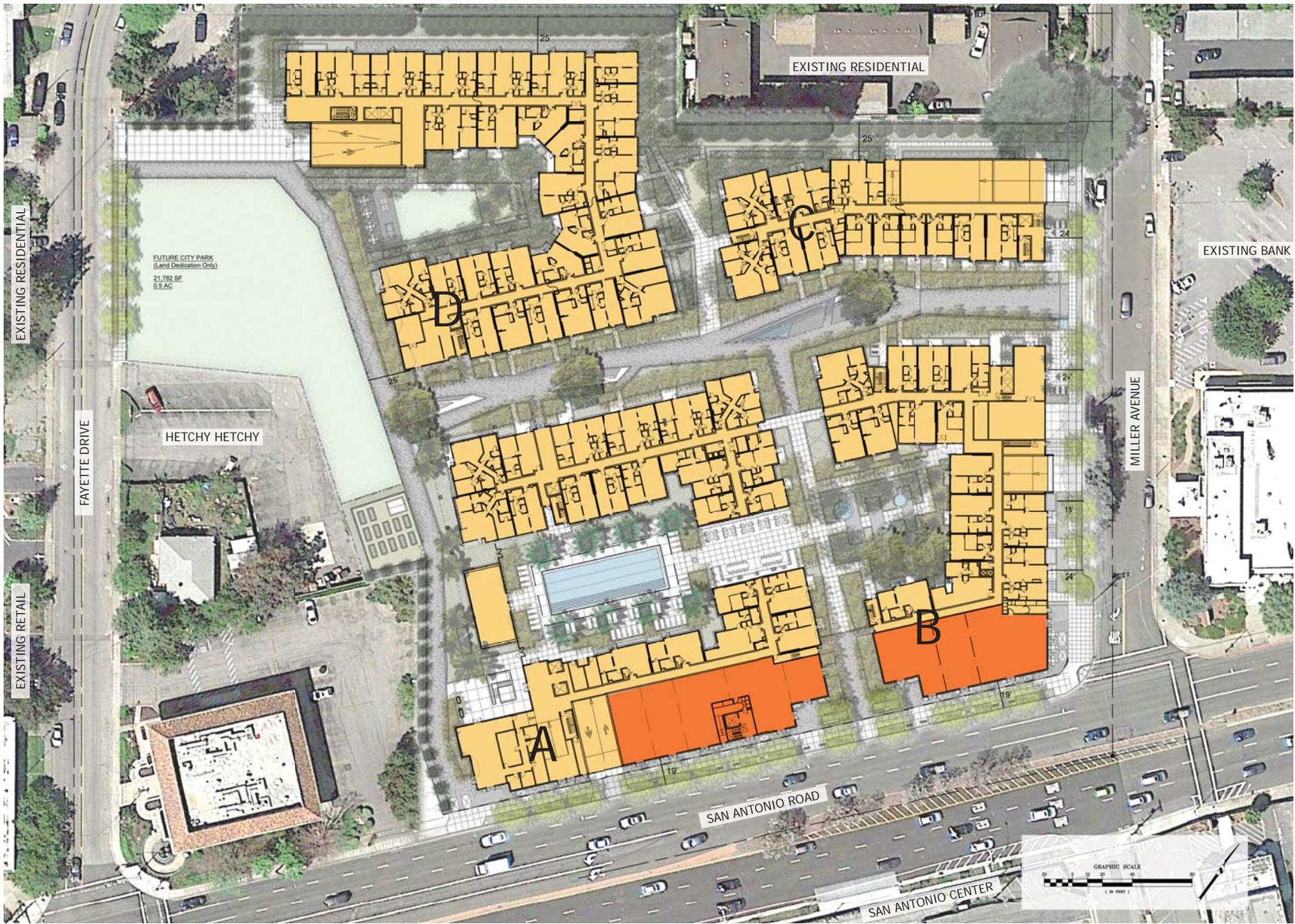
ENVIRONMENTAL CONCLUSION

The proposed project is in compliance with the California Environmental Quality Act (CEQA) because an Initial Study was prepared pursuant to the CEQA Guidelines, and found with the general implementation of the SAPP standards and guidelines, standard City Conditions of Approval, State regulations, and mitigation measures identified in the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR, the proposed development of up to 600 dwelling units and 11,200square feet of commercial uses would not result in any new environmental impacts beyond those previously evaluated and disclosed in these EIRs.

Appendices Following Checklist

Appendix A	Air Quality and Greenhouse Gas Emissions Assessment
Appendix B	Arborist Report
Appendix C	Historic Resources Identification and Evaluation
Appendix D	Geotechnical Investigation
Appendix E	Hazardous Materials Reports
Appendix F	Noise and Vibration Assessment
Appendix G	Site Specific Traffic Analysis
Appendix H	Utility Impact Study

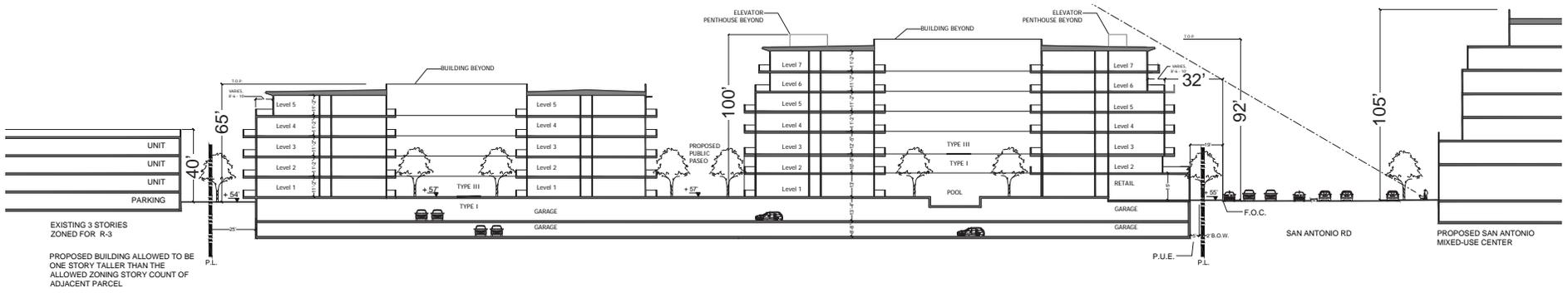
Other referenced documents and correspondence are available for review at the City of Mountain View, Community Development Department, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.



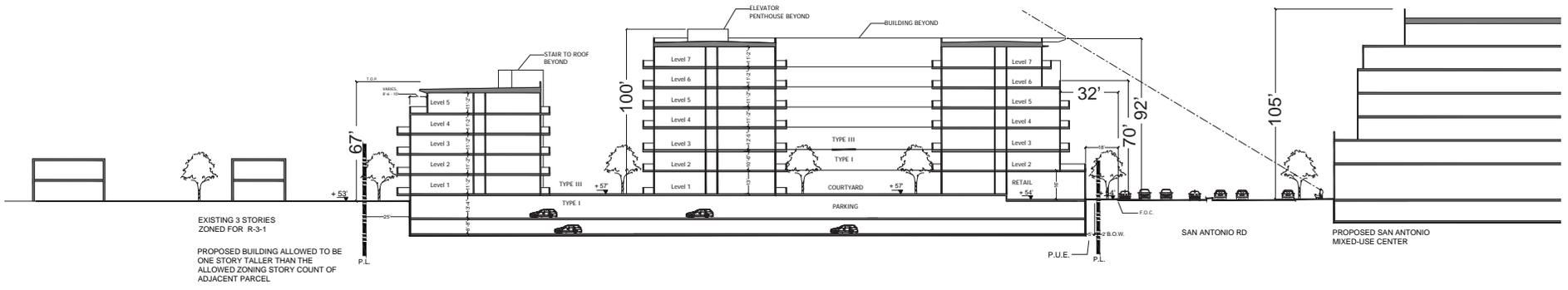
Source: Studio T Square, 5/9/2016.

SITE PLAN

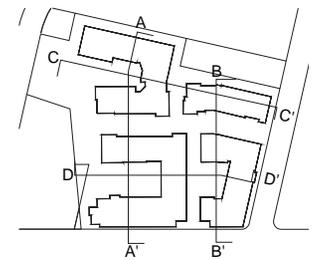
FIGURE 4



BUILDING SECTION A-A'



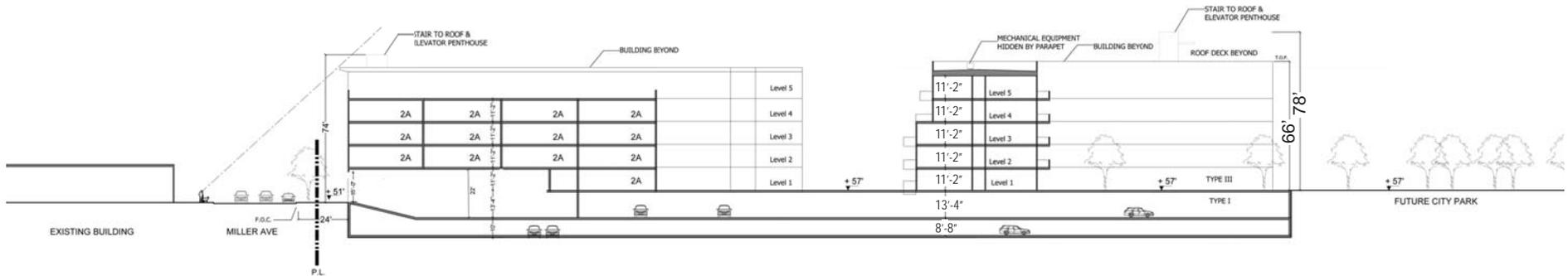
BUILDING SECTION B-B'



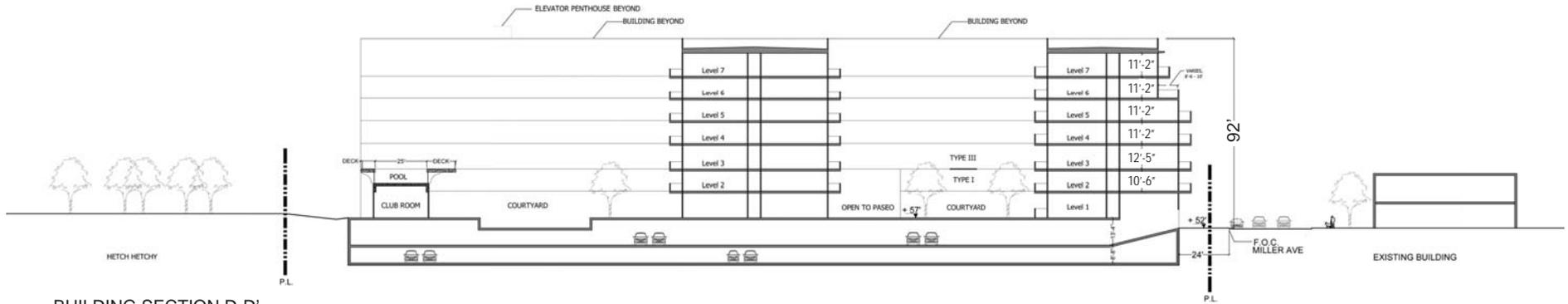
Source: Studio T Square, 5/9/2016.

BUILDING SECTIONS A-A' AND B-B'

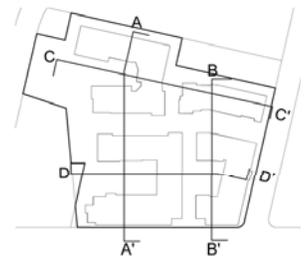
FIGURE 5



BUILDING SECTION C-C'



BUILDING SECTION D-D'



Source: Studio T Square, 5/9/2016.

BUILDING SECTIONS C-C' AND D-D'

FIGURE 6

ENVIRONMENTAL CHECKLIST

COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

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

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

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

Where Impact was Analyzed in Prior Environmental Documents

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

Do Proposed Changes Involve New or More Severe Impacts?

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

Any New Circumstances Involving New or More Severe Impacts?

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

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

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, that might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

Prior Environmental Document Mitigations Implemented or Address Impacts.

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

DISCUSSION AND MITIGATION SECTIONS

Discussion

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

Standard Mitigation Measures

Applicable Standard Mitigation Measures are listed under each environmental category.

EIR Mitigation Measures

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

Special Mitigation Measures

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

ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
1. Aesthetics. Would the project:					
a. Have a substantial adverse effect on a scenic vista?	San Antonio Draft EIR Appendix A (2014) pp. 12-16	No	No	No	N/A
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	San Antonio Draft EIR Appendix A (2014) pp. 12-16	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	San Antonio Draft EIR Appendix A (2014) pp. 12-16	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	San Antonio Draft EIR Appendix A (2014) pp. 12-16	No	No	No	N/A

Discussion:

The SAPP allows for an increase in building height, and prioritizes buildings versus parking areas along street and new connection frontages. The SAPP includes required setbacks from adjacent frontages and residential property lines as well as stepbacks above the fourth floor of proposed buildings. Implementation of the proposed project would increase development within the SAPP area, resulting in an intensification of uses overall. The project is requesting development standard waivers to the height limits and stepback requirements of the SAPP under the State Density Bonus Law in order to provide 48 affordable residential units on the site.

The SAPP includes principles and objectives to address aesthetics and the visual character of the project area as described below.

SAPP Principles and Policies

The following principles and policies were identified in the SAPP EIR and would be applicable to the proposed project.

- Promote improved urban design and placemaking. Create interesting and active spaces designed to transform the area into a place where people want to visit, shop, work, and live. Prioritize special design features and increased tree canopy in and around open space areas, along pedestrian-oriented frontages on public streets and internal connections.
- Promote coordinated and well-integrated development. Ensure public access, site circulation, building and signage design, parking, and onsite amenities support the image and function of a cohesive area, particularly in locations where multiple properties need to act as one. Integrate the revitalized Plan Area with the broader neighborhood, limiting visual and noise impacts and preserving views from public view sheds.
- Create open space and pedestrian-oriented frontages. Organize the Plan Area around a range of new, landscaped connections and high-quality public and private open spaces to address existing neighborhood deficiencies and address the future needs of the Plan Area. Design and locate buildings to engage streets and provide varying and visually engaging facades.
- New development shall prioritize the creation of centralized and easily-accessible open space areas and attractively landscaped connections to transform the character and appearance of the Plan Area.
- A variety of public and private open spaces areas shall provide interesting streetscapes and gathering spaces, meeting the needs of new and existing residents, visitors, workers and businesses.
- Underground parking shall be prioritized to limit the visual impact of parking structures on the design of the Plan Area.

1a. There are no designated scenic vistas in the City of Mountain View. The scenic quality of Mountain View in the project area is characterized by views of the Santa Cruz Mountains from major roadways. Due to the existing development on the project site and surrounding properties, views of the Santa Cruz Mountains are only present in the project area along San Antonio Road. These views would be unobstructed by the proposed project, therefore, the impact to scenic vistas is less than significant.

1b. There are no officially designated State Scenic Highways in Mountain View, and no portions of the SAPP encompass the viewshed of a State Scenic Highway. The project, therefore, would have no impact to scenic resources within a State Scenic Highway.

1c. The proposed project would be generally consistent with the development standards and guidelines in the SA Precise Plan and with General Plan policies designed to protect and enhance the visual character of the project area. The project would implement Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways. The project includes proposed waivers for building height to accommodate commercial uses and a reduction in minimum building setbacks which would occur one floor higher than required in the SAPP and would not meet the minimum 10-foot setback requirement (varies from 8.5 to 10-feet). The City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the overall architecture and urban design of the proposed development would protect the City's visual environment.

As described in the SAPP EIR, the long-term vision for the area is to transition to a regional and community destination, with a vibrant mixture of commercial and residential uses. The proposed development would not affect areas with a high degree of scenic value (e.g., a concentration of historic structures, natural lands, or single-family residential neighborhoods). For these reasons, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

1d. The project would result in an additional light source in the area during evening hours from lighting fixtures and safety lighting. The project facades would generally be constructed of non-reflective materials with the exception of windows which may cause some glare during daylight hours. The 2030 General Plan includes policy LUD 9.6 which would ensure light and glare from the project site would be minimized. The proposed project, therefore, would not create a new source of substantial light or glare.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>2. Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>					
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	San Antonio Draft EIR (2014) p. 198	No	No	No	N/A
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	San Antonio Draft EIR (2014)	No	No	No	N/A

	p. 198				
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	San Antonio Draft EIR (2014) p. 198	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	San Antonio Draft EIR (2014) p. 198	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	San Antonio Draft EIR (2014) p. 198	No	No	No	N/A

Discussion:

Based on the SAPP and SAPP EIR, the proposed project area is located in an urban region that is not used for agriculture or forestry purposes. There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, land under the Williamson Act Contract, or timberland within the proposed project area. The SAPP and SAPP EIR determined that no forest land would be converted to non-forestry uses under the SAPP. Therefore, the proposed project would have no agricultural or forestry impacts.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
3. 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:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	San Antonio Draft EIR (2014) pp. 128-130	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	San Antonio Draft EIR (2014) pp. 130-132	No	No	No	N/A
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	San Antonio Draft EIR (2014) pp. 132	No	No	No	N/A
d. Expose sensitive receptors to substantial pollutant concentrations?	San Antonio Draft EIR (2014) pp. 132-135	No	No	No	Yes
e. Create objectionable odors affecting a substantial number of people?	San Antonio Draft EIR (2014) pp. 137	No	No	No	N/A

Discussion:

The following discussion is based on a Draft Air Quality and Greenhouse Gas Emissions Assessment completed for the project by *Illingworth & Rodkin* in May 2016 (refer to Appendix A).

3a. The project would include a TDM program for commercial uses, provide transit passes to residents, intensify mixed-use development within one-half-mile of a Caltrain station, and incorporate green building measures. By incorporating air quality control measures identified in the SAPP, the proposed project would not disrupt or hinder implementation of any Clean Air Plan control measures.

3b. Implementation of the SA Precise Plan would increase vehicle trips and vehicle miles traveled (VMT) at a rate similar or lower than the projected population increase, and the SA Precise Plan EIR concluded that it would not contribute to or result in a violation of air quality standards for criteria pollutants at a program level. The project includes a TDM program for retail employees consistent with the requirements of the Precise Plan and 2030 General Plan to reduce vehicle trips and is consistent with the development assumptions for residential and commercial uses in the planning area (i.e., vehicle trip generation and related emissions would not be greater than previously assumed).

The project also will be required to implement the City’s standard conditions of approval for basic air quality construction measures to reduce any impacts from construction dust.

Standard Conditions of Approval:

- **BASIC AIR QUALITY CONSTRUCTION MEASURES:** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as:
 - (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day;
 - (b) all haul trucks transporting soil, sand, or other loose material off-site will be covered;
 - (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
 - (d) all vehicle speeds on unpaved roads will be limited to 15 mph;

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

3c. Project construction, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Implementation of the City's standard conditions of approval, described above, would ensure fugitive dust emissions impacts are less than significant. Criteria air pollutant emissions from construction and operation of the project were also analyzed for the project and shown not to exceed the BAAQMD CEQA thresholds (refer to Appendix A). The project, therefore, would not result in any significant criteria air pollutant emissions.

3d. The proposed addition of up to 600 housing units and approximately 11,200 square-foot of commercial space would increase the number of sensitive receptors on the project site and may result in construction period impacts on nearby sensitive receptors. The project was analyzed for construction and operational period toxic air contaminant emissions (TACs) consistent with Mitigation Measures AIR-1 and AIR-2 of the SAPP EIR.

Construction period modeling completed for this analysis incorporated the anticipated details of project construction activities. The analysis found the maximum incremental residential child cancer risk at the maximally exposed individual (MEI) receptor (across San Antonio from the project site) would be 23.1 in one million and the residential adult incremental cancer risk would be 0.4 in one million. The maximum-modeled annual PM_{2.5} concentration, which is based on combined exhaust and fugitive dust emissions, was 0.2 µg/m³. This annual PM_{2.5} concentration would be lower than the BAAQMD significance threshold of 0.3 µg/m³. The maximum modeled annual residential DPM concentration (i.e., from construction exhaust) was 0.078 µg/m³. The maximum computed Hazard Index (HI) based on this DPM concentration is 0.02, which is much lower than the BAAQMD significance criterion of an HI greater than 1.0. The construction TAC emissions of the project would exceed the BAAQMD significance threshold for maximum residential excess cancer risk of 10 in one million. The construction excess cancer risk was combined with local stationary sources to determine the cumulative cancer risk at the MEI and found the combined cancer risk did not exceed BAAQMD's cumulative threshold. Based on the exceedance of the cancer risk threshold for project construction, mitigation measures consistent with EIR Mitigation Measure AIR-1 are required as described below.

EIR Mitigation Measures:

- **Mitigation Measure AIR-1.1:** All mobile diesel-powered off-road construction equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent; and
- **Mitigation Measure AIR-1.2:** All diesel-powered portable construction equipment (i.e., aerial lifts, air compressors, and forklifts) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce the predicted cancer risk below the thresholds.

Implementation of Mitigation Measures AIR-1.1 and AIR-1.2 would ensure the project's conformance with SAPP EIR Mitigation Measure AIR-1 and construction TAC impacts would be reduced to a less than significant level. With mitigation the maximum increased cancer risk resulting from construction would be 6.5 in one million.

An operational-period Community Health Risk Assessment was also prepared for the project to analyze the potential for substantial sources of TACs within 1,000 feet to affect sensitive receptors on the site consistent with SAPP EIR Mitigation Measure AIR-2. These sources include freeways or highways, busy surface streets and stationary sources identified by BAAQMD. A review of the project area indicates that traffic on San Antonio Road is the only substantial source of mobile TAC emissions within 1,000 feet of the project site. A review of BAAQMD's Google Earth map tool used to identify stationary sources revealed one source with the potential to affect the project site. Using the BAAQMD Roadway Screening Analysis Calculator for Santa Clara County for north-south directional roadways and at a distance of approximately 70 feet west of the roadway, estimated cancer risk from San Antonio Road at the project site would be 7.0 per million and $PM_{2.5}$ concentration would be $0.2 \mu\text{g}/\text{m}^3$. Chronic or acute HI for the roadway would be below 0.03. Mobile source TAC emissions from San Antonio Road, therefore, would not exceed the BAAQMD thresholds of significance. The only stationary source in the project vicinity is the San Antonio Gas and Service station, approximately 175 feet north of the project site at 334 San Antonio Road. According to the BAAQMD screening data (and adjusted for the 175-foot distance), this facility would result in an excess cancer risk of 3.9 per million, HI of 0.02, and no $PM_{2.5}$ concentration, all of which would be below BAAQMD thresholds of significance. When combined, the mobile and stationary sources of TACs would not result in a significant cumulative health risk impact. A Community Health Risk Assessment was completed for the project consistent with the SAPP EIR Mitigation Measure AIR-2 and found the project would not result in TAC impacts to sensitive receptors.

3e. The SAPP EIR did not identify any significant odor impacts and the proposed project also would not create objectionable odors.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
4. Biological Resources. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	San Antonio Draft EIR Appendix A (2014) pp. 24-25	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	San Antonio Draft EIR Appendix A (2014) p. 25	No	No	No	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	San Antonio Draft EIR Appendix A (2014) p. 25	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	San Antonio Draft EIR Appendix A (2014) p. 25	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	San Antonio Draft EIR Appendix A (2014) p. 26	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat	San Antonio Draft EIR Appendix A	No	No	No	N/A

conservation plan?

(2014)
pp. 26-27

Discussion:

The following discussion is based in part on the arborist report prepared by *HortScience* in July 2016, which is attached to this checklist as Appendix B.

4a. As discussed in the SAPP EIR, the SAPP area is developed with urban uses and special status species are not expected to occur. The development of up to 600 housing units and approximately 11,200 square feet of commercial space on the project site would have the same less than significant impacts to special plant and animal species. With adherence to and implementation of applicable standard conditions of approval specified in the SAPP EIR and listed in *Section 9. Hydrology and Water Quality* of this CEQA Checklist, the proposed project would reduce any potential water quality impacts to sensitive-status plants and animals to a less than significant level.

4b. As discussed in the SAPP EIR, the SAPP would redevelop properties along major roadways and no changes to creek or riparian areas would result. The addition of up to 600 housing units and approximately 11,200 square feet of commercial space on the site would have the same less than significant biological impacts to riparian habitats and sensitive natural communities. With adherence to and implementation of applicable standard conditions of approval specified in the SAPP EIR and listed in *Section 9. Hydrology and Water Quality* of this CEQA Checklist, the proposed project would reduce any potential water quality impacts to natural communities to a less than significant level.

4c. As discussed in the SAPP EIR, the SAPP would not result in direct impacts to wetlands and known wetlands in the City are located downstream and outside the plan area. The development of up to 600 housing units and approximately 11,200 square feet of commercial space on the site would have the same less than significant biological impacts to wetlands. With adherence to and implementation of applicable standard conditions of approval specified in the SAPP EIR and listed in *Section 9. Hydrology and Water Quality* of this CEQA Checklist, the proposed project would reduce any potential water quality impacts to wetlands to a less than significant level.

4d. As discussed in the SAPP EIR, there are no natural wildlife corridors such as creeks or riparian zones within the SAPP area. The implementation of the SAPP could impact active bird nests protected by the Migratory Bird Treaty Act and California Department of Fish and Wildlife if vegetation removal occurs during the nesting season. The development of up to 600 housing units and approximately 11,200 square feet of commercial space on the project site would result in tree removal. Standard conditions of approval would ensure that the project has a less than significant impact on wildlife corridors and nursery sites.

Standard Conditions of Approval:

The following standard condition of approval was identified in the San Antonio Specific Plan EIR and would be applicable to the proposed project.

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

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

4e. The proposed project would result in the removal of 65 Heritage Trees and 88 other trees. Approximately 38 (32 on-site and six off-site) Heritage Trees would be retained in place. Implementation of General Plan Policy POS 12.1 (Heritage trees) and standard conditions of approval would ensure the project's compliance with the City's Heritage Tree Ordinance. The project would plant 244 replacement trees on site to reduce project impacts to heritage trees. The impacts to Heritage trees, with the accompanying tree replacement and maintenance requirements as a condition of approval, would be less than significant.

Standard Conditions of Approval:

The following standard conditions of approval were identified in the San Antonio Specific Plan EIR and would be applicable to the proposed project.

- **ARBORIST REPORT:** A qualified arborist shall provide written instructions for the care of the 38 tree(s) before, during, and after construction. Arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented.
- **IMPLEMENTATION:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.
- **REPLACEMENT:** The applicant shall offset the loss of the 65 Heritage trees with a total of 244 replacement trees. Each replacement tree shall be no smaller than a 24" box and shall be noted on the landscape plan as Heritage replacement trees.
- **TREE PROTECTION MEASURES:** The tree protection measures listed in the arborist's report prepared by *HortScience* and dated July 25, 2016 shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6' chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.
- **TREE MITIGATION AND PRESERVATION PLAN:** The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.
- **SECURITY BOND:** The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.

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

Nitrogen deposition contribution estimates to impacts on serpentine habitat in Santa Clara County were made as a part of the development of the SCV Habitat Plan. On pages 26-27 of the SAPP Draft EIR Appendix A, the City of Mountain View concluded that the nitrogen emissions (based on existing and future vehicle emissions) which would result from build-out of the SAPP were found less than cumulatively considerable (given that buildout of the SAPP is a small portion of Santa Clara County's overall emissions). The SCV Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future), and identifies measures to conserve and manage serpentine areas over the term of the SCV Habitat Plan, such that cumulative impacts to this habitat and associated special-status would not be significant and adverse. For these reasons, the project would not conflict with an adopted habitat conservation plan.

The project, however, could choose to provide a voluntary contribution towards the mitigation of indirect nitrogen deposition impacts. These contributions could be used to protect and enhance sensitive habitat in the Coyote Ridge and South County area that is subject to degradation due to nitrogen deposition (related primarily to vehicle emissions). Contributions could be paid to the Santa Clara Valley Habitat Agency, which is a Joint Powers Authority made up of the Cities of Gilroy, Morgan Hill, and San José, and Santa Clara County.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
5. Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	San Antonio Draft EIR Appendix A (2014) p. 32	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	San Antonio Draft EIR Appendix A (2014) p. 33	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	San Antonio Draft EIR Appendix A (2014) pp. 33-34	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	San Antonio Draft EIR Appendix A (2014) p. 34	No	No	No	N/A
<u>Discussion</u>					
<p>5a. Buildings on the site were evaluated to determine their potential for historic significance by <i>Archives & Architecture</i> (refer to Appendix C). The only residential building on the project site is a single-family residence constructed in the mid-1950s. Commercial development on the site was constructed from the early 1950s to mid-1980s. The most notable building on the site is the vacant Firestone Tire store as it has strong expressive features in its undulating curved canopy that reflects architectural concepts that were gaining popularity during the 1960s. Despite its unique features, the building is not eligible for the California Register of Historical Resources due to its lack of distinction within the larger</p>					

body of local architectural work during the 1960s. No other buildings on-site were determined to be historically significant based on the California Register of Historical Resources or the City of Mountain View Ordinance for the Preservation of Historical Resources.

5b. Unidentified archaeological resources, though unlikely, may exist on the project site. Areas that are near natural water sources, (e.g., riparian corridors and near tidal marshland), should be considered of high sensitivity for prehistoric archaeological deposits. There are no creeks located within the SAPP Area, which includes the project site. With the implementation of the General Plan Policy LUD-11.5 and the City's standard conditions of approval, the proposed project would meet SAPP requirements and ensure impacts to archaeological resources are less than significant.

Standard Conditions of Approval:

The following standard conditions of approval were identified in the San Antonio Specific Plan EIR and would be applicable to the proposed project.

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

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

5c. While there are no recorded fossil localities within the City of Mountain View, two vertebrate fossil localities are within two miles of the City's Sphere of Influence (SOI). Therefore, the project has the potential to significantly impact unique paleontological resources that may exist on the project site. With the implementation of General Plan Policy LUD-11.5 and the City's standard condition of approval, the proposed project would meet SAPP requirements and ensure impacts to paleontological resources are less than significant.

Standard Conditions of Approval:

The following standard condition of approval were identified in the San Antonio Specific Plan EIR and would be applicable to the proposed project.

- **DISCOVERY OF PALEONTOLOGICAL RESOURCES:** In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

5d. Implementation of the proposed project has the potential to significantly impact human remains interred outside formal cemeteries. Typically, such human remains are associated with prehistoric archaeological habitation sites, (e.g., shell middens). By implementing General Plan Policy LUD 11.6 and the City's standard conditions of approval for the discovery of human remains, the proposed project would have a less than significant impact.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
6. Geology and Soils. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	San Antonio Draft EIR Appendix A (2014) pp. 38-39	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	San Antonio Draft EIR Appendix A (2014) p. 39	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	San Antonio Draft EIR Appendix A (2014) p. 40	No	No	No	N/A
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	San Antonio Draft EIR Appendix A (2014) p.41	No	No	No	N/A

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	San Antonio Draft EIR Appendix A (2014) p. 41	No	No	No	N/A
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Discussion:

The following discussion is based on a Geotechnical Investigation prepared by *Cornerstone Earth Group* for the project site in April 2015 which is attached to this checklist as Appendix D.

The project site is underlain with medium dense sands with variable amounts of clay, silt, and gravel and stiff to hard clays with varying amounts of sand to approximately 32 feet below ground surface (bgs). Clays below the project foundations were found to have low to moderate expansion potential; however, surficial soils with moderate to high expansion potential are located on the site. Historic high groundwater on the site is mapped at approximately 10 feet bgs and measured depths in 2015 show groundwater at approximately 14 feet bgs. The project is located in a seismically active region as identified in the SAPP EIR. Site soils were tested for liquefaction potential and found to have low probability for liquefaction.

6a. Major regional faults located outside Mountain View in the Coast Ranges are capable of producing very strong to violent ground shaking within the SAPP area, which includes the proposed project site. Existing federal and State programs are designed to provide current information detailing seismic hazards and impose regulatory requirements regarding geotechnical and soils investigations. These include limitations on the locations of structures for human habitation, requirements for hazard notices to potential users, and structural standards for requirements for buildings and grading projects. With the implementation of the following General Plan Policies INC-2.3, PSA-4.2, PSA-5.1, PSA 5.2 and the City’s standard conditions of approval, seismic hazards related to project implementation would be reduced to a less than significant level.

6b. The proposed project would include construction activities that could potentially result in substantial erosion. All development under the SAPP area, including the proposed project, would be required to implement applicable stormwater standard conditions of approval (refer to *Section 9. Hydrology and Water Quality*) including measures to reduce erosion and sedimentation. In addition, Section 35.32.10 of the City of Mountain View Municipal Code requires all development projects to be conducted in a manner that prevents stormwater pollution. Compliance with State and local requirements would reduce the potential for substantial erosion and loss of topsoil to a less than significant level.

6c. As discussed in the SAPP EIR, earthquake induced slope stability is generally not an issue at the proposed project site due to relief of the local topography. Therefore, potential impacts related to landslides would be considered less than significant. The project would require temporary dewatering during construction of the below grade parking garage with the potential to result in off-site subsidence. Recommendations in the final design-level geotechnical study shall be implemented to ensure no off-site impacts to surrounding structures from subsidence would result from temporary construction dewatering. Implementation of General Plan Policies INC-4.1 and INC-4.2 ensure a safe water supply that would not result in subsidence from groundwater extraction. Implementation of the City's standard conditions of approval, which requires geotechnical investigations to identify and mitigate geologic hazards in site design, would also reduce potential groundwater impacts to a less than significant level and no further mitigation would be required.

6d. Soils in the project area have a moderate to high expansion potential at the surface and low to moderate expansion potential at the subsurface foundation grade. Structural damage of buildings or rupture of utilities may occur if the potentially expansive soils are not considered in the design and construction of the proposed project. However, implementation of the City's standard conditions of approval which requires geotechnical investigations to identify and mitigate geologic hazards in site design, would reduce this potential impact to a less than significant level.

6e. The proposed project site is serviced by a sanitary sewer system operated by the City of Mountain View. Therefore, there are no impacts related to alternative wastewater disposal systems and no mitigation is required.

Standard Conditions of Approval:

With the implementation of the following Conditions of Approval, impacts to geologic hazards would be less than significant.

- **GEOTECHNICAL REPORT:** The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards*, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for backdraining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
7. Greenhouse Gas Emissions. Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	San Antonio Draft EIR Appendix A (2014) p. 45	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	San Antonio Draft EIR Appendix A (2014) p. 45	No	No	No	N/A

Discussion:

7a.-b. The SAPP EIR concluded that all future projects, including the proposed project, that are consistent with the Mountain View Greenhouse Gas Reduction Program and the 2030 General Plan, as updated by the EIR, would result in a less than significant greenhouse gas impact.

The City’s GGRP identifies a series of reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The applicable measures indicated in the GGRP, including but not limited to, measure E-1.4, E-1.6, E-2.1, and T-1.1 would apply to the development of the proposed project within the SAPP. The GGRP’s transportation strategy is comprised of Transportation Demand Management (TDM) measures that encourage transit, carpooling, walking, and bicycling as alternatives to driving. The SAPP includes benefits from the proximity of local and regional transit services and includes TDM strategies. With implementation of the applicable measures in the GGRP and TDM measures within the SAPP area, the proposed project would be consistent with the GGRP, and therefore would not result in a significant GHG emission impact.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
8. Hazards and Hazardous Materials. Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	San Antonio Draft EIR Appendix A (2014) pp. 46-54	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	San Antonio Draft EIR Appendix A (2014) pp. 46-54	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	San Antonio Draft EIR Appendix A (2014) pp. 46-54	No	No	No	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	San Antonio Draft EIR Appendix A (2014) pp. 46-54	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	San Antonio Draft EIR Appendix A (2014) pp. 46-54	No	No	No	N/A
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people	San Antonio Draft EIR				

residing or working on the project area?	Appendix A (2014) pp. 46-54	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	San Antonio Draft EIR Appendix A (2014) pp. 46-54	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	San Antonio Draft EIR Appendix A (2014) pp. 46-54	No	No	No	N/A

Discussion:

The following discussion is based in part on a Phase I Environmental Site Assessment (ESA) prepared by *Haley & Aldrich, Inc.* in December 2013 and an Additional Excavation and Investigation Report prepared by *Stantec*, which are attached to this checklist as Appendix E.

Further information and correspondence was obtained from the State Water Resources Control Board (SWRCB) ‘Geotracker’ website: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000007090.

Existing Setting and Background:

The 480 and 520 San Antonio Road parcels are developed with two-story commercial office buildings, housing several tenants, and associated parking lots. The 462 San Antonio Road parcel is developed with a parking lot and with a Firestone tire service facility consisting of a display room and a service area including hydraulic lifts. The 400 San Antonio Road parcel is developed with a parking lot and two commercial buildings. One of the buildings is a one-story commercial building containing a restaurant, a coin-operated self-service laundromat, and a sandwich shop (now vacant). The second building (posted address is 2615 Miller Street) is a commercial building/warehouse with commercial tenants and storage space. The 2630 Fayette Drive parcel is developed with a two-story private residence (2630 Fayette Drive) and a two-story commercial building (posted address is 2624 Fayette Drive) housing several commercial tenants. The Phase I ESA noted the presence of a number of contaminant release sites within several hundred feet of the subject site, upgradient,

downgradient, and crossgradient. Based on available data, including case closure summaries and assessment reports, it is believed that none of these sites pose a potential to impact soil or groundwater at the project site.

During closure of the Firestone facility and after removal of the hydraulic lifts and oil/water separator, staining was noted in soils in these areas. A Voluntary Cleanup Agreement was entered into with the County of Santa Clara for the site and a Work Plan for soil remediation was approved in May 2014. The remediation work included excavating a trench and conducting additional confirmation soil sampling in the area of the former in-ground hydraulic lifts and former oil/water separator.

8a., b., d. The SAPP EIR concluded that projects that comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard City conditions of approval will reduce the potential for hazardous materials impacts to existing residents and businesses in and near the SAPP area to a less than significant level. The proposed project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List). The proposed mixed-use project will be required to comply with the voluntary cleanup and development requirements for the former Firestone property under the direction of an appropriate oversight agency (e.g., County of Santa Clara Department of Environmental Health) and City of Mountain View, and for this reason would not result in a new or substantially increased significant impact.

Standard Conditions of Approval:

City of Mountain View standard conditions of approval that would apply to the proposed project include (but are not limited to), the following:

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

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

The proposed mixed-use project will be required to comply with the cleanup and development requirements under the direction of the City of Mountain View and oversight agencies, as appropriate, and for this reason would not result in a new or substantially increased hazardous materials impact.

8c. The proposed project does not propose child care or school uses. The applicant proposes to construct a mixed-use development with residential and commercial uses, which would not be a substantial emitter of hazardous materials or hazardous waste, following construction.

8e. According to the Santa Clara County Airport Land Use Commission's Comprehensive Land Use Plan, the City of Mountain View is not located within any public airport's protected air space zones. Implementation of 600 additional housing units in the SAPP Area would have no impact on public airports.

8f. The proposed mixed-use development is 4.1 miles from Moffett Federal Airfield. It is not located within the Airport Influence Area (AIA), the composite of the areas surrounding the Airport that are affected by noise, height, and safety considerations. The project is consistent with land use compatibility criteria and policies in the Moffett Federal Airfield Comprehensive Land Use Plan and Mountain View 2030 General Plan Policy LUD 2.5.

8g. The proposed project would be required to adhere to applicable General Plan policies and actions that ensure maintenance of existing emergency response plans, development of Local Hazard Mitigation Plans, emergency response training, and collaboration with local communities, large employers, and Moffett Federal Airfield to coordinate emergency response and preparedness.

8h. There are no wildland fire hazard areas within or adjacent to the City of Mountain View, and implementation of the General Plan and GGRP would result in no impact on wildland areas.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
9. Hydrology and Water Quality. Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A

f. Otherwise substantially degrade water quality?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	San Antonio Draft EIR Appendix A (2014) pp. 56-66	No	No	No	N/A

Discussion:

Existing Setting:

According to the Flood Insurance Rate Map Community Panel 06085C-0038H, dated May 18, 2009, the proposed project site lies within Flood Zone X. Flood Zone X consists of areas of 0.2 percent chance flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas of protected levees from one percent annual chance flood.

The project proposes to reduce stormwater runoff by incorporating stormwater treatment techniques, such as bioretention areas and flow-through planters. These project elements are proposed to reduce the amount of runoff entering the storm drain system and the San Francisco Bay. The project also proposes to treat stormwater through the use of a media filtration unit which is a non-LID treatment measure.

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

9a. To prevent violations to water quality standards, new development under the SAPP, including the proposed project, would be subject to existing water quality regulations and programs, as described in the Regulatory Framework section of the General Plan EIR. These programs establish water quality standards and provide enforcement, and specific new development projects would be required to comply with these programs. In addition, implementation of applicable policies, conditions of approval, and actions in the General Plan would strengthen enforcement of surface water and groundwater quality standards and waste discharge requirements, and reduce impacts to a less than significant level.

Standard Conditions of Approval:

City of Mountain View standard conditions of approval that would apply to the proposed project include (but are not limited to), the following:

- **STORM DRAIN/SANITARY SEWER PLAN CHECK SHEET:** Complete a “Storm Drain/Sanitary Sewer Discharges” check sheet. All applicable items in the check sheet should be completed and shown on the building plan submittal.
- **STATE OF CALIFORNIA CONSTRUCTION GENERAL STORMWATER PERMIT:** A “Notice of Intent” (NOI) and “Stormwater Pollution Prevention Plan” (SWPPP) shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.
- **CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN:** The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags

surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

- **LANDSCAPE DESIGN:** Landscape design shall minimize runoff and promote surface filtration. Examples include: (a) no steep slopes exceeding 10 percent; (b) using mulches in planter areas without ground cover to avoid sedimentation runoff; (c) installing plants with low water requirements; and (d) installing appropriate plants for the location in accordance with appropriate climate zones. Identify which practices will be used in the building plan submittal.
- **PARKING GARAGES:** For multiple-level parking garages, interior levels shall be connected to an approved wastewater treatment system discharging to the sanitary sewer.
- **STORMWATER TREATMENT (C.3):** This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City’s guidance document entitled, “Stormwater Quality Guidelines for Development Projects.” The City’s guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

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

- **STORMWATER MANAGEMENT PLAN—THIRD-PARTY ENGINEER’S CERTIFICATION:** The Final Stormwater Management Plan must be certified by a qualified third-party engineer that the proposed stormwater treatment controls comply with the City’s Guidelines and Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP). A list of qualified engineers is available at the following link: www.scvurppp-w2k.com/consultants2012.htm.
- **DRAINAGE PLANS:** On-site drainage plans shall be included in the building plans.

- **DRAINAGE REQUIREMENTS:** On-site parking lots and driveways (other than single-family residential) shall not surface-drain across public sidewalks or driveway aprons. A 2' x 2' inlet/cleanout box is required at or near the property line for connections to the City storm drains.

9b. The SAPP area is developed with urban uses with minimal land facilitation of groundwater recharge. Therefore, implementation of the City's conditions of approval and applicable General Plan policies would ensure impacts related to potential adverse effects on groundwater resources associated with the proposed project to a less than significant level.

9c-d. According to the SAPP and SAPP EIR, implementation of applicable General Plan policies and actions, and applicable conditions of approval, in conjunction with compliance with existing regulatory programs (i.e., NPDES Order No. 2009-0009 DWG, NPDES Order No. R2-2009-0074, and provisions of the Municipal Regional Stormwater Permit) would ensure that impacts related to stormwater quality and existing drainage patterns under the proposed project would be less than significant. Standard conditions of approval identified above would be implemented by the project.

9e-f. While the proposed project would likely increase stormwater runoff to the existing drainage system's capacity implementation of applicable General Plan policies and actions, and applicable conditions of approval would reduce the impacts to less than significant. Applicable General Plan policies include INC 8.1, INC 8.7, and INC 8.8.

9g-j. The proposed project would not be placed within a flood zone as the entire SAPP area is not subject to flooding. In addition, the project site is not located within a dam failure inundation zone and is also not likely to be affected by seiches, tsunamis, or mudflow.

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

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
10. Land Use and Planning. Would the project:					
a. Physically divide an established community?	San Antonio Draft EIR Appendix A (2014) pp. 67-69	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	San Antonio Draft EIR Appendix A (2014) pp. 67-69	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	San Antonio Draft EIR Appendix A (2014) pp. 67-69	No	No	No	N/A
<p><u>Discussion:</u></p> <p>10a. The SAPP and SAPP EIR determined that land use changes within the City that would be implemented are expected to increase neighborhood vitality by encouraging the development of underutilized parcels, providing for a mix of land uses, and increasing non-automotive forms of transportation. Conversely, the use of the SAPP area to absorb some of the growth planned as part of the General Plan would allow for the preservation of existing, established neighborhoods. Thus, land use changes envisioned as part of the SAPP, including the proposed project, would not disrupt or divide established communities, and this impact would be considered less than significant.</p> <p>10b. The SAPP would promote the redevelopment of the SAPP area which includes redeveloping the project site by encouraging mixed-use development within the 123-acre development envelope, enhancing pedestrian amenities, adding new public spaces to improve the physical</p>					

environment adjacent to the roadway and better connect the corridor to adjacent neighborhoods. Implementation of the proposed project is on balance generally consistent with the land use and planning goals and policies of the applicable SAPP area and General Plan. The proposed project is applying for several development standard waivers to accommodate affordable housing units on the site. The intensity of development on the site is primarily focused on the San Antonio Road frontage of the site and where the project abuts medium high density and high-density residential development to the west, the project provides substantial setbacks of the buildings and stepbacks of the upper floors. Additional screening would also be provided by landscape trees on the western property line. The proposed project with its intensity focus on San Antonio Road would not result in any new or substantially greater land use compatibility impacts due to waivers of the development standards contained in the SAPP.

10c. The proposed project is not located within any approved local, regional, or State conservation plans. Therefore, the proposed project will have no impact on approved conservation plans and no mitigation measures are required.

Conclusion: The proposed mixed-use development with its intensity focus on San Antonio Road would not result in a new or substantially increased environmental impact compared to the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
11. Mineral Resources. Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	San Antonio Draft EIR Appendix A (2014) p. 70	No	No	No	N/A
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	San Antonio Draft EIR (2014) p. 70	No	No	No	N/A
<p><u>Discussion:</u></p> <p>11a.-b. As described in the SAPP EIR, the project site is located in a developed urban area in the City of Mountain View and mineral exploration and extraction is not performed in the project vicinity. There are no natural gas, oil, or geothermal resources located in or adjacent to the project site. Therefore, the proposed project would not result in a mineral resources impact.</p> <p><u>Conclusion:</u> The proposed development would not result in a new or substantially increased environmental impact compared to the SAPP EIR or Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
12. Noise. Would the project result in:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	San Antonio Draft EIR (2014) pp. 139-158	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	San Antonio Draft EIR (2014) pp. 139-158	No	No	No	Yes
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	San Antonio Draft EIR (2014) pp. 139-158	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	San Antonio Draft EIR (2014) pp. 139-158	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	San Antonio Draft EIR (2014) pp. 139-158	No	No	No	N/A
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	San Antonio Draft EIR (2014) pp. 139-158	No	No	No	N/A

Discussion:

The discussion in this section is based on the 400 San Antonio Road Noise and Vibration Assessment prepared by *Illingworth & Rodkin, Inc.*, in August 2016. This report is attached to this checklist as Appendix F.

Existing Setting: A noise monitoring survey was performed at the site by *Illingworth & Rodkin* from March 16 through March 18, 2016. The monitoring survey included two long-term noise measurement and three short-term noise measurements. The noise environment at the site and in the surrounding areas results primarily from vehicular traffic along San Antonio Road and El Camino Real. Secondary traffic noise sources include Miller Avenue and Fayette Drive.

Two long-term noise measurements were collected along the northwest property line of the project site (LT-1) and between commercial buildings along San Antonio Road (LT-2), approximately 70 feet from the San Antonio Road centerline. Hourly average noise levels at LT-1 typically ranged from 51 to 71 dBA L_{eq} during the day, and from 42 to 52 dBA L_{eq} at night. The day-night average noise level during the noise survey at this location was 57 dBA L_{dn} . Hourly average noise levels at LT-2 typically ranged from 67 to 76 dBA L_{eq} during the day, and from 56 to 69 dBA L_{eq} at night. The day-night average noise level during the noise survey at this location was 72 dBA L_{dn} . Short-term noise readings are shown in the following table:

Noise Measurement Location (Date, Time)	Measured Noise Level, dBA						Calculated L_{dn} , dBA
	L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	$L_{eq(10)}$	
ST-1: ~20 feet from Centerline of Fayette Drive. (3/18/2016, 11:50-12:00)	72	69	63	55	52	59	59
ST-2: ~15 feet from centerline of Fayette Drive. (3/18/2016, 12:10-12:20)	71	68	63	49	48	58	63
ST-2: ~20 feet from centerline of Miller Avenue. (3/18/2016, 12:30-12:40)	66	64	59	53	47	56	58

12a. Exterior Noise Levels: The SAPP EIR identified a less than significant impact to future development projects from ambient noise, assuming compliance with 2030 General Plan policies NOI 1.1 to NOI 1.5, and NOI 1.7, along with implementation of standard conditions of approval. Based on the noise analysis included as Appendix F, the future exterior noise levels at the outdoor use areas would be below

the City's 65 dBA L_{dn} threshold for exterior noise environments at multi-family residential buildings. The outdoor noise environment at the park would be 64 dBA L_{dn} which adheres to the City's noise threshold for parks of 67.5 L_{dn} or below. Commercial spaces should also be maintained at or below 67.5 dBA L_{dn} , however, the proposed commercial component of the project which is assumed to include restaurants with outdoor seating would have future exterior noise levels of 72 dBA L_{dn} . While this exceeds the City's 67.5 dBA L_{dn} threshold for exterior noise environments for commercial spaces, the noise level would fall within the conditionally acceptable range. The SAPP EIR disclosed that commercial uses would only require noise reduction measures where traffic noise would exceed 70 dBA L_{dn} . Noise mitigation measures, such as barriers, would be impractical since it would block access to the retail shops and outdoor dining areas. Therefore, the conditionally acceptable threshold would be adequate for this outdoor use area.

Stationary Equipment Noise: Typical air conditioning units and heat pumps for residential buildings range from about 63 to 67 dBA L_{eq} at a distance of 50 feet. The nearest sensitive receptors would be located at least 80 feet from the project site. Due to the height of Buildings C and D compared to the height of the adjacent residential buildings, the expected noise levels from the rooftop mechanical equipment as measured at the adjacent uses would be less than 50 dBA L_{eq} . These levels are below the existing ambient noise levels of 55 dBA L_{eq} during daytime hours, and within the range of the existing nighttime limit of at or below 50 dBA L_{eq} .

Interior Noise Levels: Exterior facing residential units on the site would be exposed to traffic noise from adjacent roadways ranging from 60 dBA L_{dn} to 74 dBA L_{dn} . The residential units located on the interior of the site would receive adequate shielding from intervening buildings and would be exposed to future exterior noise levels at or below 60 dBA L_{dn} .

Standard residential construction provides approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA L_{dn} , the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA L_{dn} , forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

Since the units adjacent to San Antonio Road would have future interior noise levels up to 59 dBA L_{dn} , standard construction materials would not be sufficient to meet the City's standard of 45 dBA L_{dn} ; therefore, the incorporation of noise control methods would be required.

Standard Conditions of Approval:

With incorporation of the following standard conditions of approval, the proposed mixed-use project would not result in a new or substantially increased environmental impacts compared to the SAPP EIR:

- **MECHANICAL EQUIPMENT:** The noise emitted by any mechanical equipment on the project site shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on a residentially used property.
- **INTERIOR NOISE LEVELS:** Construction drawings must confirm that measures have been taken to achieve an interior noise level of 45 dB(A) L_{dn} that shall be reviewed and approved by a licensed acoustical engineer prior to building permit submittal.
- **SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS:** A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dB(A) L_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans, and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise.

Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented as recommended by the qualified acoustical consultant, to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

12b. Vibration: Based on the noise analysis included as Appendix F, construction-related vibration levels resulting from activities at the project site would exceed 0.3 in/sec PPV at the nearest residential use, located approximately five to ten feet northwest of the project site. At this distance, vibration levels would be up to 1.2 in/sec PPV, which exceeds the 0.3 in/sec PPV threshold. With the implementation of the following mitigation measure identified in the SAPP EIR, the impact would be less than significant.

EIR Mitigation Measures:

- **Mitigation Measure NOISE-1:** The following language shall be included as a Condition of Approval for new projects associated with implementation of the SAPP:
 - In the event that pile driving would be required for any proposed project within the SAPP 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 in the same period 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.

Implementation of Mitigation Measure NOISE-1 would ensure that the exposure of sensitive receptors to excessive groundborne vibration levels from demolition and construction activities is sufficiently mitigated to a less than significant level.

12c. Project Traffic Noise: Project traffic data was provided for the noise analysis attached as Appendix F. Based on this analysis, the proposed project would result in an increase in permanent noise levels of approximately one dBA L_{dn} or less, which would not represent a substantial permanent noise level increase at the nearby noise-sensitive receptors. The proposed project would comply with 2030 General Plan Policies NOI 1.1, 1.3, and 1.4. By reducing vehicle trips through Transportation Demand Management measures, the project would also comply with General Plan Policies NOI 1.5 (Reduce the noise impacts from major arterials and freeways) and NOI 1.6 (Minimize noise impacts on noise-sensitive land uses).

12d. Temporary Construction Noise: Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. Where noise from construction activities exceeds 60 dBA L_{eq} and exceeds the ambient noise

environment by at least five dBA L_{eq} at noise-sensitive uses in the project vicinity for a period exceeding one year, the impact would be considered significant.

The nearest noise-sensitive receptor, located approximately five (5) feet northwest of the project site, would have existing daytime ambient noise levels similar to the measurements taken at the project site, which ranged from 51 to 71 dBA L_{eq} at LT-1. The residence located approximately 25 feet to the south, adjacent to the project site, would have existing daytime ambient levels similar to ST-1, which was 59 dBA L_{eq} . The adjacent commercial property located 90 feet to the south would have existing daytime ambient levels similar to LT-2, which ranged from 67 to 76 dBA L_{eq} .

The proposed project is expected to take approximately 22 months to complete. Construction activities would include demolition, excavation, grading, trenching, building construction, paving, and architectural coating. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

Noise levels would exceed 60 dBA L_{eq} at residential uses and 70 dBA L_{eq} at commercial uses at times during project construction phases. With ambient levels at the nearby residence ranging from 51 to 71 dBA L_{eq} , construction noise levels would exceed the ambient noise environment by five dBA L_{eq} or more during demolition, site preparation, grading/excavation, trenching, building exterior, and paving phases. Since construction noise for the proposed project is expected to exceed 60 dBA L_{eq} for residences and 70 dBA L_{eq} for commercial uses and exceed ambient levels at the nearby residences by more than five dBA L_{eq} for a period of more than one year, this could be a significant impact.

Construction activities will be conducted in accordance with the provisions of the City's Municipal Code, which limits construction work between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and prohibits construction on weekends and holidays. Further, the City shall require the construction crew to adhere to the following construction best management practices as standard conditions of approval to reduce construction noise levels emanating from the site and to minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity. The implementation of these reasonable and feasible controls would reduce construction noise levels emanating from the site by five to 10 dBA in order to minimize disruption and annoyance. With the implementation of these controls, as well as the Municipal Code limits on allowable construction hours, and considering that construction is temporary, the impact would be less than significant.

Standard Conditions of Approval:

With incorporation of the following standard conditions of approval, consistent with the recommendations of the noise and vibration assessment, the proposed mixed-use development project would not result in a new or substantially increased environmental impact under the SAPP EIR.

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

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

Conclusion: The proposed development would not result in a new or substantially increased environmental impact compared to the SAPP EIR or Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
13. Population and Housing. Would the Project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	San Antonio Draft EIR Appendix A (2014) pp. 72-75	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	San Antonio Draft EIR Appendix A (2014) pp. 72-75	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	San Antonio Draft EIR Appendix A (2014) pp. 72-75	No	No	No	N/A
<p><u>Discussion:</u></p> <p>13a. The SAPP and SAPP EIR analyzed the environmental impacts of developing up to 1,235 residential units in the SAPP area and the project would develop up to 600 of the 1,235 additional housing units and more than 50 employees for the assumed 3,695 jobs. The SAPP EIR determined that consistent with applicable General Plan and SAPP policies including Policies LUD 3.1, LUD 3.2, and LUD 3.5, and 1-D, the intensification of the SAPP area and associated infrastructure improvements within a developed urban area would not indirectly induce unanticipated population growth. Therefore, implementation of the proposed mixed-use project would not substantially and indirectly induce population growth, and any potential impact would be less than significant.</p> <p>13b-c. Although one single-family residence exists on the site, the project would not displace a substantial number of people or necessitate the construction of replacement housing.</p>					

Conclusion: The proposed development would not result in a new or substantially increased environmental impact compared to the SAPP EIR or Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
14. Public Services.					
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	San Antonio Draft EIR (2014) pp. 159-172	No	No	No	N/A
Police protection?	San Antonio Draft EIR (2014) pp. 159-172	No	No	No	N/A
Schools?	San Antonio Draft EIR (2014) pp. 159-172	No	No	No	N/A
Parks?	San Antonio Draft EIR (2014) pp. 159-172	No	No	No	N/A
Other public facilities?	San Antonio Draft EIR (2014) pp. 159-172	No	No	No	N/A

Discussion:

14. Compared to the allowed residential development in the SAPP Area, the development of 600 housing units and approximately 11,200 square feet of commercial space would incrementally increase the use of public services include fire and police protection, schools, parks, and community facilities.

Fire Services

Additional residents and employees associated with implementation of the SAPP would increase demand for fire protection and emergency medical services. The implementation of General Plan Policies INC 2.2, PSA 1.1, PSA 1.2, PSA 3.1, and numerous standard conditions of approval will ensure that the proposed project, consistent with development allowed under the SAPP, would result in a less than significant impact on emergency services in the City of Mountain View.

Police Services

Additional residents and employees on the site associated with implementation of the SAPP would increase demand for police services. The implementation of General Plan Policies INC 2.2, PSA 1.1, PSA 1.2, PSA 2.1, PSA 2.2, PSA 2.3 and standard conditions of approval will ensure that the proposed project, consistent with development allowed under the SAPP, would result in a less than significant impact on police services in the City of Mountain View.

Schools

The construction of new housing units associated with implementation of the proposed project (600 multi-family units) could generate approximately 208 students⁴, based on student generation rates and the projected distribution of new students in the Mountain View-Los Altos Union High School (MVLA UHSD) and Los Altos Elementary (LASD) school districts identified in the SAPP EIR. Currently, MVLA UHSD's Los Altos High School, which would serve the project area, is currently under capacity by 187 students. Based on the student generation rates identified in the SAPP EIR, the development of up to 600 dwelling units would generate approximately 28 new high school students that would attend the school. The additional 28 students would not exceed the current school capacity of 1,969

⁴ (Mountain View-Los Altos Union High School student generation rate) 0.046 x (number of proposed dwelling units) 600 = approximately 28 students.
(Los Altos Elementary School District student generation rate) 0.3 x (number of proposed dwelling units) 600 = approximately 180 students.
180 students + 28 students = approximately 208 students.

students. The LASD schools that would serve the project area include Santa Rita, Almond, and Covington elementary schools, and Egan middle school. Currently, the schools are cumulatively over capacity by 216 students; however, Covington elementary school and Egan middle school are currently under capacity by a total of 103 students. Based on the student generation rates identified in the SAPP EIR, the development of up to 600 dwelling units would generate approximately 180 new students that would attend the schools. Therefore, the additional 180 students would exceed the current capacity of the schools.

As discussed in the SAPP EIR, new school facilities would likely be needed to accommodate the anticipated increases in student enrollment resulting from implementation of the SAPP. To offset the project's effect on the adequacy of school facilities to accommodate projected students, the project will pay a school impact fee prior to the issuance of a building permit, in accordance with state law (Government Code Section 65996). These fees are used for the construction of new school facilities, which would be built to accommodate increased student enrollment resulting from development in the SAPP area. The school district would be responsible for implementing the specific methods for mitigating school impacts under the Government Code.

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

Parks

The project includes common open space on the site and amenities to serve project residents. Additionally 0.5 acres of the site will be dedicated for a future park use. Implementation of General Plan Policies POS 1.1, POS 1.2, POS 2.2, POS 2.3, POS 2.4, POS 2.6, POS 3.1, POS 4.2, and LUD 16.6 s would ensure that there would be sufficient recreation land and facilities provided such that impacts to recreation and open space facilities would be less than significant.

Other Public Facilities

Population and employment growth associated with the proposed project would increase demand for community facilities such as libraries. Implementation of General Plan Policy POS 7.5 would require the provision of library services. Implementation of this policy would ensure that new residents in the SAPP area would have access to library facilities. Therefore, the proposed project would result in a less than significant impact under the SAPP.

Standard Conditions of Approval:

The following standard conditions of approval were identified in the San Antonio Specific Plan EIR and would be applicable to the proposed project.

- **EMERGENCY RESPONDER RADIO COVERAGE:** All buildings shall have approved radio coverage for emergency responders within the building. (California Fire Code, Section 510)
- **OFF-SITE IMPROVEMENT PLANS:** Prepare public improvement plans in accordance with Chapter 28 of the City Code, the City's Standard Design Criteria, and the conditions of approval of the subdivision. The plans are to be drawn on 24"x36" sheets at a minimum scale of 1" = 20'. The plans shall be stamped by a registered civil engineer and shall show all public improvements and other applicable work within the public right-of-way. A traffic control plan indicating the work areas, delineators, signs, and other traffic control measures is required for work that impacts traffic on an existing street. Improvement plans (10 sets), Improvement Plan Checklist, and items noted within the checklist must be submitted together as a separate package concurrent with the first submittal of the building plans. The improvement plans must be approved and signed by the Public Works Department. After the plans have been signed by the Public Works Department, 10 black-line sets, 1 Xerox Mylar (4 mil) set of the plans, and CD with CAD file and PDF must be submitted to the Public Works Department prior to the approval of the parcel map. CAD files shall meet the City of Mountain View's Digital Data Submission Standards.

Conclusion: The proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
15. Recreation.					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	San Antonio Draft EIR Appendix A (2014) pp. 77- 80	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	San Antonio Draft EIR Appendix A (2014) pp. 77- 80	No	No	No	N/A
<p><u>Discussion:</u></p> <p>15a. The SAPP and SAPP EIR determined that the population in the City of Mountain View would increase up to 88,570 residents, including the addition of 1,235 housing units in the SAPP Area. Implementation of the General Plan and Park and Open Space Plan policies will ensure that the proposed projects’ increase in park and recreational facility uses would not substantially accelerate the deteriorate of existing parks, recreational facilities, and open spaces. The project would meet the requirements of the Park Land Dedication ordinance in part by dedicating 0.5 acres of land to the City to develop into a public park. The project would also pay an in-lieu fee to meet their remaining obligations under the City’s Park Land Dedication ordinance.</p> <p>15b. The SAPP and SAPP EIR include policies for construction and expansion of recreational facilities to accommodate recreational services to the projected population growth in the City. The project will dedicate 0.5 acres of the project site for future development with a public park. Applicable General Plan Policies include POS 1.1, POS 1.2, POS 2.2, POS 2.3, POS 2.4, POS 2.6, POS 3.1, POS 4.2, and PW-14. Implementation of the Quimby Act and the identified General Plan policies and conditions of approval will ensure that the proposed project would result in a less than significant impact on recreational facilities.</p>					

Standard Conditions of Approval:

The following standard conditions of approval were identified in the San Antonio Specific Plan EIR and would be applicable to the proposed project.

- **PARK LAND DEDICATION FEE:** Prior to issuance of any building permits and prior to approval of the parcel map as applicable, the applicant shall pay the Park Land Dedication Fee (approximately \$15,000 to \$30,000 per unit) for each new residential unit in accordance with Chapter 41 of the City Code prior to the issuance of the building permit. No credit against the Park Land Dedication Fee will be allowed for private open space and recreational facilities. Provide the most current appraisal or escrow closing statement of the property with the following information to assist the City in determining the current market value of the land: (1) a brief description of the existing use of the property; (2) square footage of the lot; and (3) size and type of each building located on the property at the time the property was acquired.

Conclusion: The proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
16. Transportation/Traffic. Would the project:					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	SAPP EIR (pages 89-109)	No	No	No	N/A
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	SAPP EIR (pages 89-109)	No	No	No	N/A
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	SAPP EIR (pages 89-109)	No	No	No	N/A
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	SAPP EIR (pages 89-109)	No	No	No	N/A
e. Result in inadequate emergency access?	SAPP EIR (pages 89-109)	No	No	No	N/A
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	SAPP EIR (pages 89-109)	No	No	No	N/A

Discussion:

The discussion in this section is based on the “Site Specific Traffic Analysis (SSTA), 400 San Antonio Road Mixed-Use Development” prepared by *Hexagon Transportation Consultants, Inc.* in July 2016. This report is attached to this checklist as Appendix G. The SSTA was prepared to determine if the San Antonio and Fayette Drive project would have new or substantially more severe impacts, new mitigation, or new circumstances not previously disclosed in the certified SAPP EIR.

The project is required to implement a Transportation Demand Management (TDM) program that will reduce vehicle trips to achieve an eight percent trip reduction for employment uses. Consistent with the SAPP, the project will also be required to provide transit subsidies and/or VTA’s EcoPass to residents for the first 10 years of the project (SSTA assumes a five percent trip reduction). A nine percent trip reduction was also assumed based on the project’s proximity to a Caltrain station.

16a-b. Intersections

Roadway traffic operations were evaluated for the peak AM and PM commute hours during a typical midweek day during the morning (7:00 to 10:00 a.m.) and evening (4:00 to 7:00 p.m.) peak periods at 13 study intersections. The morning peak hour was found to be 8:30 to 9:30 a.m. and the evening peak hour was found to be 5:00 to 6:00 p.m. Vehicle trip distribution was completed with the City of Mountain View Travel Demand Model, which incorporates information about the residential origins of employees working in the SAPP Area, based on employer surveys, and US Census and California Household Travel Survey data.

Under existing plus SAPP conditions, which accounted for 1,235 residential units, 3,695 jobs, and 600,000 square feet of office space, Intersection #17, San Antonio Road/California Avenue, would be significantly impacted by SAPP traffic volumes. The SAPP EIR identified mitigation to reduce the impacts of the SAPP to Intersection #17 (Mitigation Measure TRANS-1) to a less than significant level. The Village at San Antonio Center Phase 2 project has been conditioned to implement improvements at Intersection #17, as required by the SAPP EIR and incorporated into the background conditions analysis of the SSTA prepared for the San Antonio and Fayette Drive project (refer to Appendix G).

The project was analyzed against existing and background project conditions at study intersections located in the cities of Mountain View, Palo Alto, and Los Altos. The results of the intersection level of service (LOS) analysis showed that all signalized intersections for which LOS D is the LOS standard and all intersections for which LOS E is the level of service standard would operate at acceptable levels of service under existing and background plus project conditions. Unsignalized intersections in the project area were also studied under all study scenarios.

The SSTA determined that project traffic would not result in the need for intersection improvements or modification of traffic control at these unsignalized intersections (refer to Appendix G).

Freeways

Per VTA's 2014 *TIA Guidelines*, a freeway segment level of service analysis is required when a project would add trips greater than one percent of a segment's capacity. Project traffic on the freeway segments in the vicinity were calculated and compared to each segment's capacity. The results of this analysis showed that the proposed project trips represent less than one percent of capacity of all freeway segments in the area. Therefore, a freeway segment level of service analysis was not completed. The SAPP EIR found the SAPP would not result in a significant impact to freeway segments which is consistent with the findings of the SSTA.

16c. The proposed project would be consistent with the SAPP EIR, and would not result in a change in air traffic patterns.

16d. The proposed project would be consistent with the SAPP EIR, and would not substantially increase hazards due to a design feature or incompatible land uses.

16e. The proposed project would be consistent with the SAPP EIR, and would not result in inadequate emergency access.

16f. Bicycles and Pedestrians

The project is expected to generate new bicycling and walking trips throughout the day. Bicycle trips may include commute trips and work-related, dining, shopping and recreation trips made throughout the day by employees and visitors at the site. Walking trips will be made throughout the day as well, and it is possible that some commute trips may be made on foot. Two pedestrian and bicycle promenades will be included on the site. One would be a continuation of the east-west promenade running through The Village at San Antonio and would run from San Antonio Road to the future public park. The other would run north-south through the project site from Miller Avenue to the future public park.

The project traffic consultant, *Hexagon Transportation Consultants*, recommends the following site design improvement to address the proximity of the promenades on alternating sides of San Antonio Road (refer to Appendix G, Chapter 6). This recommendation will be made a condition of approval for the project.

At the San Antonio Road midblock:

- In order to prevent pedestrians from crossing San Antonio Road midblock where the two promenades meet each other, signs should be added that say “NO PED CROSSING – USE CROSSWALK” (R49(CA) signage) where the promenades reach San Antonio Road to encourage pedestrians to use the San Antonio/Fayette or San Antonio/Miller pedestrian-activated signal heads and crosswalks.

The recommendations above will facilitate the safety and convenience of walking trips at the project site and connecting to the surrounding network.

Within the vicinity of the project, designated bike lanes are present along Showers Drive, California Street, and San Antonio Road south of El Camino Real. Miller Avenue west of Del Medio Avenue is designated as a bike route leading to the Adobe Creek Class I bicycle/pedestrian bridge. The public paseos through the site will allow comfortable bicycle access from the surrounding neighborhoods to the project’s proposed commercial area and the future public park on Fayette Drive.

Based on this assessment, the project will not create a hazardous condition that does not currently exist for pedestrians and bicyclists; interfere with pedestrian accessibility to the site and adjoining areas; nor conflict with an existing or planned pedestrian or bicycle facility; nor conflict with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the study area.

Transit

Under Existing with Project Conditions, implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the SAPP Area. Project-generated trips would add traffic to many of the streets used by VTA routes. However, based on the incremental amount of increased delay at study intersections, the project would have a less than significant impact on transit travel times.

Conclusion: The proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
17. Utilities and Service Systems. Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	San Antonio Draft EIR (2014) pp. 173-185	No	No	No	N/A
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	San Antonio Draft EIR (2014) pp. 173-185	No	No	No	N/A
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	San Antonio Draft EIR (2014) pp. 173-185	No	No	No	N/A
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	San Antonio Change Area Subsequent EIR (2014) pp. IV.M-2 to IV.M-4	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	San Antonio Draft EIR (2014) pp. 173-185	No	No	No	N/A
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	San Antonio Draft EIR (2014) pp. 173-185	No	No	No	N/A

g. Comply with federal, state, and local statutes and regulations related to solid waste?	San Antonio Draft EIR (2014) pp. 173-185	No	No	No	N/A
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Discussion:

The following discussion is based in part on a Utility Impact Study completed for the project by Schaaf & Wheeler in July 2016, which is attached to this report as Appendix H.

17a., b., e. The proposed project would increase wastewater flows from the site by a maximum of approximately 81,613 gallons per day (gpd) when compared to the existing approximately 80,500 s.f. of commercial uses on the site. However, according to the City’s General Plan EIR (pages 552-553), treatment capacity at the RWQCP will not be reached with the level of growth anticipated by the General Plan. The SAPP EIR found that increased development in the SAPP area may result in the need for upsized wastewater treatment mains and other improvements. Consistent with Mitigation Measure UTL-2 of the SAPP EIR, a Utility Impact Study was prepared for the proposed project. The study found the project would not result in any deficiencies in the existing sewer system serving the project area. The project would be required to contribute to two capital improvement projects (CIPs) in the project vicinity, CIPs GPUUIS(P)-35 and GPUUIS(P)-29, which would continue to meet the City’s design criteria with the increased development proposed on the project site and other assumed development in the City’s General Plan. The City’s contributing flow to the Los Altos Inceptor Sewer with and without the Project is below the contractual limitation of two million gallons per day. With implementation of the 2030 General Plan policies and standard conditions of approval, the proposed project would result in less than significant impacts to wastewater treatment facilities.

Standard Conditions of Approval:

The following standard condition of approval, consistent with those originally identified in the San Antonio Specific Plan EIR, would be applicable to the proposed project:

- **WATER AND SEWER CAPACITY CHARGES:** Prior to issuance of any building permits and prior to approval of the parcel map as applicable, the applicant shall pay the water and sewer capacity fees for the development. The water and sewer capacity charges for residential connections are based on the number and type of dwelling units. There are separate charges for different types of residential categories so that the capacity charges reasonably reflect the estimated demand of each type of connection. The water and sewer capacity charges for nonresidential connections are based on the water meter size and the building area and building use, respectively. Credit is given for the existing site use(s) and meter size(s) as applicable.

The proposed project would also increase water demand by 1,222 gpd for the commercial component and 114,600 gpd for the residential component of the project. Consistent with Mitigation Measure UTL-1, a Utility Impact Study was completed for the project. The increased water demand from project development was compared with the City's supply turnouts and well capacities to ensure demand can be met. The Mountain View water system is divided into three pressure zones to maintain reasonable pressures throughout the City's rising topography moving south, further from the Bay. The proposed project is located in Pressure Zone 2, which is supplied by two San Francisco Public Utilities Commission (SFPUC) turnouts. Demand in Pressure Zone 2 can be sufficiently supplied by the turnouts; however, as discussed in the *2030 General Plan Update Utility Impact Study* (IEC, 2011) surplus supply in Pressure Zone 2 will need to be routed to Pressure Zone 1 to make-up the supply deficiency in the lower zone. The additional proposed project demand does not impact the City's ability to meet total system demand and would be subject to the standard condition of approval identified above (refer to Appendix H).

17c. Consistent with SAPP EIR Mitigation Measure UTL-3, a Utility Impact Study was completed for the project which evaluated the projects' impacts on stormwater infrastructure. The proposed project land use decreases pervious land use area compared to the existing site, potentially increasing peak runoff from the site. Based on delineated drainage areas at the project site, the incremental change in peak runoff to the storm drain system is less than one percent. Project flow drains to three on-site storm drains discharging to the storm drain system, slightly increasing peak runoff at one location and decreasing peak runoff at the other two. Previous studies identified one existing system deficiency downstream of the proposed project in San Antonio Road. The proposed project decreases peak runoff, by less than one percent to the San Antonio Road storm drain. The incremental project contribution is less than one percent runoff change and would not significantly impact the downstream storm drains.

Standard Conditions of Approval:

The following standard conditions of approval, consistent with those originally identified in the San Antonio Specific Plan EIR, would be applicable to the proposed project:

- **CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN:** The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

- **EFFICIENT IRRIGATION:** Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include: (a) setting irrigation timers to avoid runoff by splitting irrigations into several short cycles; (b) employing multi-programmable irrigation controllers; (c) employing rain shutoff devices to prevent irrigation after significant precipitation; (d) use of drip irrigations for all planter areas which have a shrub density that will cause excessive spray interference of an overhead system; and (e) use of flow reducers to mitigate broken heads next to sidewalks, streets, and driveways. Identify which practices will be used in the building plan submittal.
- **STORMWATER TREATMENT (C.3):** This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

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

- **STORM DRAINAGE FEE:** Pay the off-site storm drainage fee per Section 28.51(b) and with the rates in effect at time of payment.

17d. A water supply assessment was prepared for the General Plan and GGRP San Antonio Change Area Subsequent EIR which evaluated modified land uses within the SAPP area including a net increase in new development of approximately 800,000 square feet of retail space and 167 lodging units. In response to anticipated future dry year shortfalls discussed in the City's water supply assessment, the City has developed a Water Shortage Contingency Plan that systematically identifies ways in which the City can reduce water demands and augment supplies during dry years. It is expected that even without development in the SAPP area the City would have to rely on implementation of its Water Shortage Contingency Plan during some dry years to reduce demands.

The proposed project is consistent with the development envisioned within the SAPP area, and would be required to implement standard City water conservation measures as conditions of approval. The project would not result in a new or greatly increased impact to water supply. The effects of the project on water supply, therefore, would be less than significant.

17f-g. Development under the SAPP in the SAPP Area would generate an approximately one percent increase in the permitted daily disposal at Kirby Canyon Landfill and the current capacity of the Kirby Canyon Landfill would be able to serve the City's planned growth. Implementation of General Plan policies and the City's Zero Waste Plan would reduce solid waste generation from the project. Therefore, the project would be consistent with applicable solid waste regulations and would not result in a new or greatly increased impact on landfill capacity.

Conclusion: The proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
18. Mandatory Findings of Significance.					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?	San Antonio Draft EIR (2014) pp. 41-186				
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	San Antonio Draft EIR (2014) pp. 41-186				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	San Antonio Draft EIR (2014) pp. 41-186				
<p><u>Discussion:</u></p> <p>18a. Biological resources and cultural resources are discussed in Sections 4 and 5 of this checklist. The project would not result in substantial impacts to these resource areas.</p> <p>18b. The potentially cumulatively considerable impacts are discussed below. Refer also to the individual sections of this checklist, above.</p>					

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

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

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

Cumulative Hazardous Materials Impacts: Hazardous materials source issues are generally site-specific and would not contribute to impacts associated with other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed mixed-use project would not result in a cumulatively considerable hazards and hazardous materials impact.

Cumulative Hydrology and Water Quality Impacts: The proposed mixed-use project would not contribute to any cumulatively considerable flooding impacts in the area. By complying with existing regulations for stormwater volume and quality and General Plan policies relating to water quality, the proposed mixed-use development in the SAPP area would not result in a cumulative considerable hydrological or water quality impact.

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

Cumulative Noise Impacts: The 2030 General Plan EIR identified a significant and unavoidable noise impact and a cumulatively considerable contribution to the regional ambient noise conditions from increases in traffic noise levels. The proposed mixed-use development would result in slightly increased noise levels, as a part of the overall SAPP area development. Through compliance with all applicable General Plan policies and City conditions of approval, development projects in the SAPP area would minimize noise impacts, and would not result in any new or greater impacts than were previously identified in the SAPP EIR analysis. Through compliance with applicable General Plan policies and conditions of approval, the proposed mixed-use development will minimize noise impacts.

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

Cumulative Utilities Impacts:

- **Water Supply:** Implementation of the SAPP would not make a significant cumulative contribution to impacts on water supply, and cumulative water supply impacts would be less than significant. Since the proposed project is consistent with the SAPP, the project would not make a contribution to a significant cumulative impact.
- **Wastewater Services:** Implementation of the General Plan would generate additional wastewater treatment demand for the entire service area. As described in the 2030 General Plan EIR, the Palo Alto RWQCP, which serves surrounding communities such as Los Altos, Los Altos Hills, and Palo Alto, has sufficient capacity for current dry and wet weather loads and for future load projections, and there are no plans for expansion of the plant. Therefore, implementation of the SAPP Plan, together with the 2030 General Plan build-out, would not make a significant cumulative contribution to impacts on wastewater treatment demand, and cumulative wastewater impacts would be less than significant. Since the proposed project is consistent with the SAPP, the project would not make a contribution to a significant cumulative impact.
- **Stormwater and Solid Waste:** The SAPP EIR did not identify a significant cumulative impact to stormwater or solid waste facilities, and since the proposed project includes measures to control stormwater flows and is consistent with the SAPP, it would also not make a contribution to a significant cumulative impact.

18c. The SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Emissions EIR evaluated impacts to humans, including aesthetic and visual resources, air quality, geology and soils, noise, hazardous materials, public services and recreation, population and housing, mineral resources, hydrology and water quality, and utility and service system impacts. The proposed project would contribute to the same less than significant impacts identified in the previous EIRs.

Conclusion: The proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

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