

# CEQA Compliance Checklist

## 2268-2290 El Camino Real Residential Project



City of Mountain View

November 2016

## INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	<b>2268-2290 El Camino Real Residential Project</b>	FILE NUMBERS:  278-16-PCZA 295-16-TM
SITE ADDRESS:	2268-2290 El Camino Real Mountain View, CA 94040	APN(s): 148-36-17, -25, -37, and -38
APPLICANT:	Lennar Multifamily Communities 492 Ninth Street, Suite 300 Oakland, CA 94607	PHONE: 415-975-4980
PROPERTY OWNER:	Lennar Multifamily Communities (2280-2290 El Camino Real, 2241 Latham Street, and 2243 Latham Street)  Bash Trust (2268 West El Camino Real)	
<b>Previously Certified EIRs:</b> <ul style="list-style-type: none"> <li>– <i>El Camino Real (ECR) Precise Plan EIR</i> (2014), SCH #: 2014032002</li> <li>– <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR</i> (2012) SCH #: 2011012069</li> </ul>		
<b>PROJECT DESCRIPTION SUMMARY:</b> The project includes the development of a four-story, 204,530 square foot, 204-unit multi-family residential development with a basement level parking garage, the demolition of a 21,000 square foot multi-tenant commercial center, a 1,600 square foot commercial gym, surface parking, and three single-family residences, and the removal of 21 Heritage trees on a 2.61-acre site in Mountain View. The proposed project would require approval of a Tentative Map to consolidate the site's parcels (APNs 148-36-17, -25, -37, and -38).		
<b>ENVIRONMENTAL SETTING:</b> The site is located on APNs 148-36-17, -25, -37, and -38, and is bordered by Latham Street and multi-family residential uses to the north, commercial uses (Best Western motel) to the west, El Camino Real to the south, as well as preschool and multi-family residential uses to the east. The site is currently developed with a 21,000 square foot multi-tenant commercial center (Olive Tree Shopping Center), a 1,600 square foot commercial gym, surface parking, and three single-family residences totaling approximately 4,020 square feet.		
<b>DETERMINATION:</b> This Initial Study determined that the proposed project would result in either no impact or a less than significant impact as addressed in the El Camino Real (ECR) Precise Plan Environmental Impact Report (EIR certified in November 2014), El Camino Real Precise Plan Initial Study (August 2014) and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR (2030 General Plan EIR). The project complies with the California Environmental Quality Act (CEQA), since residential uses at the proposed intensity on the site were analyzed in the El Camino Real Precise Plan EIR and El Camino Real Precise Plan Initial Study.		

**(ADDITIONAL / NO ADDITIONAL IMPACT FINDING):** The proposed project is in compliance with the California Environmental Quality Act (CEQA), because an Initial Study was prepared pursuant to CEQA Guidelines and found with implementation of the El Camino Real Precise Plan standards and guidelines, standard City Conditions of Approval, State regulations, and mitigation measures identified in the El Camino Real Precise Plan EIR, El Camino Real Precise Plan Initial Study, and the 2030 General Plan EIR, the proposed addition of 204 multi-family residential units at the project site would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIRs and Initial Study.

**Prepared by:** Payal Bhagat, Senior Planner  
Community Development Department

**Date:** November 2, 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**

The El Camino Real Precise Plan EIR (November 2014) and El Camino Real Precise Plan Initial Study (August 2014) evaluated the environmental impacts of the El Camino Real Precise Plan. The Initial Study was used to focus the EIR and evaluated the environmental issues that had no impact, a less than significant impact or less than significant impact with mitigation, and were not considered significant and unavoidable, in the 2030 General EIR. A focused EIR (i.e., the El Camino Real Precise Plan EIR) was completed for transportation and circulation, air quality, and noise, since the impacts of these areas were considered significant and unavoidable with 2030 General Plan buildout.

The El Camino Real Precise Plan is a City-initiated Precise Plan for the area identified in the 2030 General Plan EIR as the El Camino Real Change Area and residential areas adjacent to the change area. The El Camino Real Precise Plan updated and consolidated four Precise Plans, several Planned Community Districts, along with areas zoned Commercial/Residential-Arterial and R3 (Multiple-Family Residential) into a single El Camino Real Precise Plan zoning district [P(38) El Camino Precise Plan] under Section 36.22 of the City's Municipal Zoning Ordinance.

The El Camino Real Precise Plan was developed to provide a pedestrian-oriented, multi-modal corridor with better connections and services for the surrounding neighborhoods, which is consistent with the 2030 General Plan vision for the area. The El Camino Real Precise Plan includes planning priorities, development regulations, and an implementation strategy for the 268 acres and 3.9-mile segment of the El Camino Real that runs through Mountain View. The El Camino Real Precise Plan area includes nearly all parcels immediately fronting on El Camino Real, as well as some additional parcels adjacent to the corridor. The Mountain View City Council certified the El Camino Real Precise Plan EIR and approved the El Camino Real Precise Plan project in November 2014. The City approved the El Camino Real Precise Plan Initial Study in August 2014.

## **PROJECT DESCRIPTION**

Existing Site Conditions: The 2.61-acre site is currently developed with a 21,000 square foot multi-tenant commercial center (Olive Tree Shopping Center), a 1,600 square foot commercial gym,

surface parking, and three single-family residences totaling approximately 4,020 square feet. The site is bordered by Latham Street and multi-family residential uses to the north, commercial uses (Best Western motel), El Camino Real to the south, and preschool and multi-family residential uses to the east. A regional map and a vicinity map of the site are shown on Figures 1 and 2; an aerial photograph of the project site and the surrounding area is shown on Figure 3.

**Proposed Project:** The project includes the development of a 204,530 square foot, 204-unit multi-family residential development with a basement level parking garage, demolition of a 21,000 square foot multi-tenant commercial center, a 1,600 square foot commercial gym, surface parking, and three single-family residences, and the removal of 21 Heritage trees on a 2.61-acre site. The proposed project would require approval of a Tentative Map to consolidate the site's parcels (APNs 148-36-17, -25, -37, and -38).

The proposed multi-family residential development would be located at 2268-2290 El Camino Real in Mountain View, and would front both Latham Street and El Camino Real. The proposed residential development would be comprised of three separate buildings on a podium structure. The proposed parking garage would be on the basement level with residential units on the above-ground levels (the first/ground through fourth floors), a leasing office and lounge areas on the first floor, and a fitness center on the second floor. The outdoor area on the ground floor would include landscaping and a central courtyard with a pool and spa available to the residents, an outdoor plaza with seating areas and landscaping fronting El Camino Real, and a 20foot wide public access easement that provides bicycle and pedestrian connection between El Camino Real and Latham Street.

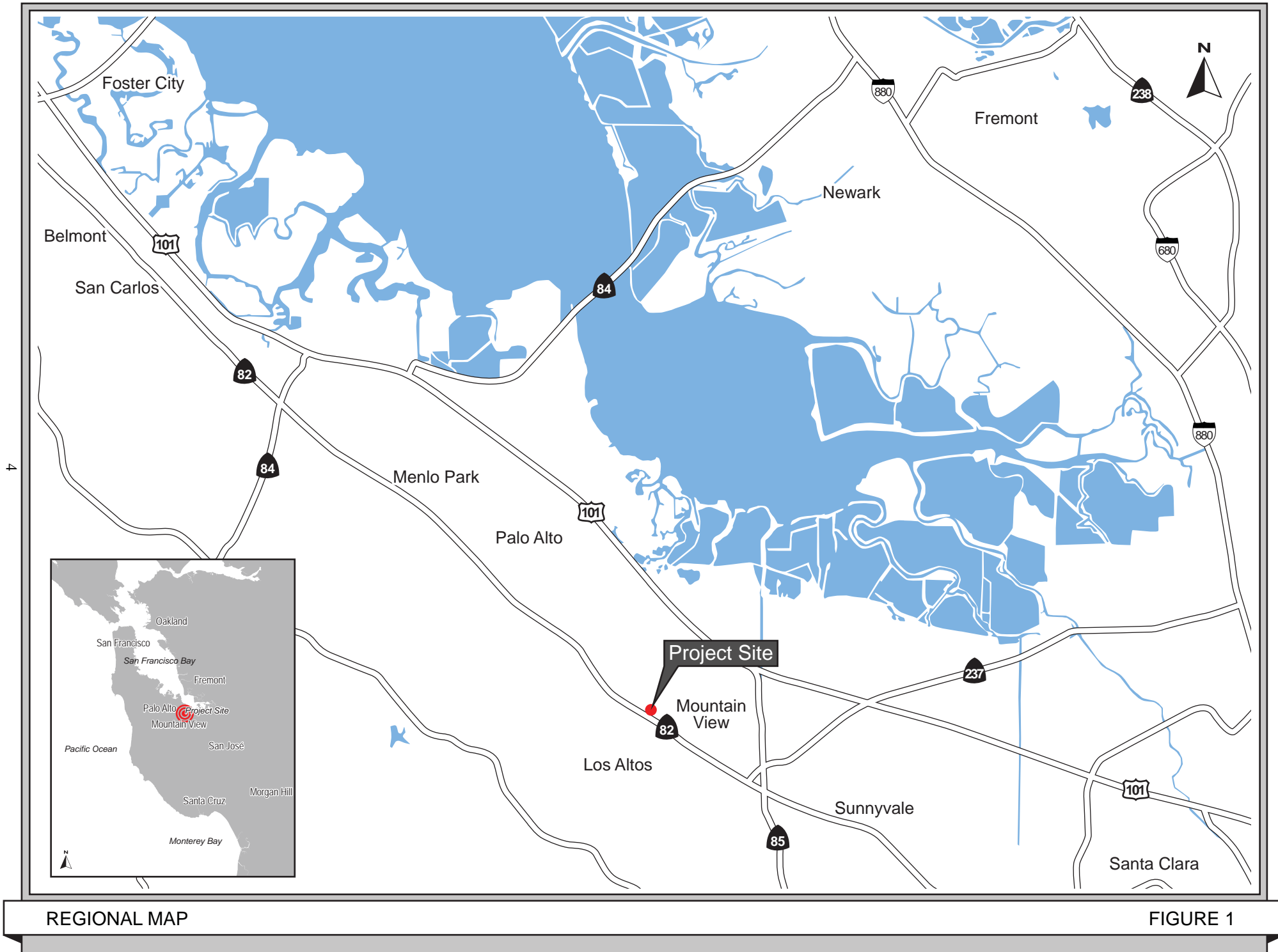
The proposed four-story building would extend to a height of approximately 35 feet on the portion of the development to be located in the *Medium Intensity, Residential Land Use Only* character area (nearest Latham Street and existing residential uses), and 55 feet within the *Medium-Intensity Corridor* character area (nearer to El Camino Real) of the *El Camino Real Precise Plan*.

A conceptual site plan is shown on Figure 4, and proposed building elevations are shown on Figures 5 and 6.

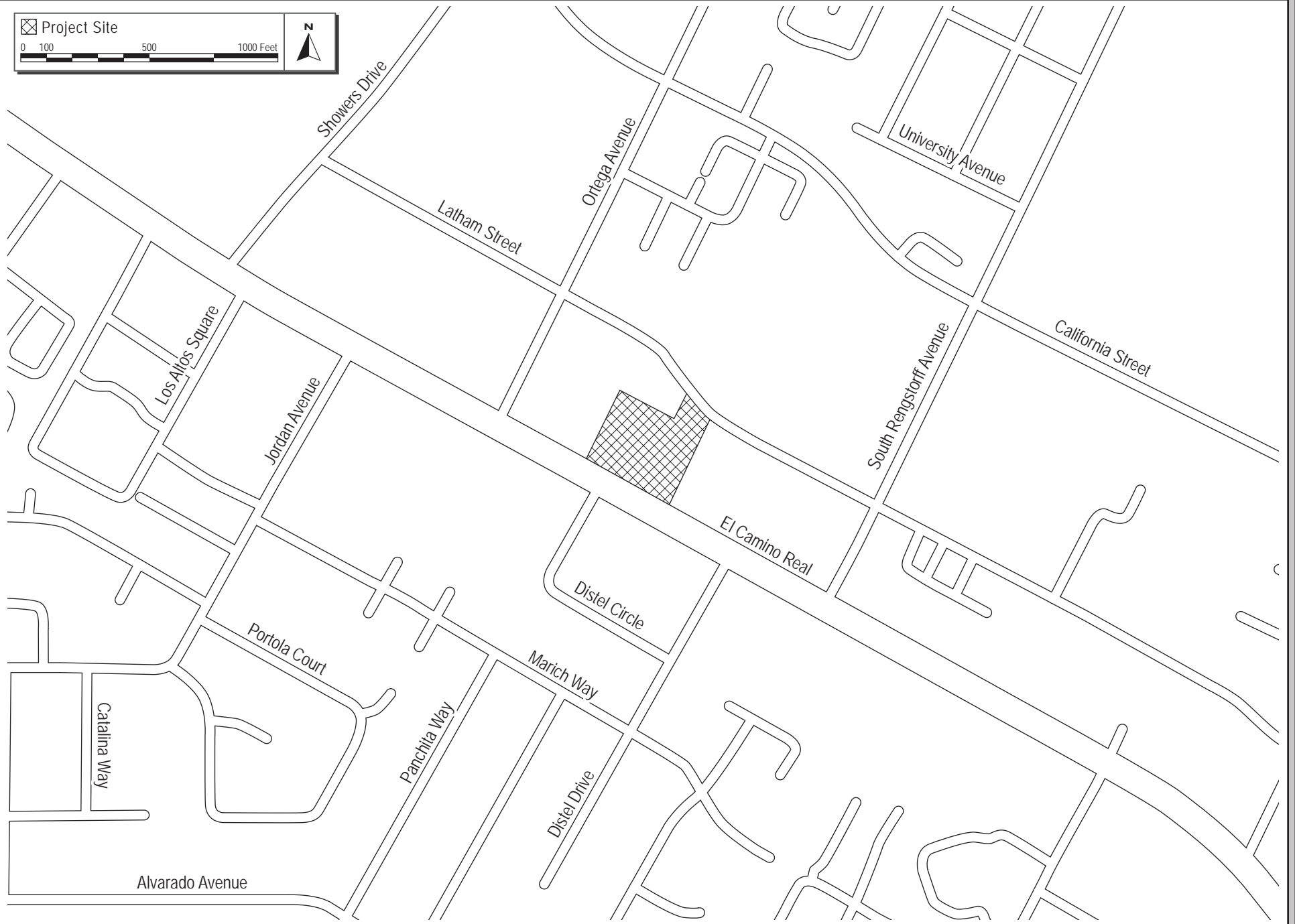
## **General Plan and Zoning**

The General Plan land use designation of the site is Mixed Use Corridor for the El Camino Real parcels (currently APNs 148-36-017, -036, -037 and the southern portion of -038), which allows building heights of up to four stories, and Medium High Density Residential (26-35 du/ac) which allows a height up to three stories for the Latham Street parcel (currently APNs 148-36-025 and the northern portion of 148-36-038).

The entire site is zoned (P38) El Camino Real Precise Plan. Under the (P38) El Camino Real Precise Plan zoning, the El Camino Real parcels are designated Medium-Intensity Corridor, which allows a base floor area ratio (FAR) of 1.35 and maximum height of 45 feet (three stories) and a Tier 1 bonus to a FAR of 1.85 and 55 feet (four stories), if the project includes public benefits. The Latham parcel is designated Medium Intensity, Residential Only, which has the design standards, uses, and densities of the Multiple-Family Residential District, R3-1.25 zone (Mountain View City Code Chapter 36, Division 5).



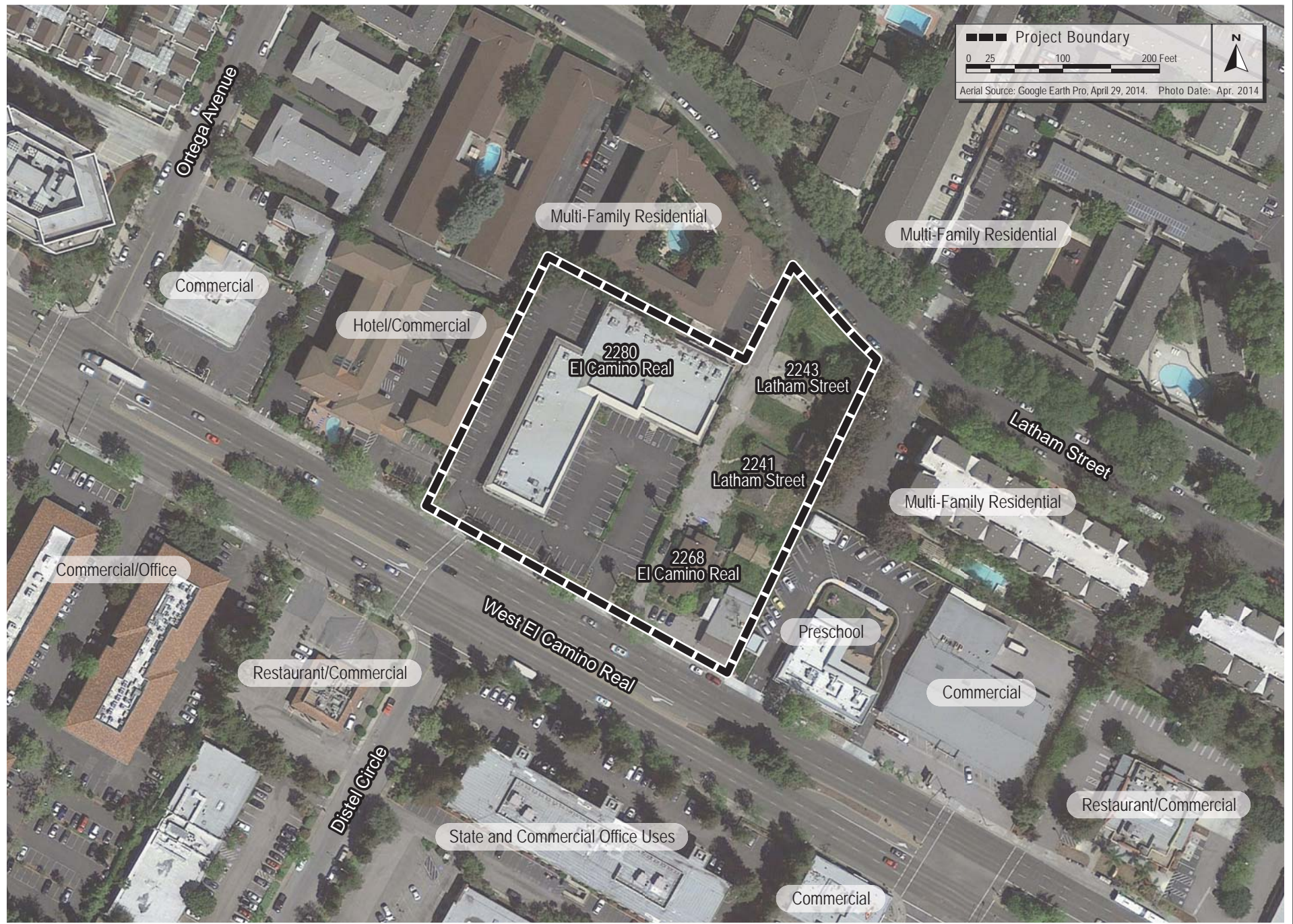
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VICINITY MAP

FIGURE 2

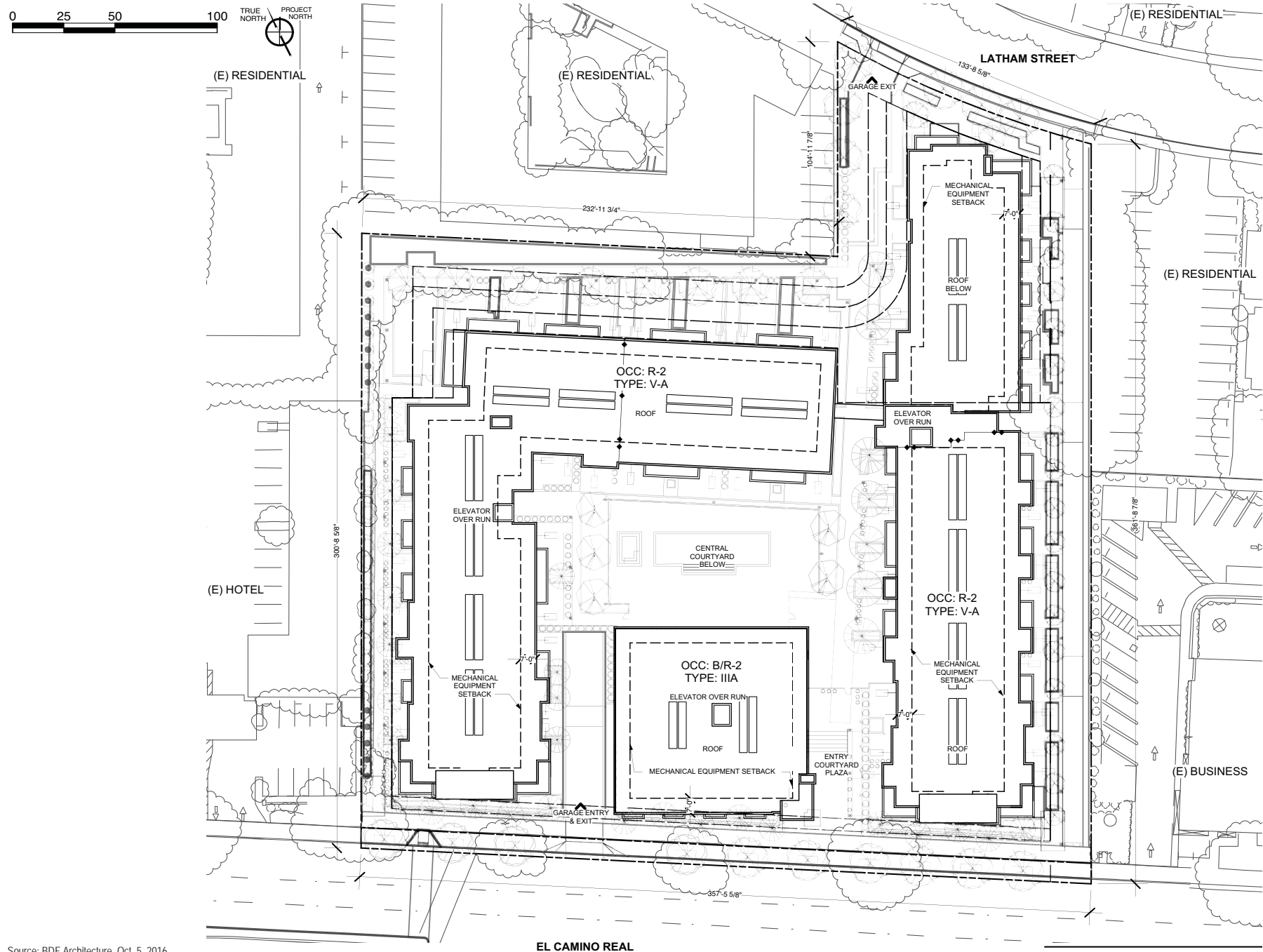




AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3





Source: BDE Architecture, Oct. 5, 2016.

EL CAMINO REAL

CONCEPTUAL SITE PLAN

FIGURE 4





EAST ELEVATION



SOUTH ELEVATION

Source: BDE Architecture, Oct. 5, 2016.

EAST AND SOUTH ELEVATIONS

FIGURE 5

P.L.

55' (EL. 115.5') HEIGHT LIMIT PER  
MEDIUM INTENSITY CORRIDOR

P.L.



WEST ELEVATION

P.L.

P.L.

55' (EL. 115.5') HEIGHT LIMIT PER  
MEDIUM INTENSITY CORRIDOR

P.L.



NORTH ELEVATION

0 15 30 60 Feet

Source: BDE Architecture, Oct. 5, 2016.

NORTH AND WEST ELEVATIONS

FIGURE 6

The *R3-1.25* allows for multiple-family housing including apartment, condominium, rowhouse, townhouse, and small-lot single-family developments, as well as similar and related compatible uses. The maximum building height allowed under *R3* standards is 45 feet and 36 feet to the top of the wall plate.

### **Access, Circulation, and Parking**

The proposed project would include a new 262-space below-grade parking garage. No surface parking spaces are proposed. The project would provide 204 bicycle parking spaces.

A new driveway entry to the site would be constructed on El Camino Real and would provide access to the basement level garage. A driveway exit from the garage would be constructed on Latham Street. The driveway on El Camino Real would be a two-way full-access driveway, whereas the Latham Street driveway would be an exit only.

### **Heritage Trees**

The site contains 33 trees, including 21 Heritage trees, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). The project proposes to remove all trees on the project site, including 21 Heritage trees and 12 non-Heritage trees.

Approximately 150 trees, which include oak, maple, olive, western redbud, Saratoga laurel, pine, crape myrtle, and Brisbane box are proposed to be planted on the project site. Trees would be planted in accordance with the replacement ratios described in the City of Mountain View Municipal Code, which would include new landscaping and street trees bordering the project site.

### **Demolition and Construction**

The project would demolish a 21,000 square foot multi-tenant commercial center, 1,600 square foot commercial gym, surface parking, and three single-family residences, and remove 21 Heritage trees and 12 non-Heritage trees. The project proposes to remove approximately 40,000 cubic yards of soil and debris from the site. Project demolition and construction would take approximately 22 months to complete.

### **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 2013 California Green Building Code (CALGreen) residential developments greater than five units. The Green Building Code also requires new residential developments with over five units to have at least 70 GreenPoint rated points and meet the Mandatory CALGreen requirements. The project would seek to attain 80 GreenPoint rated points. The project would include a high efficiency irrigation system, heating and cooling systems, and insulation, as well as bicycle parking stalls for residents.

## COMPARISON WITH APPROVED PROJECT

The approved *El Camino Real Precise Plan* includes 752 new housing units with the buildout of the Precise Plan. The 2268-2290 El Camino Real Residential Project proposes approximately 204 new housing units, or approximately 27 percent of the approved increase in development within the *El Camino Real Precise Plan* area. The site is located within the *Medium Intensity Corridor* and the *Medium-Intensity, Residential Land Use Only* area of the *El Camino Real Precise Plan* area, and the project proposes the type, mass, and scale of development envisioned in the *El Camino Real Precise Plan*. The proposed project complies with the standards and guidelines in the adopted *El Camino Real Precise Plan*.

## APPROVALS REQUIRED

The proposed 2268-2290 El Camino Real Residential 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:

- Development Review Permit
- Heritage Tree Removal Permit
- Building Permit
- Tentative Map

## ENVIRONMENTAL CONCLUSION

The proposed project is in compliance with CEQA because an Initial Study was prepared pursuant to CEQA Guidelines, and found with implementation of the El Camino Real Precise Plan standards and guidelines, standard City Conditions of Approval, State regulations, and mitigation measures identified in the El Camino Real Precise Plan EIR, El Camino Real Precise Plan Initial Study and the 2030 General Plan EIR, the proposed addition of 204 multi-family residential units at the project site would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIRs and Initial Study.

### **Appendices Following Checklist:**

Appendix A:	Air Quality Report
Appendix B:	Arborist Report
Appendix C:	Historic Resource Assessment
Appendix D:	Geotechnical Report
Appendix E:	Hazardous Materials Reports
Appendix F:	Noise Report
Appendix G:	Site Specific Transportation Analysis Transportation Demand Management Plan
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.



# 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:

#### **A. Where Impact was Analyzed in Prior Environmental Documents**

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

#### **B. 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.

#### **C. 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 of 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.

#### **D. 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.

**E. 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 environmental checklist 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	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>1. AESTHETICS.</b>					
<b>Would the project:</b>					
a. Have a substantial adverse effect on a scenic vista?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 11-12	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 12	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Draft General Plan FEIR (2011) (pp. 576-577)  Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 12  ECR Precise Plan (2014) pp. 24,28	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 13	No	No	No	N/A



## **Discussion:**

The El Camino Real Precise Plan EIR disclosed that planned development under El Camino Real Precise Plan, including the proposed addition of the four story, 204 unit residential development within the El Camino Real Precise Plan area, would not result in a significant impact to aesthetic resources. The El Camino Real Precise Plan is organized into six different corridor character areas, each with distinct urban form and character. The proposed project is within the Medium-Intensity Corridor on the southern portion of the site and Medium-Intensity, Residential Land Use Only on the northern portion of the site, and is consistent with the character areas' development standards. The Medium-Intensity Corridor designation allows new multi-family residential projects to have a maximum floor area ratio (FAR) of 1.85 and a maximum height of four stories or 55 feet in height, for projects that are adjacent to multi-family neighborhoods and provide public benefits. The Medium-Intensity, Residential Land Use Only area development standards are consistent with the R3-1 standards which allow a maximum height of 45 feet and FAR of 1.35. The applicant is proposing a blended density across the project site.

The facades of the proposed residential buildings would be comprised of concrete, horizontal siding, vertical paneling, and vinyl windows. The maximum height of the buildings in the Medium-Intensity, Residential Only area would be 35 feet above ground surface and in the Medium-Intensity Corridor area of the site would be 55 feet tall.

The project site is surrounded by Latham Street and two-story multi-family residential uses to the north, two-story commercial uses to the west, El Camino Real and one- to two-story commercial/office uses to the south, as well as a one-story preschool and three-story multi-family residential uses to the east.

**1a.** The 2030 General Plan does not identify specific scenic vistas within the City of Mountain View. Scenic views of the Santa Cruz Mountains to the south and west, and views of other natural features such as the shoreline and Mount Diablo to the northeast, Mission Peak to the east, and Stevens Creek to the east are available throughout the City. Due to blocked views from existing vegetation and urban development in the El Camino Real Precise Plan area, views of the Santa Cruz Mountains are available intermittently, including views from the multi-family development to the north of the site (on the north side of Latham Street). There are no other scenic views from the project area.

While the proposed four-story residential development would block existing views of the hills to the south of the site, these views are currently only available intermittently from the multi-family development to the north. Since the 2030 General Plan does not identify specific scenic vistas within the City, and views of the hills to the south are currently blocked by existing development and vegetation, implementation of the proposed project would not result in a significant impact to scenic vistas.

**1b.** There are no officially designated state scenic highways in the El Camino Real Precise Plan area, nor is the El Camino Real area visible from a state scenic highway. The closest state-designated scenic highway is Interstate 280, from San Bruno to the San Mateo County/Santa Clara County border, approximately six miles northwest of the project site. The project site is not located on a scenic view

corridor. The proposed project, which is within the El Camino Real area would, therefore, not damage scenic resources within a state scenic highway.

Based on the Arborist Survey for the proposed project (Appendix B), of the 33 existing on-site trees proposed for removal, 31 are in poor to fair condition (i.e., have structural defects) and are not considered scenic resources. The two trees (Mexican fan palms) that are in good condition are not native to the area and are also not considered scenic resources. The project site does not contain rock outcroppings or other scenic resources. For these reasons, the project would result in a less than significant impact to scenic resources on-site and in the project area.

**1c.** The proposed project is consistent with General Plan policies designed to protect and enhance 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, and Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. The City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the architecture and urban design of the proposed development would protect the City's visual environment.

The proposed project would be consistent with the development standards and guidelines, including building massing and frontage guidelines, for the Medium-Intensity-Residential Only area for the northern 0.4 acres of the site and Medium-Intensity Corridor for the southern 2.2 acres of the site, outlined in Chapter 2 of the El Camino Real, to ensure the proposed development fits the planned form and character of the area.

As described in the El Camino Real Precise Plan EIR, the proposed development would provide additional infill development and streetscape improvement within the El Camino Real area. 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 proposed project is consistent with General Plan Policy LUD 9.6, which would minimize the amount of light and glare from the project's new lighting sources. The proposed project would also comply with the following City Standard Condition of Approval related to lighting, listed below:

**Standard Condition of Approval:**

- **LIGHTING PLAN:** The applicant shall submit a lighting plan with the application for building permit. This plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. The design and location of outdoor lighting fixtures shall ensure there will be no glare and light spillover to surrounding properties. The lighting plan submitted with building permit drawings must be approved by the Zoning Administrator prior to building permit submittal.

With implementation of the standard condition of approval and Policy LUD 9.6, the proposed project would not result in a significant light or glare impact.

**Conclusion:** The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan Initial Study or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>2. AGRICULTURE AND FORESTRY RESOURCES.</b>  <p>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.</p> <p><b>Would the project:</b></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?	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
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	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A



<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
Production (as defined by Government Code section 51104(g))?					
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	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?	Draft ECR Precise Plan EIR, Appendix A, ECR Precise Plan Initial Study (2014) pp. 14	No	No	No	N/A
<p><b><u>Discussion:</u></b></p> <p><b>2a-e.</b> Based on the El Camino Precise EIR completed in 2014, there are no areas within the El Camino Real Precise Plan area that are designated by the California Resources Agency as farmland of any type (e.g., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). The project site is not comprised of designated farmland. The project site is not subject to a Williamson Act Contract or considered a timberland resource. No land adjacent to the project site is designated or used as farmland or timberland. Additionally, the proposed project would not convert forestland to non-forestry uses.</p> <p><b><u>Conclusion:</u></b> The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

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<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>3. AIR QUALITY.</b>  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.  <b>Would the project:</b>					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Draft ECR Precise Plan EIR pp. 118-120	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Draft ECR Precise Plan EIR pp. 120-125	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)?	Draft ECR Precise Plan EIR pp. 122	No	No	No	N/A
d. Expose sensitive receptors to substantial pollutant concentrations?	Draft ECR Precise Plan EIR pp. 122-127	No	No	No	Yes
e. Create objectionable odors affecting a substantial number of people?	Draft ECR Precise Plan EIR pp. 127	No	No	No	N/A

The discussion in this section is based in part on the “2268-2290 El Camino Real Residential Apartments, Draft TAC Assessment, Mountain View, CA,” prepared by *Illingworth & Rodkin, Inc.*, in July 2016. This report is attached to this checklist as Appendix A.

**Discussion:**

The proposed project site is currently developed with three single-family houses and two commercial structures. Air pollutant emissions generated from operations of the site are primarily generated from vehicle trips. The closest sensitive receptors to the project site are the Montessori Childcare Center immediately to the east of the site, and multi-family residences to the north and east of the site.

**3a.** The proposed project would comply with the Bay Area 2010 Clean Air Plan air quality control measures. The project would comply with transportation and mobile source control measures by improving pedestrian walkability and bicycle access to transit. The proposed project would construct a bicycle path and walkway that would extend from Latham Street to El Camino Real. Sidewalk improvements on Latham Street and El Camino Real would also be completed as a part of the project. By incorporating air quality control measures identified in the El Camino Real Precise Plan EIR and improving pedestrian walkability and alternative modes of transportation, the proposed residential development would not disrupt or hinder the implementation of any Clean Air Plan control measures.

**3b-c.** Based on the conclusions of the El Camino Real Precise Plan EIR transportation analysis, the number of daily vehicle trips generated under the 2030 Cumulative Conditions (without implementation of the El Camino Real Precise Plan) is equivalent to the daily trips generated under the 2030 Cumulative Plus Project Conditions (includes the implementation of the El Camino Real Precise Plan). The analysis concluded that daily vehicle trips would not increase at a greater rate than service population growth, due to the proposed mix of uses which would promote walkability and use of alternate modes of transportation. The proposed project trips are within the total trips generated by buildout of the El Camino Real Precise Plan. Since the number of vehicle trips would not increase with the implementation of the El Camino Real Precise Plan when compared to the cumulative conditions, the implementation of the El Camino Real Precise Plan would not result in a significant contribution to local criteria air pollutant emissions.

The BAAQMD CEQA Air Quality Guidelines conclude that a project would result in a less than significant impact to localized carbon monoxide concentrations if the project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The ECR Precise Plan traffic analysis shows that the heaviest (PM) peak hour traffic volumes, for all turning movements, at the nearest evaluated intersections, El Camino Real/Ortega Avenue (365 feet west of the site) and El Camino Real/Rengstorff Avenue (750 feet east of the site) would total approximately 5,500 and 6,500 vehicles, respectively, under the 2030 Cumulative Plus Project Scenario. The proposed project would contribute a total of 81 net new PM peak hour trips, distributed across all study intersections. The project, therefore, would not increase traffic volumes at any intersection to more than 44,000 vehicles per hour and would result in a less than significant local carbon monoxide impact. Consistent with the El Camino Real Precise Plan EIR conclusions, the project would not result in a cumulatively considerable contribution to local criteria pollutant emissions.

BAAQMD CEQA Air Quality Guidelines identifies the size of land use projects that could result in significant air pollutant emissions. For operational impacts, the BAAQMD screening size for low rise apartments is 451 dwelling units and for construction impacts, the screening size is 240 dwelling units for low-rise apartments. The proposed 204-unit multi-family (apartment) development would be below the BAAQMD significance thresholds for operational and construction emissions. Consistent with the conclusions of the El Camino Real Precise Plan, implementation of the project would, therefore, not result in cumulatively considerable contribution to regional criteria air pollutants.

The El Camino Real Precise Plan EIR concluded that implementation of the El Camino Real Precise Plan would be in conformance with the Bay Area 2010 Clean Air Plan, which is the region's plan for attaining criteria pollutant air quality standards, and accounts for future cumulative regional growth. Consistency with the Clean Air Plan ensures that implementation of the El Camino Real Precise Plan would not result in a cumulative considerable net increase of any criteria pollutant. Although the San Francisco Bay Area (including the project site) is considered by the US Environmental Protection Agency (US EPA) as nonattainment for the ozone and PM<sub>2.5</sub> under the NAAQS and a nonattainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub> at the state level, the project would not substantially contribute to the regional concentrations of these pollutants.

**3d. Construction Toxic Air Contaminant Emissions Impacts on Nearby Sensitive Receptors:** Given the proximity of residential uses (i.e., sensitive receptors) to the El Camino Real Precise Plan area, the El Camino Real Precise Plan EIR identified a potentially significant air quality impact to sensitive receptors (**Impact AIR-1**) from construction emissions of dust and diesel exhaust. The **Mitigation Measure AIR-1** in the Precise Plan EIR requires that new development projects under the Precise Plan with residences within 1,000 feet of the site complete a construction health risk assessment to assess emissions from construction prior to the issuance of building permits.

A construction health toxic air contaminant (TAC) health risk assessment was completed for the proposed project by *Illingworth & Rodkin*, to assess the impacts of project construction emissions on nearby sensitive receptors, specifically the residences north of the site and the Montessori Childcare Center east of the site. The maximum-modeled diesel particulate matter (DPM) and particulate matter under 2.5 microns (PM<sub>2.5</sub>) concentrations occurred at the Montessori Childcare Center to the east of the project site. The maximum cancer risk occurred at the first floor level of residences to the east of the project site.

Results of the assessment for project construction show that the maximum residential incremental infant cancer risk at the maximally exposed individual (MEI) receptor would be 41.5 in one million and the maximum incremental child cancer risk at the Montessori Childcare Center would be 16.7 in one million. At both of these locations, the project would have a significant impact with respect to community risk caused by project construction activities, since cancer risk is above the single-source BAAQMD thresholds of 10 per million.

At the Montessori Childcare Center, the maximum-modeled annual PM<sub>2.5</sub> concentration was 0.7 µg/m<sup>3</sup>, which is above the single-source threshold of 0.3 µg/m<sup>3</sup>, and the DPM concentration was 0.44 µg/m<sup>3</sup>. The maximum computed hazardous index (HI) based on this DPM concentration was 0.09, which is lower than the BAAQMD significance criterion of a HI greater than 1.0.

Implementation of the following Standard Conditions of Approval and MM AIR-1.1-1.3 would reduce the impact of the project's construction emissions to a less than significant.

**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.

The City will require the additional conditions, in conformance with the BAAQMD Guidelines for construction measures:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

**Mitigation Measure-1** from the El Camino Real Precise Plan EIR requires individual projects to modify construction equipment usage, as necessary, to ensure that equipment use would not result in significant TAC impacts to sensitive receptors or concentrations above BAAQMD thresholds.

**Mitigation Measures:** Per the direction included in the El Camino Precise Plan EIR, implementation of the following mitigation measures will reduce the impacts of construction emissions on nearby sensitive receptors:

- **MM AIR-1.1:** All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, the US EPA particulate matter emissions standards for Tier 2 engines or equivalent.
- **MM AIR-1.2:** All diesel-powered portable equipment (i.e., aerial lifts, air compressors, concrete saws, generators, and forklifts) operating on the site for more than two days shall meet US EPA particulate matter emissions standards for Tier 4 engines or equivalent.
- **MM AIR-1.3:** Upon the City's approval, the applicant could use other measures to minimize construction period DPM emissions to reduce the predicted cancer risk below the thresholds, including the use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel).

Implementation of the above Standard Conditions of Approval would reduce exhaust emissions by five percent and fugitive dust emissions by over 50 percent. MM AIR-1.1-1.3 would further reduce emissions. With the implementation of the Standard Conditions of Approval and MM AIR-1.1-1.3, DPM emissions would be reduced by over 80 percent. The implementation of these measures would reduce the annual PM<sub>2.5</sub> concentration to 0.13 µg/m<sup>3</sup>, which is less than the single-source significance threshold of 0.3 µg/m<sup>3</sup>. This would correspondingly reduce cancer risks below eight chances per million, which is below the BAAQMD threshold of greater than 10.0 per one million for cancer risk. Implementation of the above Standard Conditions of Approval and MM AIR-1.1-1.3 would, therefore, would reduce the impact of project construction emissions on sensitive receptors to less than significant.

The project would not result in significant cumulative construction impacts from vehicle emissions on El Camino Real and the project construction. TAC concentrations, cancer risks, and non-risks from the combined sources would be below BAAQMD's cumulative source thresholds.

### Operational Impacts

The proposed project is a typical residential development and would not result significant air pollutant emissions during operations.

### *Impacts of Existing TAC Sources on Future Residents of the Site*

The El Camino Real Precise Plan identified a potentially significant air quality impact (**Impact AIR-2**) from project operations near TAC sources. **Mitigation Measure AIR-2** requires a project-specific community health risk study, specifically for new residential or other sensitive use projects, to assess the impacts of these TAC sources on the new sensitive receptors (**Mitigation Measure AIR-2**).

The health risk assessment completed for the proposed project determined that vehicle emissions on El Camino Real is the only TAC source that could impact the project site. The analysis concluded that the maximum increased cancer risk would be 1.8 in one million on the first floor and 1.7 per million for the second floor, which is below the 10 chances per million BAAQMD threshold. Cancer risks at upper floor levels would be lower than the maximum first floor cancer risk. The maximum annual

PM<sub>2.5</sub> concentration would be 0.2 µg/m<sup>3</sup> at both the first and second floors and the same or lower at the higher floor levels, which would be below the 0.3 µg/m<sup>3</sup> PM<sub>2.5</sub> BAAQMD threshold. The hazardous index was estimated to be less than 0.01 at the proposed development. For these reasons, future residents of the site would not be exposed to substantial air pollutant concentrations. Existing TAC sources would have a less than significant impact on new sensitive receptors.

**3e.** The El Camino Real Precise Plan EIR did not identify a significant odor impact, and the proposed project would also not create objectionable odors.

**Conclusion:** The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.



<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>4. BIOLOGICAL RESOURCES.</b>					
<b>Would the project:</b>					
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 23	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 23	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 24	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 24	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 24-25	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 conservation plan?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 25-26	No	No	No	N/A

The discussion in this section is based in part on the “Arborist Report” prepared by *HortScience, Inc.* on January 28, 2016, which is attached to this checklist as Appendix B.

**Discussion:**

The project site is located on El Camino Real, and contains buildings, pavement, and landscaping. The site contains 33 trees, including 21 Heritage trees as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). The project site contains two coast live oaks and one California bay tree, which are native to the Mountain View area. Three Heritage-size scarlet oaks are street trees on El Camino Real, and have been installed in sidewalk cutouts. The Heritage trees on site include the three scarlet oak street trees, two coast live oaks, two Mexican fan palms, and 14 Monterey pines (in poor to fair condition).

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
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<b>Table 1: Trees on the Project Site</b>						
<b>Common Name</b>	<b>Condition</b>				<b>Heritage Trees</b>	<b>Native?</b>
	<b>Poor</b>	<b>Fair</b>	<b>Good</b>	<b>Total</b>		
Tree of Heaven		2		<b>2</b>		No
Lemon		1		<b>1</b>		No
Persimmon		1		<b>1</b>		No
Evergreen Ash		1		<b>1</b>		No
Glossy Privet		1		<b>1</b>		No
Apple		1		<b>1</b>		No
Avocado		1		<b>1</b>		No
Monterey Pine	11	5		<b>16</b>	14	Yes
Coast Live Oak		2		<b>2</b>	2	Yes
Scarlet Oak		3		<b>3</b>	3	No
California Bay		1		<b>1</b>		Yes
Mexican Fan Palm		1	2	<b>3</b>	2	No
<b>Total</b>	<b>11</b>	<b>20</b>	<b>2</b>	<b>33</b>	<b>21</b>	

The project proposes to remove all trees on the project site. The project proposes to plant approximately 150 replacement trees on the project site, including oak, maple, olive, western redbud, Saratoga laurel, pine, crape myrtle, and Brisbane box species. Trees would be planted in accordance with the replacement ratios described in the City of Mountain View Municipal Code, and would include new landscaping and street trees bordering the project site.

**4a.** The proposed project site is developed with buildings, pavement, and landscaping, and contains no natural habitat. The proposed project site is more than one-half mile west of Permanente Creek and approximately two miles west of Stevens Creek. Most wildlife species that use developed habitats are generalists that have adapted to human-modified habitats, although what species are present vary depending on the types and diversity of vegetation in the urbanized area. There are no rare or sensitive species using the developed habitat on the site. Because there are no changes proposed to or within the vicinity of creeks, special-status species using these creeks such as steelhead, California red-legged frog, and western pond turtle would not be affected by implementation of the proposed project, and the project would not result in a new impact to special-status species.

**4b-c.** The project site does not contain and is not adjacent to riparian habitat. The project would, therefore, would have a less than significant impact on riparian habitat and other sensitive natural

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>communities identified in the Precise Plan and by the California Department of Fish and Wildlife or US Fish and Wildlife Service. There are no wetlands on or adjacent to the site and, therefore, the project would not have an impact on federally protected wetlands.</p> <p><b>4d.</b> As disclosed in the El Camino Real Precise Plan EIR, apart from the riparian corridors of Permanente and Stevens Creeks, the vicinity of the El Camino Real Precise Plan is not an important area for wildlife movement. There are no riparian habitats on or adjacent to the site and, therefore, the project would not interfere with the movement of wildlife or migratory fish. The project would have a less than significant impact on the movement of native or migratory wildlife species or established native resident or migratory wildlife corridors.</p> <p>The El Camino Real Precise Plan EIR identified a potential impact to active bird nests protected by the Migratory Bird Treaty Act and California Fish and Game Code if vegetation removal is conducted during the nesting season (approximately March through August). Bats may also be present in the open sheds on the project site.</p> <p>Based on General Plan Action LUD 10.2.2, and the El Camino Real Precise Plan EIR, the following standard conditions of approval will be required of the project to protect nesting birds and bats. With implementation of these measures, the proposed residential development project would not result in a new or substantially increased impact compared to the El Camino Real Precise Plan EIR.</p> <p><b><u>Standard Conditions of Approval:</u></b></p> <ul style="list-style-type: none"> <li>• <b>PRE-CONSTRUCTION NESTING BIRD SURVEY:</b> 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:</li> </ul> <p>The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet for active nests -- with particular emphasis on nests of migratory birds -- if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project biologist, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>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.</p> <ul style="list-style-type: none"> <li>• <b>PRE-DEMOLITION BAT SURVEY:</b> A qualified bat biologist shall conduct a bat survey, no more than 14 days prior to the removal of any buildings or structures, to determine if bats are present. No activities that would result in disturbance to active roost shall proceed prior to completion of the survey. If no active roosts are observed, then no further action shall be warranted. If a maternity roost is present, a qualified biologist shall determine the extent of a construction –free buffer zone around the active nurseries located during the survey.</li> </ul> <p>The California Department of Fish and Wildlife (CDFW) shall be notified of any active nurseries with the demolition/construction zone. No demolition or construction activities shall occur within the construction-free buffer zone between March 1 through August 31 to avoid construction disturbance to the maternity roost, as determined by the bat biologist. After August 31, roosting bats shall be safely evicted by a qualified bat biologist. A final report documenting the survey effort and any protection measures implemented by the project shall be submitted to the Community Development Department for review and approval prior to the start of any demolition or grading activity.</p> <p><b>4e.</b> Construction of the project would require the removal of 21 Heritage Trees and 12 non-Heritage trees, and the project would plant new trees to replace the trees to be removed. In accordance with the Mountain View Tree Preservation Ordinance, a tree removal permit would be obtained prior to the removal of Heritage trees. The project would comply with the Heritage Tree Ordinance, and accompanying tree replacement and maintenance requirements as conditions of approval, as described below. For these reasons, the project would not conflict with any local policies or ordinances protecting Heritage trees.</p> <p><b><u>Standard Conditions of Approval:</u></b></p> <ul style="list-style-type: none"> <li>• <b>IMPLEMENTATION:</b> Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.</li> <li>• <b>REPLACEMENT:</b> The applicant shall offset the loss of each Heritage tree with a minimum of 42 replacement trees. Each replacement tree shall be no smaller than 24 inches and shall be noted on the landscape plan as Heritage replacement trees.</li> </ul>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<ul style="list-style-type: none"> <li>• <b>SECURITY BOND:</b> 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.</li> </ul> <p>With implementation of these standard conditions of approval and compliance with the Mountain View Heritage Tree Ordinance, the proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR.</p> <p><b>4f.</b> 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 El Camino Real Precise Plan 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.</p> <p>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. The SCV Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future) from all sources, both inside and outside the Habitat Plan area, 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 species would not be significant and adverse. For these reasons, the project would not conflict with an adopted habitat conservation plan.</p> <p><b><u>Conclusion:</u></b> The proposed residential project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>5. CULTURAL RESOURCES.</b>					
<b>Would the project:</b>					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 27,28, 30	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 28, 29, 31,32	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 29, 32	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	Draft ECR Precise Plan, Append A Initial Study (2014) pp. 33	No	No	No	N/A
<p>The discussion in this section is based in part on the Phase I Historic Evaluation prepared by <i>Archives &amp; Architecture</i> in May 2016, which is attached to this checklist as Appendix C. The evaluation is based on state and local criteria for analyzing the eligibility of listing a historic property on the California Register of Historic Resources and/or the Mountain View Register Resources.</p>					



## **Discussion:**

Areas that are near natural water sources, (e.g., riparian corridors) in the El Camino Real Precise Plan area have a high potential to contain prehistoric archaeological deposits and associated human remains. Permanente Creek, approximately 0.9 miles east of the project site, and Stevens Creek, approximately two miles east of the site, are the only watercourses that flow through the El Camino Real Precise Plan area. The El Camino Real Precise Plan EIR did not identify any direct impacts to these watercourses.

With regards to paleontological resources, there have been no recorded fossils discovered within the City of Mountain View; two fossils were discovered within two miles of the City's sphere of influence (which is outside of Mountain View's City limits). In Mountain View, the presence of geological formations known to contain fossils indicates that the Precise Plan area and project site could have moderate paleontological sensitivity.

The project would include the demolition of the existing buildings on the site which include three single-family houses, a commercial gym, a vacant commercial retail center and accessory structures, as well as the construction of 204-unit multi-family residential development. The on-site buildings, with the exception of the commercial retail center constructed in the 1970s, are more than 50 years in age and are considered potentially historic under the California Code of Regulation Section 4852(b) and Public Resources Code Section 5024.1. The four historic buildings were constructed between the 1930s and 1960s.

**5a.** Since four buildings on-site are at least fifty years in age, a historic evaluation was completed for site, in compliance with Action LUD 11.3.1. Based on this evaluation, the buildings are not representative of any important patterns of development within the city of Mountain View. While the commercial gym has been associated with a mid-century wholesale plant nursery, the nursery has not been identified as important to the history of Mountain View. The project site is not characterized by any consistent thematic or physical attributes. The project site is, therefore, not associated with significant patterns and/or events, and does not qualify for the California Register of Historic Resources or for the Mountain View Register of Historic Resources under this criterion.

A review of the persons known to be associated with the project site found no historic personages of importance; therefore, the property would not be eligible for the California or Mountain View registers under personages.

The buildings on-site are not distinguished representations of any particular style or type of building construction from the mid-twentieth century period. The oldest house on this site (located 2268 El Camino Real), constructed in the 1930s, has been significantly compromised in integrity in comparison to its original configuration. None of the on-site buildings represent distinctive designs. The project site would, therefore, not qualify for the California or Mountain View registers for their architecture.

For these reasons, neither the project site nor the buildings on-site, are considered historic resources within the criteria of the California Register of Historical Resources or the City of Mountain View Ordinance for the Preservation of Historical Resources. The demolition of the buildings and structures would not result in a significant impact to historic resources.

**5b-d.** Although it is unlikely that buried historic or prehistoric archaeological and paleontological resources are present on the site, these resources could be encountered during excavation, construction, or infrastructure improvements for the project, resulting in a significant impact to cultural resources. In compliance with 2030 General Plan policies and actions, the City has reviewed the most recent cultural resources information to determine if known archaeological and paleontological sites underlie the project site. Based on the City's review, the City has determined that known historic archaeological or paleontological resources are not located on or within one-quarter mile of the site. The project would implement the City's standard conditions of approval related to the discovery of pre-historic or historic period archaeological resources and human remains (in compliance with 2030 General Plan Policies LU-1.5 and LU-11.6), should they be encountered on the site.

With incorporation of the following standard conditions of approval, the proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR.

**Standard Conditions of Approval:** If archaeological resources or human remains are discovered on-site during ground-disturbing activities, the following standard conditions of approval would reduce the project's impacts on these resources to a less than significant level. The following conditions were identified in the El Camino Real Precise Plan EIR, and would be applicable to the proposed project:

- **CONSTRUCTION PRACTICES AND NOTICING: DISCOVER 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.
- **CONSTRUCTION PRACTICES AND NOTICING: 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.

**Conclusion:** The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>6. GEOLOGY AND SOILS.</b>					
<b>Would the project:</b>					
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"> <li>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.</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides?</li> </ul>	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 37-38	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 38	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that	Draft ECR Precise Plan EIR,	No	No	No	N/A

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would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Appendix A, Initial Study (2014) pp. 38-39				
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 38-39	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 38-39	No	No	No	N/A
<p><b><u>Discussion:</u></b></p> <p>The discussion in this section is based on the <i>Final Geotechnical Investigation, Proposed Residential Development, 2268 &amp; 2280 W. El Camino Real, Mountain View, California</i>, prepared by Rockridge Geotechnical on August 24, 2015. This report is attached to this checklist as Appendix D.</p> <p>Several of the existing single-family buildings on the site have partial or full basements. The proposed multi-family residential building would be four-stories in height over a reinforced concrete podium, with a single level of below-grade parking. Building foundations are anticipated to be 12 feet below grade.</p> <p>The project site is underlain by alluvial sediments which consist of stiff to hard clay and clay with sand in the upper 10 to 20 feet, underlain by medium dense to very dense sand with varying clay and gravel content. Groundwater was encountered in borings at a depth of 31 to 41 feet. The near-surface soils are moderately to highly expansive. The project site is within a seismically active region. The project site is mapped outside of, although near, a zone of liquefaction potential.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p><b>6a.</b> As disclosed in the El Camino Real Precise Plan EIR, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map. While no active faults are known to cross the project site and fault rupture is not anticipated to occur, ground shaking on the site could damage structures and threaten future occupants of the proposed development.</p> <p>To avoid or minimize potential damage from seismic shaking and liquefaction, the proposed project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2013) California Building Code. Specific recommendations contained in a geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division, in accordance with the standard condition of approval listed below. Implementation of standard conditions of approval and General Plan Policies would reduce the impacts of seismically induced ground shaking and liquefaction on the project and reduce the risk of loss, injury or death.</p> <p>The project would not be subject to substantial slope instability or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Therefore, the impact of landslides on the project would be less than significant.</p> <p>The project would implement General Plan Policies PSA 4.2, PSA 5.1, and PSA 5.2 and associated General Plan Actions to reduce the impacts of geologic hazards on future site occupants. Compliance with the California Building Code, General Plan policies, and the City's standard conditions of approval, will ensure that geologic impacts related to implementation of the proposed project would be less than significant.</p> <p>With incorporation of the following standard conditions of approval, the proposed residential development project would not result in a new or substantially increased geologic impact compared to the El Camino Real Precise Plan EIR.</p> <p><b><u>Standard Condition of Approval:</u></b></p> <p>In accordance with Action PSA 4.2.6 of the 2030 General Plan, the following standard condition of approval shall be implemented to reduce the impacts of expansive soils, seismic, and seismic-related hazards (e.g., liquefaction, lateral spreading and differential settlement) on the site to a less than significant level:</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<ul style="list-style-type: none"> <li>• <b>GEOTECHNICAL REPORT:</b> 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) <i>Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards</i>, 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.</li> </ul> <p><b>6b.</b> Given the site and site area's flat topography, the proposed project would not be subject to substantial erosion. Therefore, the project would not expose people or structures to significant erosion-related hazards.</p> <p><b>6c-d.</b> Soils with a high expansion potential occur on-site, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Given the proximity (within 10 miles) of seismically active faults, seismic ground shaking could result in liquefaction, liquefaction-induced lateral spreading, or differential settlement. Implementation of Mountain View standard conditions of approval, would reduce the impacts of expansive soils, seismic and seismic-related hazards to a less than significant level.</p> <p><b>6e.</b> The project would connect to City sewer lines along El Camino Real. Septic tanks or alternative wastewater disposal systems for the disposal of wastewater are not proposed. Therefore, septic tanks or alternative wastewater systems would have no impact on the project site's soils.</p> <p><b><u>Conclusion:</u></b> The proposed residential project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					



<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>7. GREENHOUSE GAS EMISSIONS.</b>					
<b>Would the project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 43 and 44	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 43 and 44	No	No	No	N/A
<p><b><u>Discussion:</u></b></p> <p>The project site is currently unoccupied. GHG emissions from site's former operations were primarily generated by vehicle trips. The site's former residential and commercial operations generated approximately 450 daily vehicle trips.</p> <p><b>7a-b.</b> The El Camino Real Precise Plan 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 would result in a less than significant greenhouse gas impact.</p> <p>The proposed project complies with the City of Mountain View Greenhouse Gas Reduction Measures that meet the requirements listed in the El Camino Real Precise Plan EIR. The proposed project would comply with applicable GGRP Mandatory Measures, including Measure E-1.6, which requires new residential projects to exceed state Title 24, Part 6 energy standards by 15 percent and Measure E-1.8, which requires trees to provide shading to new residential developments.</p> <p>Additionally, a Transportation Demand Management (TDM) Program is proposed to reduce the number of vehicle trips and emissions by the proposed project. This program includes the following measures:</p>					

- Bicycle parking and resources (i.e., bicycle maps, safety tips, information about taking bicycles on public transit)
- Carpool and vanpool programs
- Transit subsidy program for residents including the provision of Santa Clara Valley Transportation Authority (VTA) EcoPasses for the first three years of project occupancy and a subsidy of \$25 per month for each resident's first year of residency for the first 10 years of project occupancy
- Online information center about transportation resources available to residents
- Video conferencing or business center and high speed internet in the building to facilitate telecommuting.
- Carshare programs
- The applicant would report driveway counts to the City annually, along with an assessment of whether the above TDM measures implemented result in a reduction of vehicle trips generated by the project.

The proposed project also meets the City of Mountain View's Green Building Code (GBC) requirement for new residential developments with five units or greater. The City's GBC requires these developments to have a GreenPointRated total of at least 70 and meet the mandatory CALGreen requirements. The proposed project has an 80 GreenPointRated total and meets the mandatory CALGreen requirements. The proposed project's green building measures include on-site bicycle storage for residents, pedestrian access within one-half mile of community services (e.g., public park, day care, full supermarket), use of sealed combustion units (e.g., water heater and furnace), and use of low emitting flooring materials.

Construction of the proposed project would be a temporary condition and would not result in a permanent increase in GHG emissions that would interfere with the implementation of the City's GGRP or state laws. Construction of the project would, therefore, not result in a cumulatively considerable contribution to GHG emissions.

The proposed project site is not within the areas that would be affected by projected sea level rise under either an eight-inch sea level rise scenario or a 55-inch sea level rise scenario. The project would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California Air Resources Board (CARB), the Bay Area Air Quality Management District (BAAQMD) or the City of Mountain View.

**Conclusion:** The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>8. HAZARDS AND HAZARDOUS MATERIALS.</b>					
<b>Would the project:</b>					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 48-49	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 49	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 49-50	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 50-51	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	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014)	No	No	No	N/A

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Page 52				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 52	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 52-53	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 53	No	No	No	N/A
<p>This discussion in this section is based in part on the following hazardous materials reports by <i>Arcadis U.S., Inc.</i>: “Summary of Additional Phase II Subsurface Investigation, 2268, 2280, and 2290 W. El Camino Real in Mountain View, California,” July 29, 2014, and the “Phase I Environmental Site Assessment Report, 2268 and 2290 W. El Camino Real, Mountain View, California, 94040” (June 23, 2014). These reports are attached as Appendix E.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>Correspondence and documents from the Department of Toxic Substances Control on the Envirostor Database<sup>1</sup> were also referenced, including the “Removal Action Workplan for Former Platinum Cleaners” prepared by <i>GeoSolve, Inc.</i>, on March 1, 2016.</p> <p><b><u>Discussion:</u></b></p> <p><b><u>Existing Setting and Background:</u></b> The proposed project site currently contains a small commercial center and several single-family houses. The project site was used prior to the 1960’s for agricultural purposes, and supported buildings and orchard trees associated with this use. Building records indicate a pump house on the south end of the site, which could have been used for a water well.</p> <p>The existing houses and the small commercial building were constructed on the eastern portion of the site in the 1950s. Septic systems were associated with the residences until 1980, when the site was connected to the municipal sanitary sewer. In the 1960’s, the greenhouses and structures on the western portion of the site were removed and this part of the site was used as a trailer and camper sales/rental facility (also possibly repairs). This use likely continued until construction of the present-day Olive Tree Shopping Center in about 1980. A dry cleaner was located in the shopping center from at least 1985 until 2012. The small commercial structure at 2268 West El Camino Real has been occupied by various businesses including a produce stand, a bike shop (Building Department permits indicate motorcycles), and an architectural glass design studio. Currently, it is occupied by a fitness trainer.</p> <p>Based on these historical uses of the property, soils on the project site were subject to contamination from solvents from dry cleaning operations, petroleum hydrocarbons from various automotive uses, and persistent pesticides from agricultural uses.</p> <p>To determine the presence of these potential contaminants, two limited subsurface investigations were completed in late June and early July 2014 that included a total of five borings, four soil and two groundwater samples, three temporary soil-vapor probes, and three soil-vapor samples. Following evaluation of the results from the limited investigations, a third investigation was performed in late July 2014. Additional investigation activities included collecting four soil samples and two groundwater samples from two soil borings advanced to groundwater [which was encountered at approximately 40 feet below ground surface (bgs)], eight soil samples collected from four soil borings advanced to</p>					

<sup>1</sup> Department of Toxic Substances Control. Envirostor. Former Platinum Cleaners (60002117). Available at: [http://www.envirostor.dtsc.ca.gov/public/profile\\_report.asp?global\\_id=60002117](http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=60002117). Accessed July 19, 2016

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<p>approximately 10 feet bgs, and 12 soil vapor samples collected from temporary soil vapor probe locations.</p> <p>The soil, groundwater, and soil-vapor results from this sampling effort in 2014 indicated that the former dry cleaning facility impacted the property and adjacent properties (including the Best Western motel to the west). Specifically, tetrachloroethylene (PCE) was detected in soil-vapor samples at concentrations that exceeded the Environmental Screening Levels (ESLs) by several orders of magnitude. At 12 of the 15 sampling locations, PCE concentrations were above the soil-vapor ESL of 210 micrograms per cubic meter (<math>\mu\text{g}/\text{m}^3</math>) for residential use. PCE concentrations were also above the ESL for commercial/industrial use (<math>2,100 \mu\text{g}/\text{m}^3</math>) in samples collected at 11 of the sampling locations. The highest concentrations of PCE in soil appear focused within the south-central portion of the site in the approximate vicinity of the sewer line, with decreased concentrations toward the edges of the property. The lateral extent of PCE in soil vapor appeared to be sufficiently characterized to the north and east of the former dry cleaner. The 2014 investigation recommended further study to the west and south of the site, to fully characterize the extent of PCE in soil vapor.</p> <p>The results also indicate that past use of the site for minor auto repair may have released chemicals to the subsurface as indicated by the detection of toluene and <i>m,p</i>-xylene at low levels in soil-vapor samples, although concentrations of these two chemicals are below the applicable ESLs.</p> <p>Following this effort, in late 2014 the property owner entered into a Voluntary Cleanup Agreement with the state Department of Toxic Substances Control for the property at 2290 El Camino Real. Additional sampling was completed between 2014 and 2016 to further investigate the site. In March 2016, following a public review period, the DTSC approved a final Removal Action Workplan (RAW), completed by <i>Geosolve, Inc.</i>, as part of their oversight activities under the Voluntary Cleanup Agreement. To reduce soil vapor concentrations to below regulatory clean up goals at the former dry cleaner site (project site) and the adjacent property (2300 West El Camino Real), a soil vapor extraction (SVE) system was installed in the vacant 2290 West El Camino Real building in April 2016.</p> <p>The SVE system consists of two parallel 2,000-pound granulated activated carbon (GAC) vessels connected in series with two 900-lb GAC vessels that are designed for removal of chlorinated solvents from the extracted soil vapor. Two vapor extraction wells and three vapor monitoring wells were installed at the project site in July 2016. Vapor extraction and monitoring wells were also installed at the 2300 West El Camino Real property. Pipes connect the project site's vapor extraction wells to the SVE system. The pipes carry vapor that is drawn from the on-site extraction wells to a treatment unit that is a part of the SVE system.</p>					

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<p>The project site will be excavated up to 15 feet below ground surface (bgs) as part of the planned development, including the underground parking garage. A risk-based cleanup goal for PCE in soil vapor for the site was developed considering the future underground parking garage with mechanical ventilation as required by the State Building Code.</p> <p>Soil vapor testing was completed at the project site in October 2015 to determine if the cleanup goals established in the RAW have been met at the site. On October 7, 2016, <i>Geosolve, Inc.</i> submitted lab results to DTSC from samples taken as part of the soil vapor testing. A report that will provide an analysis of these results is in progress (as of October 19, 2016).</p> <p>Based on March 2016 RAW, the following cleanup actions will be completed by the Responsible Party for the dry cleaner case:</p> <ul style="list-style-type: none"> <li>• Under the oversight of DTSC, GeoSolve will continue its vapor extraction process in accordance with the approved Remedial Action Workplan (RAW) through November 2016.</li> <li>• DTSC will determine how much time is necessary for the SVE system to be shut down in advance of the final round of sampling and prior to issuing a No Further Action (NFA)/Closure Letter.</li> <li>• Prior to the City's issuance of the proposed project's grading permit, the applicant must receive confirmation from DTSC that soil vapor cleanup goals on the project site have been met and that no further action is necessary.</li> </ul> <p><b>8a., b.</b> The El Camino Real Precise Plan 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 Precise Plan area to a less than significant level. The proposed residential project will be required to comply with the cleanup and development requirements under the direction of the DTSC and City of Mountain View, and for this reason would not result in a new or substantially increased significant impact.</p> <p><b>8c.</b> The proposed project does not propose child care or school uses. The applicant proposes to construct an apartment building, which would not be a substantial emitter of hazardous materials or hazardous waste, following construction. Coordination with the DTSC during implementation of the site cleanup plan (RAW) will ensure that hazardous materials would not impact nearby sensitive uses during construction.</p>					



Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p><b>8d.</b> The proposed project site is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The site is under review and remediation with on-going oversight by the DTSC.</p> <p>The El Camino Real Precise Plan EIR found that all future development projects will be required to comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard conditions of approval related to hazardous materials and hazardous waste. Future projects that demonstrate consistency with these regulations, policies, and conditions of approval would reduce potential impacts associated with contaminated soils, groundwater, and hazardous building materials, to a less than significant level.</p> <p>The following 2030 General Plan policies, standard Mountain View conditions of approval, and requirements of the DTSC would apply to the project.</p> <p><b><u>2030 General Plan Policies:</u></b> Based on the El Camino Real Precise Plan EIR, the following 2030 General Plan policies would apply to the proposed project:</p> <p>POLICY INC 18.1: <u>Contamination prevention.</u> Protect human and environmental health from environmental contamination.</p> <p>ACTION INC 18.1.6: <u>Shallow groundwater.</u> Monitor shallow groundwater quality and ensure it meets or exceeds state and federal requirements.</p> <p>POLICY INC 18.2: <u>Contamination Clean-up.</u> Cooperate with local, state, and federal agencies that oversee environmental contamination and clean-up activities.</p> <p>ACTION INC 18.2.1: <u>Upgrades within contaminated areas.</u> Develop and implement appropriate safety procedures and standards for replacement or upgrades to City infrastructure within contaminated areas identified by oversight agencies.</p> <p>ACTION INC 18.2.2: <u>Inter-agency coordination.</u> Provide local information and other assistance to state, regional, and federal agencies that oversee cleanup of groundwater contamination in Mountain View.</p> <p>ACTION INC 18.2.4: <u>Vapor intrusion.</u> Monitor and address soil quality and incidences of vapor intrusion.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>POLICY PSA 3.4: <u>Oversight agencies</u>. Work with local, state and federal oversight agencies to encourage remediation of contamination and protection of public and environmental health and safety.</p> <p>ACTION PSA 4.2.6: <u>Hazardous materials contamination</u>. Adopt and periodically update a set of standard mitigation measures and development conditions to reduce the potential for contamination associated with hazardous materials related to areas adjacent to highways or previously used for agriculture or industrial uses.</p> <p><b>Conditions of Approval:</b> City of Mountain View conditions of approval that would apply to the proposed project include (but are not limited to), the following:</p> <p>REMOVAL ACTION WORKPLAN: For the portion of the site under the oversight of the Department of Toxic Substances Control, the applicant shall continue to coordinate with the DTSC on the site cleanup and implementation of the Removal Action Workplan. These activities may include preparation of a Soil Management Plan, Health and Safety Plan, and Site Mitigation Plan. These plans shall be submitted to the DTSC for review and approval, in compliance with the DTSC's oversight activities under the Voluntary Cleanup Agreement.</p> <p><b>Standard Conditions of Approval:</b> For the project site parcels not under oversight by the DTSC, the following standard conditions of approval would apply:</p> <p>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.</p> <p>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</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>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.</p> <p>The proposed residential project will be required to comply with the cleanup and development requirements under the direction of the City of Mountain View and the DTSC, and for this reason would not result in a new or substantially increased hazardous materials impact.</p> <p><b>8e and f.</b> The proposed residential development is consistent with the Moffett Federal Airfield Comprehensive Land Use Plan and Mountain View 2030 General Plan Policy LUD 2.5.</p> <p><b>8g.</b> The proposed project would not interfere with an adopted Mountain View emergency response or evacuation plan.</p> <p><b>8h.</b> The project site, and the greater El Camino Real Precise Plan area, are not adjacent to wildland areas.</p> <p><b>Conclusion:</b> The proposed residential project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>9. HYDROLOGY AND WATER QUALITY.</b>					
<b>Would the Project:</b>					
a. Violate any water quality standards or waste discharge requirements?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 59-66	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)?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 61-62	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 62-64	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	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 62-64	No	No	No	N/A

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
amount of surface runoff in a manner which would result in flooding on- or off-site?					
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 64-65	No	No	No	N/A
f. Otherwise substantially degrade water quality?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 65	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 65-66	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 65-66	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 66	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	Draft ECR Precise Plan EIR,	No	No	No	N/A

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
	Appendix A, Initial Study (2014) Page 66				

### **Discussion:**

**Existing Setting:** The elevations of the project site vary between approximately 75 feet above mean sea level on the north side of the property near Latham Street, and 80 feet on the south side near El Camino Real. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map,<sup>2</sup> the 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 protected by levees from one percent annual chance flood.

The project proposes to reduce stormwater runoff by incorporating stormwater treatment techniques, such as larger bioretention 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 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.** The proposed project would be required to comply with standard City conditions of approval, based on Regional Water Quality Control Board requirements, to reduce water quality impacts during construction. These include the State of California Construction General Stormwater Permit and the Municipal Regional Permit. The project would not result in new or greater impacts to water quality standards or waste discharge requirements than those identified in the El Camino Real Precise Plan EIR.

**9b.** The proposed project would not deplete groundwater supplies or interfere with groundwater recharge. The project does not proposes groundwater pumping, and already is largely paved, so the project would not affect groundwater recharge.

<sup>2</sup> FEMA Flood Insurance Rate Map Number 06085C0038H, May 2009.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p><b>9c., d.</b> The proposed project would construct residential uses within an existing urban area, on a site that has been previously developed. The proposed project would not alter the drainage pattern of the area or substantially increase runoff, resulting in flooding on or off site. The project would implement stormwater treatment facilities, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements and the Mountain View conditions of approval that are referenced in the El Camino Real Precise Plan. The project would not result in new or substantially increased impacts than those described in the El Camino Real Precise Plan EIR.</p> <p><b>9e., f.</b> Since the single-family houses have landscaped yards, and the proposed apartment buildings would be built on a podium structure covering most of the site, the amount of impervious surfaces on site would increase by approximately 10 percent over the current condition.<sup>3</sup> The project would comply with the applicable Mountain View conditions of approval listed in the El Camino Real Precise Plan for stormwater facilities. With implementation of the required stormwater standards, the project would not result in new or substantially increased impacts than those described in the El Camino Real Precise Plan EIR. (Refer also to Section 17.c).</p> <p><b>9g-i.</b> The proposed project site is not located in a FEMA flood hazard zone, and is not within the areas that would be affected by projected sea level rise. Based on the location of the project outside of these flood zones, the project would not expose people or structures to risk from flooding, or otherwise result in a significant impact from flooding.</p> <p><b>9j.</b> According to the El Camino Real Precise Plan EIR, the El Camino Real area is not subject to inundation from seiches, tsunamis, or mudflow, and no policies or actions are needed to further reduce the impact.</p> <p><b>Conclusion:</b> The proposed residential project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

<sup>3</sup> The project site currently has 74 percent (82,540 square feet) of impervious surfaces. After development of the proposed project, the project site would have 84 percent (93,338 square feet) of impervious surfaces.



Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>10. LAND USE AND PLANNING.</b>					
Would the project:					
a. Physically divide an established community?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 67-68	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 General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 68	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 68	No	No	No	N/A
<p><b><u>Discussion:</u></b></p> <p><b>10a.</b> The El Camino Real Precise Plan EIR did not identify a significant impact from land use compatibility issues, since the land uses proposed as part of the Precise Plan zoning do not represent substantially different uses than the existing residential and commercial uses in the area, and the Precise Plan does not propose large infrastructure projects that could physically divide the established community. The Precise Plan seeks to enhance mobility within existing neighborhoods and to assist in the expansion of the multi-modal transportation system. The proposed project would be consistent with</p>					

the land use and intensity analyzed in the El Camino Real Precise Plan EIR, and would not result in a land use compatibility impact.

**10b.** The El Camino Real Precise Plan EIR did not identify any significant impacts from a conflict with applicable land use plans, policies, and regulations. The proposed residential project is consistent with the site's *Mixed Use Corridor* and *Medium High Density Residential* General Plan land use designations and the current (P-38) *El Camino Real Precise Plan* zoning.

The El Camino Real Precise Plan encourages intensification along El Camino Real, good design, and better connections with surrounding areas – all objectives of the Grand Boulevard Initiative. The proposed residential project would intensify the uses on an underdeveloped site and, therefore, would not conflict with the Grand Boulevard Initiative.

For these reasons, the proposed residential project would not result in new or greatly increased land use conflicts than described in the El Camino Real Precise Plan EIR.

**10c.** The El Camino Real Precise Plan area is not located within any approved local, regional, or state conservation plan. Therefore, the proposed residential project within the El Camino Real Precise Plan area will have no impact on approved conservation plans, and no mitigation measures are required.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>11. MINERAL RESOURCES.</b>					
<b>Would the Project:</b>					
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 69	No	No	No	No
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 69	No	No	No	No
<p><b><u>Discussion:</u></b></p> <p><b>11a and b.</b> Based on the El Camino Real Precise Plan EIR and the State of California maps of aggregate resources, there are no minerals or aggregate resources of statewide importance located within Mountain View. There are no natural gas, oil, or geothermal resources identified in or adjacent to Mountain View and there are no locally-important mineral resources identified by the 2030 General Plan. The project site would not result in the loss of mineral resources.</p> <p><b><u>Conclusion:</u></b> The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>12. NOISE.</b>					
<b>Would the project result in:</b>					
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?	Draft ECR Precise Plan EIR, (2014) pp. 143-145	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Draft ECR Precise Plan EIR, (2014) pp. 145-146	No	No	No	Yes
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft ECR Precise Plan EIR, (2014) pp. 146-147	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?	Draft ECR Precise Plan EIR, (2014) pp. 147-148	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?	Draft ECR Precise Plan EIR, (2014) Page 140	No	No	No	N/A

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
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?	Draft ECR Precise Plan EIR, (2014) Page 140	No	No	No	N/A

### **Discussion:**

The discussion in this section is based in part on the “2268-2290 El Camino Real Residential Project Environmental Noise Assessment, Mountain View, California,” prepared by *Illingworth & Rodkin, Inc.*, on June 29, 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* on June 2 and 6, 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 El Camino Real and Latham Street. Aircraft associated with Moffett Federal Airfield also affects the noise environment at the project site.

Long-term noise measurement **LT-1** was made at the southernmost boundary of the project site, approximately 80 feet northeast of the centerline of El Camino Real. Hourly average noise levels at this location typically ranged from 64 to 72 dBA  $L_{eq}$  during the day and from 55 to 68 dBA  $L_{eq}$  at night. The day-night average noise level from June 2 through June 6, 2016 ranged from 69 to 72 dBA  $L_{dn}$ . Measurement **LT-2** was made along Latham Street on the northernmost portion of the project site. LT-2 was approximately 40 feet southwest the centerline of Latham Street. Hourly average noise levels at this location typically ranged from 53 to 66 dBA  $L_{eq}$  during the day and from 40 to 58 dBA  $L_{eq}$  at night. The day-night average noise level from June 2 through June 6, 2016 ranged from 56 to 59 dBA  $L_{dn}$ .

Short-term noise measurements ST-1, ST-2, and ST-3 were conducted on June 2, 2016 in ten-minute intervals starting at 12:30 p.m. and concluding at 1:20 p.m. ST-1 was made at the rear parking lot of the existing 2290 El Camino Real building, near the shared property line with the multi-family residential complex to the north. The ten-minute average noise level measured at ST-1 was 56 dBA  $L_{eq(10)}$ , and the estimated day-night average noise level was 56 dBA  $L_{dn}$ . ST-2 was also made at the rear of the 2290 El Camino Real building, but ST-2 was shielded from El Camino Real traffic by the intervening building. The ten-minute  $L_{eq(10)}$  measured at ST-2 was 47 dBA  $L_{eq(10)}$ , and the estimated day-night average noise level was 49 dBA  $L_{dn}$ . ST-3 was made in the front parking lot at the existing

2290 El Camino Real building, approximately 230 feet from the centerline of El Camino Real. The ten-minute  $L_{eq(10)}$  measured at ST-3 was 57 dBA  $L_{eq(10)}$ , and the estimated day-night average noise level was 59 dBA  $L_{dn}$ . Table 2 summarizes the short-term noise measurements on site.

<b>Table 2: Short-Term Noise Measurements</b>							
<b>Noise Measurement Location (Date, Time)</b>	<b>Measured Noise Level, dBA</b>						<b>Calculated <math>L_{dn}</math>, dBA</b>
	<b><math>L_{max}</math></b>	<b><math>L_{(1)}</math></b>	<b><math>L_{(10)}</math></b>	<b><math>L_{(50)}</math></b>	<b><math>L_{(90)}</math></b>	<b><math>L_{eq(10)}</math></b>	
ST-1: ~85 feet from centerline of El Camino Real (6/2/2016, 12:30-12:40)	73	67	56	53	49	56	56
ST-2: Rear of 2290 El Camino Real (6/22/2016, 12:40-12:50)	55	51	49	47	44	47	49
ST-3: Front parking lot of 2290 El Camino Real (6/22/2016, 13:10-13:20)	66	63	60	57	52	57	59

**12a. Stationary Equipment Noise:** According to the City's Municipal Code, stationary equipment noise from any property must be at or below 55 dBA  $L_{eq}$  during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.) and at or below 50 dBA  $L_{eq}$  during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.) as measured at nearby residential land uses. The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. Information regarding the number, type, and size of the mechanical equipment units to be used in the proposed project was not available at the time of the noise study, but according to the site plan, the mechanical equipment would be placed on the rooftops of each four- and three-story project building, with setbacks of seven feet from the buildings' edges.

Typical residential air conditioning units and heat pumps produce noise levels that range from about 54 to 62 dBA  $L_{eq}$  at a distance of five feet. With mechanical equipment setbacks of at least seven feet and the proposed project buildings being set back at least 20 feet from the shared property lines of the surrounding noise-sensitive receptors, ground-level noise levels at the shared property lines are estimated to be below 50 dBA  $L_{eq}$ . This would fall within the range of existing daytime and nighttime noise levels, as measured at LT-1. The adjacent hotel building is located along the shared property line of the project site and consists of a two-story building. The mechanical equipment noise levels at the nearest sensitive receptor would also be at or below 50 dBA  $L_{eq}$ . Each existing sensitive receptor surrounding the proposed four-story apartment structure would have greater setbacks, and the estimated noise levels at these receptors would also be below 50 dBA  $L_{eq}$ . Compared to ambient measurements at LT-2, ST-1, and ST-2, these estimated levels would fall within the range of existing ambient levels.

The proposed building adjacent to Latham Street would be three stories tall. The existing building to the east of the site is also three stories and located approximately 100 feet from the proposed building. At this distance, the nearby residences would have direct-line-of-sight to the rooftop equipment, and the estimated noise levels at the top floor residence would be below 50 dBA  $L_{eq}$ . This noise level would be at or below the range of ambient noise levels measured at LT-2. In all cases, the estimated noise levels produced by the operation of mechanical equipment associated with the project would not exceed the City's nighttime noise level standards.

**Construction Noise:** Assuming that all construction activities for the proposed project are limited to the allowable hours specified in the City's Municipal Code, which are between 7:00 a.m. and 6:00 p.m. Monday through Friday, noise generated by construction activities would be exempt from the

stationary equipment noise limits of 55 dBA  $L_{eq}$  during the day and 50 dBA  $L_{eq}$  at night. Construction activities for the proposed project would not occur on weekends or holidays, as specified in the Municipal Code.

Based on this analysis, the project would not expose persons or generate noise levels in excess of standards. For these reasons, no mitigation measures are required to reduce noise impacts, and the project would not result in a new or substantially increased significant impact than those described in the El Camino Real Precise Plan EIR.

**12b.** The El Camino Precise Plan EIR identified a potentially significant construction impact from short-term vibration impacts on nearby sensitive land uses (**Impact NOISE-1**). Mitigation measure (**MM NOISE-1**) required the following condition of approval for the implementation of all new projects in the El Camino Precise Plan area.

**Standard Conditions of Approval:**

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

Although pile driving is not expected for the proposed project, these conditions of approval will be required as applicable. For the proposed project, it is recommended to prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or clam shovel drops, within 20 feet of any adjacent sensitive land use. The implementation of these measures would reduce the impact to less than significant, and the project would not result in a new or substantially increased significant vibration impact.

**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  $L_{dn}$ , which would not represent a substantial permanent noise level increase at the nearby noise-sensitive receptors. The noise impacts from stationary equipment are described in 12.a, and would also not result in a permanent increase in noise levels.



For these reasons, no mitigation measures to reduce project traffic noise are required, and the project would not result in a new or substantially increased significant noise impact than described in the El Camino Real Precise Plan EIR.

**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 ambient noise levels for the adjacent preschool, the hotel, and the commercial land uses opposite El Camino Real would be estimated by daytime hourly noise levels measured at LT-1, which ranged from 67 to 72 dBA  $L_{eq}$ . The multi-family residential buildings located to the east, to the west, adjacent to the north, and opposite Latham Street to the north would be estimated by daytime hourly noise levels measured at LT-2, which ranged from 53 to 66 dBA  $L_{eq}$ .

Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors. Once construction moves indoors, minimal noise would be generated at off-site locations.

Construction of the proposed project is expected to last approximately 26 months. Construction activities would include demolition, site preparation, grading/excavation, 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.

The range of levels for the site preparation phase includes any potential overlap with the demolition phase. Construction on the interior of the parking garage and hotel start before the exterior building construction is completed; likewise, exterior building construction of the hotel and paving on the project site overlaps with the interior building construction phase.

Noise levels would exceed 60 dBA  $L_{eq}$  at each of the noise-sensitive land uses and would at times exceed 70 dBA  $L_{eq}$  at the commercial land uses opposite El Camino Real. Noise levels estimated for each construction phase would exceed ambient conditions by five dBA or more at the hotel, preschool, and each apartment complex surrounding the project site. Since construction noise is expected to exceed 60 dBA  $L_{eq}$  and exceed ambient levels at the nearby sensitive receptors by more than five dBA  $L_{eq}$  for a period of more than one year, this would be a significant impact.

Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction material, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life.

The following are construction-related requirements included in the City of Mountain View's Standard Conditions of Approval, as stated in the El Camino Real Precise Plan that would be incorporated as part of the proposed project:

**Standard Conditions of Approval:**

- **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:
  - Comply with manufacturer's muffler requirements on all construction equipment engines.
  - Turn off construction equipment when not in use, where applicable.
  - Locate stationary equipment as far as practical from receiving properties.
  - Use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible.
  - 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, 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.
- **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 300 feet 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.
- **CONSTRUCTION NOISE CONTROL PLAN:** Develop a construction noise control plan, including, but not limited to, the following available controls:
  - Utilize “quiet” air compressors and other stationary noise sources where technology exists.

- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

The implementation of the City's Conditions of Approval and the construction best management practices outlined above would reduce construction noise levels emanating from the site to minimize disruption and annoyance. With the implementation of these controls, as well as the Municipal Code limits on allowable construction hours, and considering the relatively short duration of the noise generating construction period, the substantial temporary increase in ambient noise levels would be less than significant.

**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, and interior noise levels resulting from aircraft would be compatible with the proposed project.

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

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>13. POPULATION AND HOUSING.</b>					
<b>Would the Project:</b>					
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)?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 71-73	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 73	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 73	No	No	No	N/A
<p><b><u>Discussion:</u></b></p> <p>The project would demolish three existing single-family houses and two existing commercial buildings. The commercial and residential uses on site are currently vacant.</p> <p>Implementation of the El Camino Real Precise Plan would add approximately 790 additional housing units, 1,500 residents, and 880 jobs to the El Camino Real Precise Plan area by 2030, as described in the El Camino Real Precise Plan EIR. The proposed project would construct 204 of the 790 additional housing units projected for the Precise Plan area, accommodating approximately 480 of the 1,500 planned</p>					

residents for the El Camino Real Precise Plan area.<sup>4</sup> The project would generate fewer than 10 of the 880 new employees planned for the Precise Plan area.<sup>5</sup>

**13a:** The project is consistent with the Precise Plan's development assumptions; the project would not induce substantial population growth beyond the projections in the El Camino Real Precise Plan EIR.

The proposed project is consistent with General Plan Policies LUD 3.1 and 3.2, and Housing Element Policy 1-D, which encourage higher land use intensities and densities near public transit service and along major commute corridors, and a flexible mix of land uses (including residential uses). Population growth from the proposed project would be consistent with the El Camino Real Precise Plan's and General Plan's support for transit-oriented development along transit corridors and redevelopment, in accordance with Policy LUD 21.1.

The proposed project is located in a developed area served by existing infrastructure. The project would not extend roads or utilities or result in improvements to infrastructure that would indirectly result in substantial population growth.

**13b-c:** While the proposed project would remove three single-family houses, the project would construct approximately 204 new multi-family units accounted for in the El Camino Real Precise Plan EIR. The El Camino Real Precise Plan EIR disclosed that some displacement of existing dwelling units could result from Precise Plan buildout, since the El Camino Real corridor is an already urbanized area. The EIR concluded that impacts associated with displacement would be reduced by an overall increase in the Precise Plan area's housing. Consistent with the conclusions of the El Camino Real Precise Plan EIR, displacement of existing housing would not result in significant population and housing impacts given the overall increase of planned housing in the area.

**Conclusion:** The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

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<sup>4</sup> It is assumed that the project would have an average of 2.36 residents per dwelling unit. City of Mountain View. *City Demographics: Census Data as of 2013*. Available at: <<http://www.mountainview.gov/about/learn/demographics.asp>>. 2014. Accessed July 15, 2016.

<sup>5</sup> Employees of generated from the project would include employees at the leasing office and maintenance staff.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>14. PUBLIC SERVICES.</b>  <b>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:</b>					
Fire protection?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 81-82	No	No	No	N/A
Police protection?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 82-84	No	No	No	N/A
Schools?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 84-86	No	No	No	N/A
Parks?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 86	No	No	No	N/A
Other public facilities?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 86	No	No	No	N/A
<p><b><u>Discussion:</u></b></p> <p>Fire protection and emergency medical services would be provided to the site by the City of Mountain View Fire Department (MVFD). The MVFD has a response time goal of six minutes from dispatch for a first-in fire engine to arrive at a structure fire scene. The MVFD operates out of five stations and has 86 full-time personnel. The nearest fire station to the project site is Station 3, located at 301 North Rengstorff Avenue, approximately 0.8 miles northeast of the site.</p>					

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of approximately 90 sworn and 45 non-sworn personnel. The MVPD is located at 1000 Villa Street (approximately 1.25 miles east of the site) and has a response time goal of four minutes for high priority calls.

As disclosed in the El Camino Real Precise Plan EIR, the project site is within the Mountain View-Whisman School District, which is the school district for elementary and middle schools for the site. Students at the project site would attend Mariano Castro Elementary and Graham Middle School, based on the school district's boundary maps. The project site is also within the Mountain View - Los Altos High School District. High school students at the site would attend Los Altos High School. The 2015 to 2016 student enrollment and enrollment capacity established by the school districts are disclosed in Table 3, below.

<b>Table 3: Current Student and Enrollment</b>			
Schools to be Attended by New Students at the Project Site	Student Enrollment (Fall 2015 –Spring 2016)	Optimum Enrollment Capacity	Excess Students
<b>Mountain View - Whisman School District</b>			
Mariano Castro Elementary	305	525	220*
Graham Middle School	822	687	135**
<b>Mountain View – Los Altos High School District</b>			
Los Altos High School	2,044	1,969	75**
Notes: Current student enrollment data: California Department of Education, Educational Demographics Unit. <i>DataQuest: Enrollment by Grade for 2015-16</i> . 2016 Enrollment Capacity: El Camino Real Precise Plan EIR (2014). *Student enrollment is under enrollment capacity. **Student enrollment is over enrollment capacity			

Given the urban character of the El Camino Real Precise Plan area, there are no public parks within the boundaries of this area. The nearest park to the project site is Klein Park, located 815 feet north of the site at the corner of Ortega Avenue and California Street. The City's library services are provided by the Mountain View Public Library, located at 585 Franklin Street, approximately 1.25 miles east of the site.

#### 14. Public Services

Consistent with the El Camino Real Precise Plan EIR, development of the proposed residential development would incrementally increase the use of public facilities.

Fire Protection: The MVFD would provide the El Camino Real Precise Plan area, including the project site, with fire protection and emergency medical services. The proposed residential development is consistent with the growth projected in the El Camino Real Precise Plan and 2030 General Plan, and the MVFD does not anticipate the need to construct a new fire station or add to its current daily staffing to accommodate buildout of the project. For these reasons, the proposed development's incremental demand for fire services would not result in the need to expand or construct new fire facilities. The



project would comply with General Plan Policies PSA 1.1 and PSA 3.1, which are intended to reduce impacts to emergency response times by ensuring adequate fire staffing and minimizing property damage, injuries, and loss of life due to fire. The project would also comply with Policy INC 2.2, which would ensure long-term reliability of the service providers and suppliers in the case of emergency or natural disaster. The proposed residential development would not substantially impact the provision of fire protection and rescue response, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the proposed project would have a less than significant impact on fire services and facilities.

**Police Services:** The proposed residential development would be designed and constructed in conformance with current codes and reviewed by the Mountain View Police Department (MVPD) to ensure appropriate safety features that minimize criminal activity are incorporated into the project design.

Development associated with the proposed project is consistent with the growth projected in the El Camino Real Precise Plan and 2030 General Plan. The proposed project would intensify development and increase the population on the site, which may result in an increase in the number of calls to the MVPD requesting emergency assistance. The proposed project would comply with General Plan Policies PSA 1.1, PSA 2.1, PSA 2.2, and PSA 2.3, which are intended to reduce impacts to emergency response times. The proposed project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. As disclosed in the El Camino Real Precise Plan EIR, implementation of the El Camino Real Precise Plan (including the proposed project) could require the addition of a new emergency operations center and two sworn officers resulting in the need for additional vehicles, equipment and facilities. Since the proposed development was accounted for in the El Camino Real Precise Plan EIR, the project's incremental demand for police services would not result in the need to expand or construct new police facilities beyond what was disclosed in the El Camino Real Precise Plan EIR.

**Schools:** The El Camino Real Precise Plan EIR assumed that construction of new housing units in the El Camino Real Precise Plan area could result in approximately 55 new students attending schools in the Mountain View-Whisman District and Mountain View-Los Altos High School District. The approximate number of students the proposed project would generate based are provided in Table 4, below.

<b>Table 4: Student Generation Yield at School Facilities</b>		
Schools to be Attended by New Students of the Project Site	Student Generation Rate (Multi-Family Housing Units)	Additional Students Generated by the Project
<b>Mountain View - Whisman School District</b>		
Mariano Castro Elementary	0.068	14
Graham Middle School	0.022	4
<b>Mountain View – Los Altos High School District</b>		
Los Altos High School	0.046	9
Notes: Student Generation Rates for Mountain View – Whisman School District: Mountain View – Whisman School District. <i>Demographic Study for Mountain View Whisman School District</i> . October 2014. California Department of Education, Educational Demographics Unit. Student Generation Rates for Mountain View –Los Altos High School District: El Camino Real Precise Plan EIR.		

Based on the current enrollment and the students generated by the project, the proposed project would not cause Mariano Castro Elementary School to exceed optimum enrollment capacity. Graham Middle School and Los High School are currently operating above the optimum capacity established by the districts, however, the number of students generated by the project does not exceed the projections evaluated in the El Camino Real Precise Plan EIR.

As discussed in the EIR, new school facilities would likely be needed to accommodate the anticipated increases in student enrollment resulting from implementation of the El Camino Real Precise Plan. 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 El Camino Real Precise Plan 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 City has approximately 1,000 acres of parks and open space land. The project site is located within the San Antonio Planning Area of the City of Mountain View *2014 Parks and Open Space Plan*. The San Antonio Planning Area park acreage of 1.34 acres per 1,000 residents is below the City overall standard of three acres per 1,000 residents. Klein Mini-Park, Rengstorff Park, and Del Medio Park are the only open space facilities located in this planning area. Consistent with the El Camino Real Precise Plan EIR, the increase in residents may incrementally increase the use and demand for park facilities in the City, since residents generated by the project may utilize the existing neighborhood parks and open space amenities.

To offset the project's impacts on neighborhood park and recreational facilities, the project would implement the following Standard Condition of Approval required by the City for new residential developments.

#### **Standard Condition of Approval**

- **PARK LAND DEDICATION FEE:** Pay the Park Land Dedication Fee (approximately \$15,000 to \$25,000 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. Prior to the issuance of the building permit, the applicant shall either: (1) pay the Park Land Dedication Fee; or (2) sign an agreement to defer the payment of the fee in accordance with Section 66007a of the Government Code and submit a

certificate of deposit made payable to the City as security guaranteeing payment of the fee. Guidelines for certificates of deposit are available from the Public Works Department.

To further reduce the project's impacts on existing park/recreational facilities, the project would comply with General Plan Policies POS 1.2 and LUD 16.6, which require new development to include recreational amenities. The proposed development would include a central courtyard with a pool, Jacuzzi, barbecue area, and outdoor seating. The project would also include a bicycle path which would extend from Latham Street to El Camino Real. The proposed recreational uses would be available to future residents of the site and would reduce the project's impacts on existing park/recreational facilities in the area. With the implementation of the above standard condition of approval and applicable 2030 General Plan policies to reduce impacts to existing park and recreational facilities, the proposed project would have a less than significant impact on these facilities.

Other Public Facilities (Libraries): Consistent with the implementation of the El Camino Real Precise Plan, the project's new residents could incrementally increase demand for community facilities and libraries. Based on the City's General Plan Policy POS 7.5, the City's goal is to provide library services that address community needs. No new library or community facilities are proposed under the El Camino Real Precise Plan. Since the proposed project is consistent with the El Camino Real Precise Plan's development assumptions which does not require new library facilities for the project, and given the City's goal to implement Policy 7.5, the proposed project is not anticipated to have a significant impact on the City's existing library facility.

**Conclusion:** The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>15. RECREATION.</b>					
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?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 88-90	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?	ECR Precise Plan EIR, Appendix A, Initial Study pp. 88-90	No	No	No	N/A
<p><b><u>Discussion:</u></b></p> <p>The City of Mountain View currently owns approximately 1,000 acres of parks and open space facilities. The El Camino Real Precise Plan area, including the current project site, is located within the San Antonio Planning Area of the City of Mountain View <i>2014 Parks and Open Space Plan</i>. Parks located within this planning area include Rengstorff Community Park located 201 S. Rengstorff Avenue (approximately 0.35 miles northeast of the site), Del Medio Mini-Park located at 380 Del Medio Avenue (approximately 0.8 miles northwest of the site), and Klein Mini-Park located 815 feet north of the site, at the corner of Ortega Avenue and California Street.</p> <p>The San Antonio Planning Area park acreage of 1.34 acres per 1,000 residents is below the City's overall standard of three acres per 1,000 residents. Given the urban character of the El Camino Real Precise Plan area, there are no public parks within the boundaries of this area.</p> <p><b>15a.</b> Consistent with the El Camino Real Precise Plan EIR, the increase in residents accommodated by the proposed project may incrementally increase the use and demand for park facilities in the City, since future residents of the project may utilize the existing neighborhood parks and open space amenities.</p>					

Based on the City's *2014 Parks and Open Space Plan*, the City plans to construct new parks and complete improvements to Rengstorff Community park within the San Antonio Planning Area by 2030.

To offset the project's impacts on neighborhood park and recreational facilities, the project applicant would pay the Park Land Dedication Fee as described in the Standard Conditions of Approval listed in Section 14. *Public Services* of this Initial Study Checklist. Implementation of the standard conditions of approval would reduce the project's impacts on the existing park/recreational facilities. The proposed project would, therefore, not result in significant physical deterioration of existing park and recreational facilities.

**15b.** The project applicant would pay a park land dedication fee, in accordance with standard conditions of approval, for the City to construct new parks or complete improvements to existing parks in the area. The project would not include the construction of new public recreational facilities or the expansion of existing recreational facilities. The project's proposed recreational uses would be available to future residents of the site and would not result in a significant effect on the environment. The project would, therefore, not result in the construction and or expansion of recreational facilities that would adversely affect the environment.

**Conclusion:** The proposed residential development project would not result in a new or substantially increased environmental impact compared to the El Camino Real Precise Plan EIR or the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>16. TRANSPORTATION/TRAFFIC.</b>					
<b>Would the project:</b>					
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?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	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?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	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?	Draft ECR Precise Plan EIR, (2014) Page 140	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	N/A	N/A	N/A	N/A
e. Result in inadequate emergency access?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	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?	Draft ECR Precise Plan EIR, (2014) pp. 81-99	No	No	No	No

**Discussion:** The discussion in this section is based on the *Hexagon Transportation Consultants, Inc.*'s "Site Specific Traffic Analysis (SSTA), 2268 - 2290 W El Camino Real Apartment Project" and "Transportation Demand Management (TDM) Plan, Multifamily Development at 2268-2280 El Camino Real in Mountain View, CA" prepared on July 7, 2016 and October 3, 2016, respectively. These reports are attached to this checklist as Appendix G.

The El Camino Real Precise Plan EIR did not identify a significant impact to traffic and transportation from the buildout of the Precise Plan area. The SSTA was prepared to determine if the 2268-2290 El Camino Real Residential project would have new or substantially more severe impacts, new mitigation, or there are new circumstances not previously disclosed in the certified El Camino Real Precise Plan EIR.

**16a-b. Intersections:** The trips generated by the proposed uses were estimated using the average trip generation rates for apartment (Land Use 220). Trips associated with the existing uses on the project site were subtracted from the road system to calculate the net new project trips. The trips generated by the existing buildings on the site were obtained from driveway counts completed on Wednesday, April 22, 2015. Based on the driveway counts, the existing uses on site generate six trips during the AM peak hour and 45 trips during the PM peak hour. The proposed new residential development is



estimated to generate 907 net new daily vehicle trips, with 98 net trips during the AM peak hour and 81 net trips during the PM peak hour.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Mountain View and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak-hour traffic conditions for three signalized intersections (El Camino Real/Ortega Avenue, El Camino Real/Distel Drive, and El Camino Real/South Rengstorff Avenue) and one unsignalized intersection (El Camino Real/Distel Circle). Project impacts at signalized intersections were identified on the basis of the applicable level of service standards. The City of Mountain View does not have an adopted level of service standard for unsignalized intersections.

Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities, and transit were determined on the basis of engineering judgment. Roadway traffic operations were evaluated for the peak AM and PM commute hours during a typical midweek day during the morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak periods at three signalized and one unsignalized study intersections.

The results show that under existing, existing plus project, background, and background plus project conditions, the three signalized study intersections are expected to operate at LOS C or better during both peak hours, and project traffic at the three signalized intersections would not result in a new significant impact.

#### El Camino Real and Distel Circle (Two-Way Stop):

- **Signal Warrant:** At the unsignalized intersection of El Camino Real and Distel Circle, the worst stop-controlled approach is expected to experience substantial delays corresponding to LOS F during the AM and PM peak hours under background plus project conditions. The level of service analysis at the intersection of El Camino Real and Distel Circle was supplemented with an assessment of the need for signalization of the intersection. The analysis revealed that the traffic volumes on the minor stop-controlled approaches would not satisfy the signal warrant under background plus project conditions. Based on the significance criteria applied to unsignalized intersections, the project impact on this intersection would be less than significant. The presence of nearby traffic signals creates gaps in the traffic flow on El Camino Real that facilitate turns from northbound Distel Circle and from the southbound realigned project driveway approach. Furthermore, alternative travel paths are available that allow for left turns onto El Camino Real at a nearby signalized intersection.
- **Turn Pocket Queuing Analysis:** The left-turn pocket on eastbound El Camino Real at Distel Circle has approximately 100 feet of storage capacity, which is adequate for about four vehicles. The queuing analysis shows that the existing left-turn storage would be adequate under all scenarios during both AM and PM peak hours. Under existing conditions, the site driveway is offset from Distel Circle. The proposed project would realign the El Camino driveway so that it is directly aligned with Distel Circle. The project driveway (north approach at El Camino Real and Distel Circle) would have a single shared lane for all outbound traffic. There would be approximately 190 feet of storage capacity on the driveway between El Camino Real and the

nearest cross aisle inside the garage. This would be adequate to store seven vehicles waiting to turn left or right onto El Camino Real. The queuing analysis shows that the El Camino Real driveway storage would be adequate under all scenarios during both AM and PM peak hours.

For these reasons, the proposed residential project would not result in new or greatly increased intersection impacts than those described in the El Camino Real Precise Plan EIR, would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and would not conflict with the Santa Clara County Congestion Management Program.

**16c.** The proposed project would be consistent with the El Camino Real Precise Plan EIR, and would not result in a change in air traffic patterns.

**16d.** All vehicular circulation would occur within the underground parking garage; there are no surface roadways or parking areas on the site. The driveway on El Camino Real would be a two-way full-access driveway, whereas the Latham Street driveway would be an exit only. There is a sliding gate shown on the underground parking plan that separates the secured residential spaces from residential guest spaces, accessible to the public. The project traffic consultant (Hexagon Transportation Consultant) recommends that parking garage designs include space at the end of a dead-end aisle for drivers to back into in order to more easily exit the parking stalls, and recommends that such “back-up pockets” be provided at the end of each dead-end drive aisle to facilitate backing out of the last parking stalls in those rows.

Many bicyclists would use the elevators when entering and exiting the garage, because all of the ramps would include maximum 20 percent grade, which many cyclists consider too steep for comfortable use. Therefore, the project traffic consultant recommends that all elevators should be sized to be convenient for bicycles.

The proposed project would be consistent with the El Camino Real Precise Plan 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 El Camino Real Precise Plan 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. The existing sidewalks and pedestrian paths have good connectivity and would provide pedestrians with safe routes to all of the surrounding land uses in the area. The volume of bicycle trips generated by the project would not require new off-site bicycle facilities.

The parking garage would include 165 bike storage spaces for residents, in addition to 39 bike storage spaces for residents provided in gear units in the apartments. The proposed bicycle parking would satisfy the need for long-term bicycle parking by residents, but lacks short-term bicycle parking for residential guests.

**Transit:** The project would have a less than significant impact on transit travel times. The average number of new riders generated by the project would be less than one per bus. Therefore, the project

would have a less than significant impact on the existing transit services.

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

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>17. UTILITIES AND SERVICE SYSTEMS.</b>					
<b>Would the project:</b>					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 97-98	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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 97-98	No	No	No	Yes
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?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) pp. 98-99	No	No	No	Yes
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 99	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	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 99	No	No	No	N/A

<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
addition to the provider's existing commitments?					
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 100	No	No	No	No
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Draft ECR Precise Plan EIR, Appendix A, Initial Study (2014) Page 100	No	No	No	No

**Discussion:** The discussion in this section is based in part on the “2268 El Camino Real, Utility Impact Study,” prepared by *Schaaf & Wheeler* on June 13, 2016. This report is attached to this checklist as Appendix H.

**17a.** Mountain View is under the jurisdiction of the RWQCB, and City compliance with state and federal laws, statutes, and regulations is required. As with the rest of the City, projects within the El Camino Real Precise Plan area must comply with programs and RWQCB regulations that regulate wastewater treatment requirements. For these reasons, development under the El Camino Real Precise Plan, including the project, would not exceed wastewater treatment requirements.

**17b.** The El Camino Real Precise Plan EIR<sup>6</sup> identified a potentially significant utility impact (**Impact UTL-1**) from potential impacts to existing water and/or wastewater infrastructure, since new development could require upsizing or improvements to nearby infrastructure. Mitigation Measure **MM UTL-1** requires project-specific study when new development is proposed to identify any impacts to the water and wastewater systems adjacent to and downstream of project sites. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastructure, as necessary. With implementation of this measure, the El

<sup>6</sup> *El Camino Real Precise Plan Draft Environmental Impact Report*. Appendix A: Notice of Preparation, Scoping Comment Letters, and Initial Study. Page 98. August 2014.

Camino Real Precise Plan is not anticipated to result in a significant impact to water delivery and sanitary sewer infrastructure.

A water and sewer utility capacity study was prepared for the proposed project (Appendix H), which identified existing deficiencies in water and sewer infrastructure of the project area, and analyzed the estimated project contributions and demands on the system. Based on this study, the project's impacts on the water delivery and sanitary sewer systems would be within the amount anticipated by the El Camino Real Precise Plan EIR, and the project would not result in a new or greatly increased impact on these facilities. The project will be required to contribute to a funding program for capital improvements to the water delivery and sanitary sewer systems.

**17c.** The El Camino Real Precise Plan EIR<sup>7</sup> identified a potentially significant utility impact (**Impact UTL-2**) from potential impacts to stormwater infrastructure, since new development could require upsizing or improvements to nearby infrastructure. Mitigation Measure **MM UTL-2** requires project-specific study when new development is proposed to identify any impacts to the stormwater infrastructure systems adjacent to and downstream of project sites. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary. With implementation of this measure, the El Camino Real Precise Plan was not anticipated to result in a significant impact to stormwater infrastructure.

A utility capacity study was prepared for the proposed project (Appendix H), which identified existing stormwater infrastructure in the project area, and analyzed the estimated project contributions and demands on the system. The project is anticipated to result in an increase in peak runoff entering the Latham Street storm drain and a decrease in peak runoff to the El Camino Real storm drain. Although no capacity issues were determined, the City is currently in the process of developing an updated Storm Drainage Master Plan. When this analysis is complete, further analysis of the project's contribution to the stormwater system may be required. The project will be required to contribute to a funding program for capital improvements to the stormwater system.

Based on this study, the impacts on the stormwater system would be within the amount anticipated by the El Camino Real Precise Plan EIR, and the project would not result in a new or greatly increased impact on these facilities.

**17d.** The El Camino Real Precise Plan EIR found that sufficient water supplies would be available for future development under the Precise Plan. The current proposed project is consistent with the development envisioned under the Precise Plan, 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.

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<sup>7</sup> *El Camino Real Precise Plan Draft Environmental Impact Report*. Appendix A: Notice of Preparation, Scoping Comment Letters, and Initial Study. Page 98. August 2014.

**17.e.** The El Camino Precise Plan EIR did not identify a significant impact to wastewater treatment capacity from buildout of the Precise Plan. The current proposed project is consistent with the development envisioned under the Precise Plan, and would not result in a new or greatly increased impact to wastewater treatment capacity.

**17f., g.** With compliance with standard City ordinances, conditions of approval and General Plan policies to reduce solid waste, the project would be consistent with applicable solid waste regulations and would not result in a new or greatly increased impact to landfill capacity.

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



<b>Environmental Issue Area</b>	<b>A. Where Impact Was Analyzed in Prior Environmental Documents.</b>	<b>B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</b>	<b>C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</b>	<b>D. Any New Information of Substantial Importance Requiring New Analysis or Verification?</b>	<b>E. Prior Environmental Documents Mitigations Implemented or Address Impacts.</b>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b>					
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?	Draft ECR Precise Plan EIR, (2014)	No	No	No	N/A
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)?	Draft ECR Precise Plan EIR, (2014)	No	No	No	Yes

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Draft ECR Precise Plan EIR, (2014)	No	No	No	Yes
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### **Discussion:**

**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.

**18b.** The potentially cumulatively considerable impacts are discussed below. Refer also to the individual sections of this checklist, above.

Cumulative Air Quality Impacts: The proposed residential project is consistent with the El Camino Real Precise Plan 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 El Camino Real Precise Plan area would comply with standard conditions of approval that would reduce impact to biological resources. Therefore, the implementation of the proposed residential 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 CEQA Guidelines, all future projects that are consistent with the adopted GGRP and 2030 General Plan, including the proposed residential project in the El Camino Real Precise Plan area, would not have a cumulatively considerable impact related to GHG emissions.

Cumulative Hazardous Materials Impacts: Hazardous materials source issues are generally site-specific, although many sites in Mountain View are affected by regional groundwater plumes. Redevelopment of the project site, however, would not make a cumulatively considerable contribution to hazardous materials impacts associated with other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed residential project would not result in a cumulatively considerable contribution to a hazards and hazardous materials impact.

Cumulative Hydrology and Water Quality Impacts: The El Camino Real Precise Plan, along with other new developments in Mountain View, may place housing and other structures in flooding hazard areas that could result in cumulative flooding impacts. Through compliance with existing state and federal regulations and General Plan policies, the proposed residential project would not result in a cumulatively considerable flooding impact. By complying with existing regulations for stormwater

volume and quality and General Plan policies relating to water quality, the proposed residential development in the El Camino Real Precise Plan area would not result in a cumulative considerable hydrological or water quality impact.

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

Cumulative Noise Impacts: The El Camino Real Precise Plan EIR disclosed that noise level increases along local roadway segments, due to El Camino Real Precise Plan buildout, would not be perceptible compared to existing noise levels from traffic on El Camino Real. The El Camino Real Precise Plan's contribution to the cumulative noise environment would, therefore, be less than significant. The proposed residential development would result in slightly increased noise levels, as a part of the overall El Camino Real Precise Plan development. Through compliance with all applicable General Plan policies and City conditions of approval, the proposed project would minimize noise impacts, and would not result in any new or greater impacts than were previously identified in the El Camino Real Precise Plan EIR.

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

Cumulative Utilities Impacts:

- **Water Supply:** According to the 2015 Urban Water Management Plan, the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under a Normal Year scenario through 2040. For this reason, implementation of the El Camino Real Precise Plan 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 residential project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.
- **Wastewater Services:** Implementation of the Draft 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 El Camino Real Precise 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 residential project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.

- **Stormwater and Solid Waste:** The El Camino Real Precise Plan EIR did not identify a significant cumulative impact to stormwater or solid waste facilities, and since the proposed residential project is consistent with the Precise Plan, it would also not make a contribution to a significant cumulative impact.

**18c.** The El Camino Real Precise Plan 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 residential project would contribute to the same impacts identified in the previous EIRs; however, the addition of this development would not result in any new impacts.

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

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