Mountain View Crittenden Lane Trailhead Improvements Project

Initial Study

Prepared for the City of Mountain View

October 2019

CITY OF MOUNTAIN VIEW

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SECTION 1 PROJECT OVERVIEW

Project Title	Crittenden Lane Trailhead Improvements Project
Lead agency contact and address	Arlynn Bumanglag, Associate Engineer City of Mountain View Public Works Department 500 Castro Street Mountain View, CA, 94039
Project Location	The Project site is located in the northeastern portion of the City of Mountain View at the terminus of Crittenden Lane.
Property Owner/Project Sponsor	City of Mountain View/Google LLC
Property APN	Portions of Assessor's Parcel Numbers (APN) 116-11-031, 116-06-018, 116-08-019, and 116-11-032
General Plan Designation	High Intensity Office, Regional Park
Zoning	Public Facility (PF), Agricultural (A), and Planning Community/Precise Plan (P39)
Permits Required	• City of Mountain View Excavation Permit • City of Mountain View Building Permit • Santa Clara Valley Water District (Valley Water) Encroachment Permit • PG&E Encroachment Permit • Additional agreements and permits maybe required through local, state, and federal jurisdictions.

SECTION 2 PROJECT INFORMATION

The City of Mountain View (City) proposes to improve an existing east-west pathway and trailhead that connects the eastern terminus of Crittenden Lane with Stevens Creek Trail (Project) to provide increased safety and unimpeded public passage for bicycles and pedestrians.

2.1 Project Setting

The proposed Project is located in the City of Mountain View in Santa Clara County. Improvements would be located along an existing trail connector (Crittenden Lane Trailhead) between the Crittenden Lane cul-de-sac and the Stevens Creek Trail, with the construction staging area south of the Project site (Project location; see **Figure 1**). This existing pathway connects the eastern terminus of the Crittenden Lane cul-de-sac to a portion of Stevens Creek

Trail located atop an existing levee west of Stevens Creek and a bridge over Stevens Creek Trail. This facility crosses a Pacific Gas & Electric (PG&E) utility corridor and enters Santa Clara Valley Water District (Valley Water) right-of-way associated with the Stevens Creek corridor. Stevens Creek Trail continues east of Stevens Creek also provides access to a path that travels north-to-south on the east side of Stevens Creek. Key features near the Project site include the following:

- **Crittenden Lane -** Crittenden Lane is an east-to-west, two-way street with bike lanes, a vegetated median, and a sidewalk along the north side of the street. There is no on-street parking along Crittenden Lane, which is surrounded by parking lots and business offices to the north and south.
- **Stevens Creek -** Stevens Creek originates in the Santa Cruz Mountains and empties into San Francisco Bay approximately 1.6 miles north of the Project site. Stevens Creek runs north-to-south immediately east of the Project site. This portion of Stevens Creek is channelized within earthen levees but provides areas of natural riparian habitat.
- **Stevens Creek Trail -** Stevens Creek Trail is a five-mile paved trail that connects Shoreline Park at Mountain View to the Dale/Heatherstone intersection in Sunnyvale. It also provides a connection to the regional San Francisco Bay Trail approximately 0.4 mile north of the Project site. Within the Project site, Stevens Creek Trail runs north-to-south atop Stevens Creek's western levee.
- **Other Land Uses** - Other land uses in the vicinity include business campuses, the "A to Z" Tree Specimen Nursery and Removal Business ("A to Z" Tree Business), and vacant land associated with the PG&E utility corridor, portions of which is used as overflow parking for Shoreline Amphitheatre events.

2.2 Project Description

The Project would replace the existing Crittenden Lane Trailhead with a 280-foot-long, 12-foot-wide trailhead featuring 2-foot-wide shoulders, driveway improvements at the Crittenden Lane cul-de-sac, signage and striping improvements, and ADA-compliant gradients supported by a combination of retaining walls and fill slopes. As shown in **Figure 2**, portions of the new trailhead facility would be relocated just north of the existing trailhead. However, the new trailhead would intersect Stevens Creek Trail at the same location as the existing trailhead. The Project does not propose new lighting features.

The western portion of the trailhead alignment would be supported by retaining walls. The northern retaining wall would be approximately 174-feet-long that would reach a maximum height of 9 feet; the southern retaining wall would be approximately 135-feet-long and would reach a maximum height of 8 feet. The eastern portion of the trailhead alignment would be

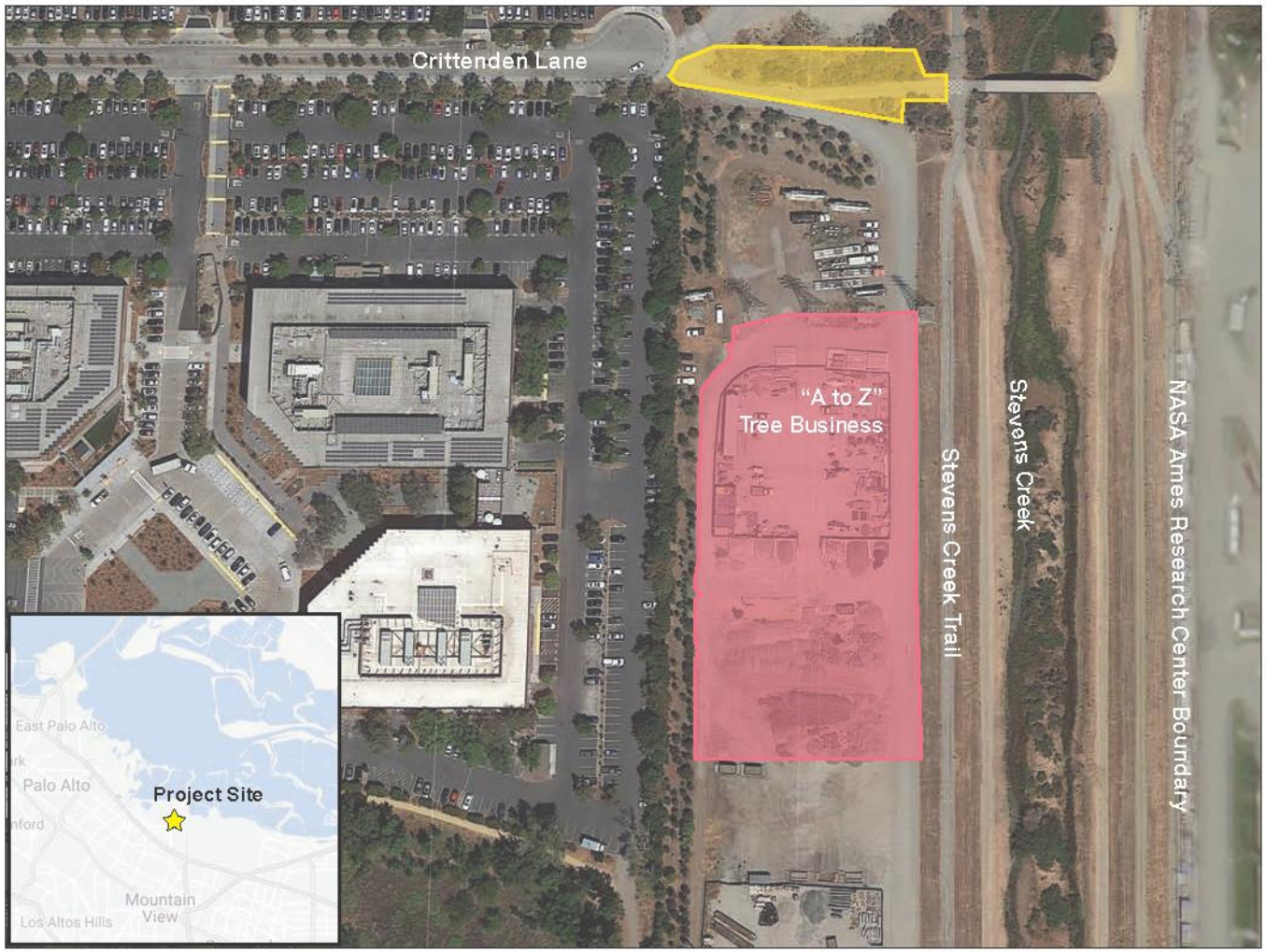
supported by approximately 4,800 square feet of graded fill material to match the levee elevation at the Stevens Creek Trail intersection. Grading improvements would require approximately 1,400 cubic yards of imported soil. In total, the Project footprint is approximately 12,000 square feet.

2.3 Project Construction

Construction activities would take place during three construction phases, outlined below. The total construction period would be approximately 47 working days and is anticipated to begin in Spring 2020.

- **Phase 1 -** The first construction phase would entail on-site driveway improvements to ensure ongoing access is provided to the "A to Z" Tree Business, which is located south of the Project site. The proposed asphalt driveway will run from the back of the existing sidewalk approximately 90 feet east, south of the trailhead. In addition, clearing and grubbing within the western levee of Stevens Creek Trail would also occur. Phase 1 would last approximately 5 working days. The existing Crittenden Lane Trailhead would remain operational during this phase to maintain pedestrian and bike access to Stevens Creek Trail.
  Phase 2 - The second construction phase would entail construction of the proposed pathway, grading activities, and installation of retaining walls, signage, and striping, and new driveway approach at the Crittenden Lane cul-de-sac. Phase 2 would last approximately 35 working days. The Crittenden Lane Trailhead would be temporarily closed during this construction phase, and signs would be posted in the vicinity of the Project to notify Stevens Creek Trail users of the temporary closure. A temporary detour for trail uses would be proposed at the La Avenida trailhead connection.
  Phase 3 - The third and final construction phase would entail landscaping along the new graded slopes and other disturbed areas. Phase 3 would last approximately 7 working days. The new Crittenden Trailhead would be operational during this phase and would provide access to Stevens Creek Trail.

Construction staging would be located at a vacant, disturbed yard located south of Crittenden Lane at the "A to Z" Tree Business (see **Figure 1**). The Project includes an Erosion Control Plan to reduce potential sedimentation and water quality hazards during clearing, grubbing, and grading. Additionally, the Project includes a Traffic Control Plan to identify temporary access closures and detours for Stevens Creek Trail users. Existing utilities in the area would be protected in place, relocated, or adjusted to match new alignment grade during construction. Access to adjacent land uses and businesses, including the PG&E utility corridors and "A to Z" Tree Business, would remain unobstructed during construction.



Legend*

- Construction Staging Site
- Project Footprint

* Locations are approximate

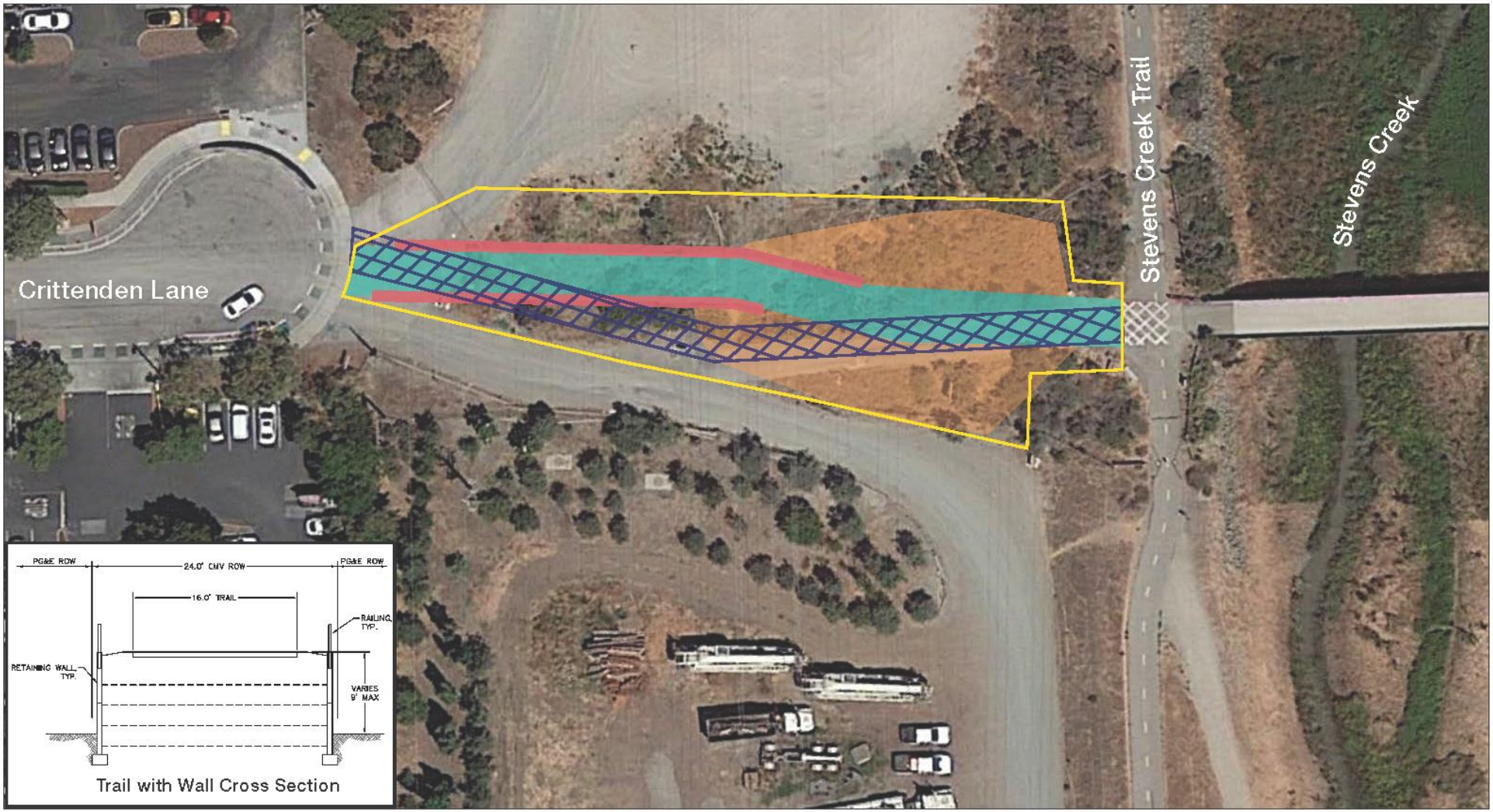
N

0 150 300 600
FEET

Project Location

Figure 1

Source: Cardepoint; Google Earth, 2019



Legend*

- Existing Crittenden Trailhead Location
- Proposed Crittenden Trailhead Location
- Proposed Retaining Wall Location
- Proposed Fill Slope
- Construction Fence

N

0 12.5 25 50
FEET

* Locations are approximate

Project Construction Details

Figure 2

Source: Circlepoint; Google Earth, 2019

SECTION 3 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions in the Project vicinity, as well as environmental impacts associated with the proposed Project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed Project is implemented. Mitigation measures are identified for all significant Project impacts and are listed throughout the document and within the Mitigation, Monitoring and Reporting Program (MMRP).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed Project COULD have a significant effect on the environment, but mitigations identified in this Initial Study will reduce these impacts to a less than significant level, and a MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed Project MAY have a significant effect(s) on the environment, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed Project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project. ☐

Arlynn A. Bumanglag Date
Associate Engineer
City of Mountain View Public Works

3.1 Aesthetics

3.1.1 Setting

The Project site is located between the terminus of the Crittenden Lane cul-de-sac and the Stevens Creek Trail. Business campuses are located along Crittenden Lane and Shoreline Boulevard to the west and the NASA Ames Research Center is located to the east. The business campuses are characterized by large buildings, fields of manicured grass, small trees, and surface parking lots. Other features in the Project area include commercial buildings, surface parking lots, and "A to Z" Tree Business.

The Project site abuts Stevens Creek to the east, the "A to Z" Tree Business to the south, Crittenden Lane to the west, and vacant land associated with the PG&E utility corridor to the north. The eastern limits of the Project are defined by the western levee parallel to Stevens Creek, which is a perennial creek that flows during years of adequate rainfall. Stevens Creek runs parallel to the Stevens Creek Trail and is lined by small shrubs and grasses.

According to the *City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report* (General Plan FEIR), scenic resources within the City include the Baylands, which are one of the largest tracts of undisturbed marshland remaining in the San Francisco Bay.[1] Additionally, the City identifies historic structures, orderly suburban streets, and views of the Diablo and Santa Cruz Mountain ranges as scenic resources.[2] According to the *California Scenic Highway Mapping System*, there are no state designated scenic highways near the Project area.[3]

3.1.2 Environmental Checklist and Discussion of Impacts

AESTHETICS Except as provided in Public Resources Code Section 21099, would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
3) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage	☐	☐	☒	☐

[1] City of Palo Alto. 2019. *Baylands Nature Preserve.* Last Revised: June 5, 2019. Available: https://www.cityofpaloalto.org/gov/depts/csd/parks/preserves/baylands.asp. Accessed: Jun 21, 2019.

[2] City of Mountain View. 2012. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report.*

[3] Caltrans. 2011. *California Scenic Highway Mapping System.* Last Revised: September 7, 201l. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed: June 6, 2019.

AESTHETICS Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
point). If the Project is in an urbanized area, would the Project conflict with applicable zoning or other regulations governing scenic quality?				
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.3 Aesthetic Impacts

1) Would the Project have a substantial adverse effect on a scenic vista? (Less than Significant)

Visible scenic resources from the Project site include the Baylands and the Diablo and Santa Cruz Mountain ranges. Project construction would create two new retaining walls along a portion of the Crittenden Trailhead alignment. The northern retaining wall would be approximately 174-feet long and would reach a maximum height of 9 feet; the southern retaining wall would be approximately 135-feet long and would reach a maximum height of 8 feet. The northern retaining wall would range from 1.8 feet to 9 feet tall above the ground surface; the southern retaining wall would range from 2.6 feet to 8 feet tall above the ground surface. These structures would not substantially obscure existing views in the areas, and the Project does not propose other elements that would interfere with local viewsheds. This impact would be less than significant.

2) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)

There are no designated state scenic highways in the Project vicinity. No impact would occur.

3) Would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning or other regulations governing scenic quality? (Less than Significant)

The Project site is located within a natural corridor near an urbanized portion of the City. The Project would realign the existing trailhead, construct retaining walls and fill slopes, and landscape new graded slopes and other disturbed areas. Construction would consist of driveway improvements, clearing, grubbing, grading, installation of retaining walls, signage, and landscaping. Construction equipment and materials would only be present in the vicinity during the construction period, which would occur over approximately 47 working days. Although construction equipment and activities would temporarily degrade the Project site's existing visual quality, Project completion would ultimately restore the site to pre-Project conditions.

Once completed, the scenic quality surrounding the Project would remain largely unchanged and would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

4) **Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than Significant)**

Existing sources of light and glare within the Project area are limited as lighting along Stevens Creek trail is sparse. After sundown, light within the Project area would be most notably sourced from nearby buildings and vehicle traffic. The Project would not include any permanent structures or facilities that generate light and glare. Construction equipment and materials on the Project site could temporarily create light and glare, but these sources would be removed after the construction period and would not represent a permanent source of substantial light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less significant.

3.2 Agricultural Resources

3.2.1 Environmental Checklist and Discussion of impacts

AGRICULTURAL AND FOREST RESOURCES Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or a timberland production zone (as defined by Public Resources Codes 1220(g))?	☐	☐	☐	☒
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5) Involve other changes in the existing environment which, due to their location and nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.2 Agricultural and Forest Resources Impacts

1) Would the Project 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? (No Impact)

According to the Santa Clara County Farmland Mapping and Monitoring Program (FMMP) Map and the General Plan FEIR, there is no mapped Prime Farmland or Farmland of Statewide Importance within the City.[4] The City contains one parcel of Unique Farmland at 247 North Whisman Road, which is not located within the Project area. No impact would occur.

2) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)

The Project site is located in an urban area and is not subject to a Williamson Act contract.[5] According to the General Plan FEIR, the City contains 57 acres of land zoned for agricultural uses; however, none of this land is actively farmed.[6] The southwestern edge of the Project site is zoned as Agricultural, but is not actively utilized for agricultural operations.[7] Once operational, the Project would continue to serve as a recreational trail and would not impede future agricultural uses adjacent to the Project site. The existing zoning of the Project site would remain unchanged. No impact would occur.

3) Would the Project 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 a timberland production zone (as defined by Public Resources Codes 1220(g))? (No Impact)

AND

4) Would the Project result in a loss of forest land or conversion of forest land to non-forest use? (No Impact)

According to the City of Mountain View Zoning Map, the City does not contain land zoned for forestland, timberland, or a timberland production zone. No impact would occur.

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[4] California Department of Conservation. 2018. *Santa Clara County Important Farmland 2016.* Farmland Mapping and Monitoring Program. California Department of Conservation. Sacramento, CA. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/SantaClara.aspx. Accessed: May 2019

[5] California Department of Conservation. 2016. *Santa Clara County Williamson Act FY 2015/2016. Williamson Act Maps.* California Department of Conservation. Sacramento, CA. Available: https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx. Accessed: May 2019.

[6] City of Mountain View. 2012. *City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Final EIR.* Land Use and Planning Policy.

[7] The City of Mountain View. 2008. *Zoning Map.* City of Mountain View. Mountain View, CA. Available: https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990. Accessed: May 2019.

5) **Would the Project involve other changes in the existing environment which, due to their location and nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)**

As previously discussed, there is no designated forestland located within the City. Although a small portion of the Project site is zoned as Agricultural, implementation of the Project would not impede future agricultural uses of the Project site. Given this, Project would not involve changes that could convert farmland or forestland to non-agricultural or non-forest use. No impact would occur.

3.3 Air Quality

This analysis draws from an Air Quality Assessment prepared by Illingworth and Rodkin, Inc. in May 2019 (**Appendix A**).

3.3.1.1 Setting

The Project is located in the northern portion of Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards in this region have been established at both the State and federal level. The San Francisco Bay Area (Bay Area) meets all ambient air quality standards with the exception of groundlevel ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$).

Air Pollutants of Concern

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic Air Contaminates

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter (DPM) near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. The closest sensitive receptors are mobile home residences located approximately 0.5 mile south of the Project site.

3.3.2 Regulatory Setting

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) is the agency tasked with managing air quality in the region. BAAQMD has jurisdiction over an approximately 5,600-square mile area Bay Area. The BAAQMD's boundary encompasses the nine Bay Area counties, including Alameda County, Contra Costa County, Marin County, San Francisco County, San Mateo County, Santa Clara County, Napa County, southwestern Solano County, and southern Sonoma County.

BAAQMD is the lead agency in developing plans to address attainment and maintenance of the National Ambient Air Quality Standards and California Ambient Air Quality Standards. The BAAQMD also has permit authority over most types of stationary equipment utilized for the proposed Project. The BAAQMD is responsible for permitting and inspection of stationary sources; enforcement of regulations, including setting fees, levying fines, and enforcement actions; and ensuring that public nuisances are minimized.

The BAAQMD *CEQA Air Quality Guidelines*[8] were prepared to assist in the evaluation of air quality impacts of Projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and greenhouse gas emissions. **Table 1** below lists the BAAQMD air quality significance thresholds for construction and operation.

Table 1 Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (ton/year)
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO_2	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)**	
Excess Cancer Risk	>10.0 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental Annual $PM_{2.5}$	>0.3 µg/m3	>0.8 µg/m3	

[8] Bay Area Air Quality Management District, 2017. California Environmental Quality Act Air Quality Guidelines. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed: June 19, 2019.

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (ton/year)
Odor			
5 confirmed complaints per year averaged over 3 years			
Greenhouse Gas Emissions			
Land Use Projects-direct and indirect emissions	Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020) 660 metric tons annually or 2.8 metric tons per capita (for 2030)*		

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less, GHG = greenhouse gases.
*BAAQMD does not have a recommended post-2020 GHG threshold.
Source: Illingworth & Rodkin, 2019

City of Mountain View 2030 General Plan

The *Mountain View 2030 General Plan* (General Plan) includes goals, policies, and actions to reduce exposure of the City's sensitive population to exposure of air pollution, toxic air contaminants, and greenhouse gas (GHG) emissions. The following goals, policies, and actions are applicable to the proposed Project: Climate Change Policies INC 12.1-12.3, and Air Quality Policies INC 20.1-20.2, and INC 20.6-20.8 (see **Appendix A** for the full policy statements). The climate change policies cover GHG emissions reductions targets and adaptation strategies while the air quality policies establish pollution prevention and air quality standards, as well as protections for sensitive receptors.

City of Mountain View GHG Reduction Program

The City adopted a qualified GHG reduction program (GGRP).[9] This program meets the requirements of a GHG Reduction Strategy under State CEQA Guidelines Section 15183.5. The program includes a goal to improve communitywide emissions efficiency (per-service population – residents and full-time employees) by 15 to 20 percent over 2005 levels by 2020 and by 30 percent over 2005 levels by 2030. It also established a City-wide efficiency target of 4.5 MT of CO_2e per service population/year for 2030.

[9] The City of Mountain View. 2012. Mountain View Greenhouse Gas Reduction Program. City of Mountain View. Mountain View, CA. Available: https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=10700. Accessed: June 2019.

3.3.3 Environmental Checklist and Discussion of Impacts

AIR QUALITY Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is classified as non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
3) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.4 Air Quality Impacts

1) Would the Project conflict with or obstruct implementation of the applicable air quality plan? (No Impact)

BAAQMD developed a regional air quality plan, the *Bay Area 2017 Clean Air Plan* (CAP), to meet planning requirements related to regional exceedances of air quality emissions standards.[10] A significant impact would occur if a Project were to be inconsistent with the CAP's estimates regarding population growth and vehicle miles traveled. The Project would not be considered growth-inducing as it would not increase regional population. Project construction would be temporary and would not generate a substantial amount of new vehicle trips. Given this, the Project would not conflict with or obstruct implementation of the CAP, and no impact would occur.

2) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is classified as non-attainment under an applicable federal or state ambient air quality standard? (Less than Significant with Mitigation)

The Project is located in the Bay Area Air Basin, which is currently designated nonattainment for the state 1-hour and 8-hour ozone standards, nonattainment for the state 24-hour and annual PM_{10} standards, and nonattainment for the state annual $PM_{2.5}$ standard. It is also designated as

[10] Bay Area Air Quality Management District (BAAQMD), 2017. Final 2017 Clean Air Plan. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf. Accessed June 2019.

nonattainment for the national 8-hour ozone standard and nonattainment for the national 24-hour $PM_{2.5}$ standard.

Construction Period Emissions

The Project would involve construction activities that would result in temporary, incremental increases in air pollutant emissions generated from equipment exhaust, earth disturbance, and construction-related vehicle trips to and from the site. The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions associated with Project construction. **Table 2** outlines average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the Project. As indicated in **Table 2**, construction-period emissions would not exceed the BAAQMD significance thresholds. Refer to **Appendix A** for a summary of the Project's size, land uses, construction schedule, and other CalEEMod inputs.

Table 2 Construction Period Emissions

Scenario	**ROG**	**NO_X**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**
Total Construction Emissions (tons)	0.04 tons	0.04 tons	0.02 tons	0.02 tons
Average Daily emissions (pounds)	1.7 lbs./day	17.2 lbs./day	0.8 lbs./day	0.8 lbs./day
BAAQMD Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: Illingworth & Rodkin, 2019

The PM estimates shown in **Table 2** assess PM generated from diesel emissions, such as exhaust. Fugitive dust is another form of PM emission generated by the disturbance and release of granular material (sand/dirt) into the air. Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. This represents a potentially significant impact. The BAAQMD CEQA Air Quality Guidelines conclude that fugitive dust impacts can be reduced to a less-than-significant level with implementation of best management practices outlined in **Mitigation Measure AQ-1**.

> **Mitigation Measure AQ-1:** During any construction period ground disturbance, the applicant shall ensure that the Project contractor implement measures to control dust and exhaust.
>
> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 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.
7. 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.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Operational Emissions

The Project's operational emissions will be limited according to its function as a recreational trail facility. The Project would not generate new vehicle trips or require a substantial number of new maintenance vehicle trips that would emit substantial levels of criteria pollutant emissions. In addition, the BAAQMD CEQA Air Quality Guidelines describe Project types and sizes that could cause direct and indirect emissions that would exceed significance thresholds. The Project, which would be considered a 0.25-acre city park, due to its function and purpose, is below the 2,613-acre operational criteria pollutant screening size for a similar land uses, as established by the BAAQMD CEQA Air Quality Guidelines. Given this, operational impacts would be less than significant.

3) Would the Project expose sensitive receptors to substantial pollutant concentrations? (Less than Significant)

The BAAQMD CEQA Air Quality Guidelines recommend analyzing pollutant sources within 1,000 feet of sensitive receptors for emission levels that could result in an unacceptable cancer risk. The nearest sensitive receptors, which are residences, are located 0.5 mile south of the Project site. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations, and this impact would be less than significant.

4) **Would the Project result in other emissions (such as those leading to odors) affecting a substantial number of people? (Less than Significant)**

The BAAQMD CEQA Air Quality Guidelines have not established a threshold of significance for construction-related activities in terms of odors. Diesel exhaust generated during Project construction may be occasionally odorous. However, such odors would be temporary, localized, and unlikely to affect a substantial number of people in the Project vicinity. Therefore, such odors are not anticipated to result in odor complaints. Upon operation, this passive trailhead improvements Project would not produce odors or other emissions likely to affect a substantial number of people. This impact would be less than significant.

3.4 Biological Resources

The biological resources assessment is based on a Biological Habitat Evaluation Report (2016 BHER) that was prepared for the Crittenden Lane Recycled Water Project in 2016, and a Peer Review Memorandum prepared by Rincon in 2019. Portions of the Crittenden Lane Recycled Water Project overlap the Project footprint. Given this, it was determined by way of a peer review memorandum (2019 Memo) whether the 2016 BHER completed for the Crittenden Lane Recycled Water Project provided sufficient information for this Project.

The 2016 BHER and 2019 Memo are included as **Appendix B** and incorporated herein by reference.

3.4.1 Setting

The Project site includes one vegetation community (coyote brush) and one land cover type (developed). The coyote brush community consists predominantly of coyote brush (*Baccharis pilularis*) mixed with non-native grasses and forbs with a few cultivated ornamental species. Other species observed include western redbud (*Cercis occidentalis*), coast live oak (*Quercus agrifolia*), toyon (*Heteromeles arbutifolia*), and blueblossom (*Ceanothus thyrsiflorus*) in the overstory; with an understory comprised of mostly ruderal species such as ripgut brome (*Bromus diandrus*), bull mallow (*Malva nicaeensis*), melilotus (*Melilotus indicus*), wild oat (*Avena* sp.), burclover (*Medicago polymorpha*), milk thistle (*Silybum marianum*), sow thistle (*Sonchus oleraceus*), cut leaved geranium (*Geranium dissectum*), fennel (*Foeniculum vulgare*), wall fumitory (*Fumaria muralis*), whitestem filaree (*Erodium moschatum*), and cheeseweed (*Malva parviflora*).

The developed land cover type consists of disturbed, paved, or graveled areas, plus vegetated slopes of the existing trail facility. There are no protected aquatic resources located within the Project site. However, Stevens Creek is adjacent to the Project site, and the Project site contains the outward slope of the western levee that channelizes Stevens Creek (see **Figure 2**).

3.4.1.1 Special Status Species

Special status species are those that are protected by federal, state, or local governments as "threatened, rare, or endangered." The Federal Endangered Species Act (FESA) protects federally listed wildlife species from "take," broadly defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." This includes habitat modification or degradation that directly results in death or injury of a listed wildlife species. "Take" can also be unintentional or accidental. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) have jurisdiction over federally listed, threatened, and endangered species under FESA. The USFWS also maintains lists of proposed and candidate species, which are not legally protected, but are often included in project review in the event that they become listed in the near future.

The California Endangered Species Act (CESA), enforced by the California Department of Fish and Wildlife (CDFW), prohibits "take" from any plant or animal, listed or proposed, as rare (plants only), threatened, or endangered. Habitat degradation or modification is not expressly included in the definition of "take" in CESA, however, the CDFW has interpreted "take" to include the "killing of a member of a species which is the proximate result of habitat modification."

Special Status Plants

According to the 2019 Memo, there are 12 special status plant species that occur within 5 miles of the Project site. Of these, 11 species are not expected to occur on the Project site due to unsuitable habitat and the high level of disturbance. However, the closest population of the Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) is approximately 1,375 feet away located within the PG&E right of way just north of the Project site. There are also Congdon's tarplant located on Crittenden Hill west of the Project site. Although this species is not federal or state listed, it has a California rare plank rank of 1B.1 that indicates this species is rare, threatened, or endangered in California and elsewhere.

Special Status Wildlife

The 2016 BHER and 2019 Memo evaluated 22 special status wildlife species known to occur within 5 miles of the Project area. Sixteen of these wildlife species are not expected to occur on the Project site due to lack of suitable habitat. The remaining six wildlife species (listed below) are considered potentially present within the Steven's Creek riparian corridor, but outside of the Project's area of disturbance:

- Alameda song sparrow (*Melospiza melodia pusillula*)
- Burrowing owl (*Athene cunicularia*)[11]
- California black rail (*Laterallus jamaicensis coturniculus*)
- Ridgway's rail (*Rallus oboletus*)
- Salt marsh harvest mouse (*Reithrodontomys raviventris*)
- Saltmarsh common yellowthroat (*Geothlypis trichas sinusa*)
- Steelhead (*Acipenser medirostris*)

3.4.1.2 Common Nesting Birds

The active nests of most native bird species are protected by the Migratory Bird Treaty Act. Foliage near the Project site and the marsh habitat associated with Stevens Creek provides nesting habitat for common nesting bird species. Nesting season varies by species but is generally between February 1 to August 31 of any given year.

3.4.1.3 Protected Trees

The City's Code of Ordinance requires a permit for the removal of heritage trees. The definition of a heritage tree includes "any quercus (oak), sequoia (redwood), or cedrus (cedar) tree with a circumference of twelve (12) inches or more when measured at fifty-four (54) inches above natural grade" The Project site includes several coast live oaks, which are not large enough to be considered heritage trees.

3.4.2 Environmental Checklist and Discussion of Impacts

BIOLOGICAL RESOURCES Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

[11] The 2016 BHER and 2019 Memo did not identify burrowing owls as species expected to occur on the Project site. However, the City determined that burrowing owls are known to have used burrows at two locations approximately 1,450 feet northwest and 1,660 feet north of the Project site, respectively. Breeding burrowing owls have also been located at the Moffett Federal Airfield east of the Project site. Furthermore, a portion of the Stevens Creek Trail north of the Project site is located within the foraging range of a breeding pair of owls residing in a burrow located north of the Project site.

BIOLOGICAL RESOURCES Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
3) Have a substantial adverse effect on state or federally protected wetlands (including, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☒	☐
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.3 Biological Resources Impacts

1) Would the Project 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? (Less than Significant with Mitigation)

Special Status Plants

There is one special status plant (Condgon's tarplant) with potential to occur in the vegetated areas of the Project site. Although this species is not federal or state listed, it has a California rare plank rank of 1B.1. Impacts to rare plants would be considered significant under CEQA if they would represent a regional or population level impact. However, given the small footprint of Project improvements (approximately 12,000 square feet, including large portions of previously

disturbed or paved areas), Project impacts to Condgon's tarplant would not result in a substantial effect to the regional or local population. This represents a less-than-significant impact.

Special Status Wildlife

There are six special status wildlife species that could be present outside of the Project's area of disturbance:

- Alameda Song Sparrow
- Burrowing Owl
- Ridgeway's Rail
- California Black Rail
- Saltmarsh Common Yellowthroat

Marsh habitat east of the Project site in Stevens Creek could provide suitable nesting habitat for the Alameda song sparrow, California black rail, and saltmarsh common yellowthroat. Although these species are unlikely to nest on the Project site, individual Alameda song sparrows, California black rails, Ridgeway's rails, or saltmarsh common yellowthroats could be occasionally present in the Project vicinity and could be harmed during Project construction. Furthermore, due to the proximity of the Project site to suitable California black rail nesting habitat, the Project could interfere with offsite California black rail breeding areas. This represents a potentially significant impact, reduced to a less-than-significant level with implementation of **Mitigation Measures BIO-1** and **BIO-2**.

> **Mitigation Measure BIO-1:** Prior to commencement of construction activities, a qualified biologist will conduct a mandatory environmental education program for all construction personnel. The program will cover the biology, ecology, and habitat special status species that could occur within the Project vicinity. The environmental education program will include a description, representative photographs, and legal status of each species; and the penalties for harming a state or federally listed species or an active bird nest.
>
> **Mitigation Measure BIO-2:** Due to the proximity of the Project site to suitable California black rail nesting habitat, all construction activities within 700 feet of suitable nesting habitat may be conducted during the period of September 1 to January 31, which is outside of the species' breeding season (i.e., February 1 through August 31), if this does not conflict with any permit requirements. Alternatively, protocol surveys for nesting California black rail may be conducted by a qualified biologist prior to construction, and if the species is not found to be nesting within 700 feet of construction, then construction may occur during the nesting season. If nesting California black rails are found within 700 feet of construction areas, then the CDFW will be consulted to determine if

construction may occur when the nest is active and on the appropriate setback/buffer from the nest that is required. It should be noted that protocol surveys for California black rail generally require three survey rounds between March and the end of May.

Foraging and potential nesting habitat for burrowing owls is located within the immediate vicinity of the Project site. Although burrowing owls are unlikely to nest on the Project site, individual owls could be occasionally present in the Project vicinity and could be harmed during Project construction. This represents a potentially significant impact, reduced to a less-than-significant level with implementation of **Mitigation Measures BIO-3** and **BIO-4**.

Mitigation Measure BIO-3: A pre-construction survey for burrowing owls shall be conducted by a qualified biologist according to the latest CDFW protocol prior to any external construction or large scale/intensive landscaping, involving heavy equipment or loud noise. If nesting burrowing owls are detected, the Project site should be free from any external construction or large-scale/intensive landscaping, involving heavy equipment or loud noise until the young have fledged and are independent of the adults, or until monitoring by a qualified biologist determines the nest is no longer active. During the non-breeding season, the Project site should be free from any external construction or large-scale/intensive landscaping, involving heavy equipment or loud noise around active burrows unless the procedures for monitoring burrowing owls during construction, as described by the Santa Clara Valley Habitat Plan are implemented.

Mitigation Measure BIO-4: Any construction activity in the Project site shall be performed carefully and with attention to any ground disturbances, exterior lighting, and operations of mechanical or construction equipment which may impact the species. During construction activity, if a burrowing owl is present within 250 feet of the site, then no disturbances or construction activity may occur that would cause the owl to abandon their burrow or nest. Additionally, the CDFW must be contacted immediately and a safety plan will need to be developed and approved by CDFW to determine the impacts the Project may have on the owl(s). Construction activity must cease during this period.

Salt Marsh Harvest Mouse

The portion of Stevens Creek adjacent to the Project site contains vegetation communities that are associated with salt marsh harvest mouse occurrences. As such, salt marsh harvest mouse individuals could be occasionally present in the Project vicinity and could be harmed during Project construction. This represents a potentially significant impact, which would be reduced to a less-than-significant level with implementation of **Mitigation Measure BIO-1**.

Steelhead

Steelhead is known to occur in Stevens Creek, including the portion of the creek adjacent to the Project site. The Project would not result in direct effects to the Stevens Creek channel, and the only Project construction activities proposed atop of the levee include restriping the existing Stevens Creek Trail alignment. In addition, the Project would incorporate best management practices (BMP) to prevent unintentional runoff or discharge from the construction site. BMPs include but are not limited to; construction fencing to prevent encroachment, silt fencing, fiber rolls, equipment maintenance, and spill prevention (refer to **Section 3.7, Geology and Soils, Impact 2** for more discussion regarding the Project's Erosion Control Plan). Implementation of the BMPs listed above would reduce potential indirect impacts to steelhead habitat near the Project site. This impact would be less than significant.

Nesting Birds

Foliage near the Project site provides nesting habitat for common bird species. Project construction could result in ground-disturbance and noise-generating activities that could affect nesting birds within and adjacent to the Project site. This represents a potentially significant impact, which would be reduced to a less-than-significant level with application of **Mitigation Measure BIO-5**.

> **Mitigation Measure BIO-5:** If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (February 1 through August 31), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities. If active nests are found in areas that could be directly affected or are within 300 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by considering factors such as the following:
>
> - Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity;
> - Distance and amount of vegetation or other screening between the construction site and the nest; and
> - Sensitivity of individual nesting species and behaviors of the nesting birds.

2) **Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)**

AND

3) **Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (No Impact)**

The Project would not include activities within the jurisdictional limits of Stevens Creek or any other waters of the State or U.S. The Project would occur primarily along the outside slope of the levee and the only Project construction activities proposed atop of the levee include restriping the existing Stevens Creek Trail alignment. Similarly, there are no sensitive natural communities or critical habitats located within the Project site.

The Project would incorporate BMPs to prevent unintentional runoff or discharge from the construction site. BMPs include but are not limited to; construction fencing to prevent encroachment, silt fencing, fiber rolls, equipment maintenance, and spill prevention (refer to **Section 3.7, Geology and Soils, Impact 2** for more information regarding the Project's Erosion Control Plan). Implementation of the BMPs listed above would reduce potential indirect impacts to nearby sensitive riparian resources associated with Stevens Creek. Given the above, this impact would be less than significant.

4) **Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites? (Less than Significant)**

Wildlife corridors are segments of land that provide a link between habitat types for migratory species. Development that fragments natural habitats can decrease habitat patches to unusable size and may break connectivity between habitats, making the area between habitats unsuitable for wildlife to transverse. The California Habitat Connectivity Project has not identified any wildlife movement corridors onsite or within the vicinity of the Project site (**Appendix B**). The minor level of disturbance associated with construction and the minimal change in site conditions upon Project completion would not result in a permanent disturbance to regional wildlife movement. This impact would be less than significant.

5) **Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (No Impact)**

Per the City of Mountain View Municipal Code Section 32, permits are required for the removal of heritage trees. Heritage trees include any oak, redwood, or cedar tree with a circumference of 12 inches or more when measured at 54 inches above natural grade. Although the Project site includes several coast live oaks, they are not large enough to be considered heritage trees. Therefore, no impact would occur.

6) **Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No Impact)**

According to the General Plan FEIR, there are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that overlay the Project site. This project site is located within and is consistent with the North Bayshore Precise Plan Habitat Overlay Zones.[12] No impact would occur.

3.5 Cultural Resources

This analysis is based on information provided by a Cultural Resources Assessment Report (CRAR) prepared by PaleoWest Archaeology in May 2019 (**Appendix C**).[13]

3.5.1 Setting

According to the General Plan FEIR, cultural resources within the City include sites, buildings, structures, objects, and districts that may have cultural or traditional value for their historic significance. Examples of cultural resources include archaeological sites, historic roadways and railroad tracks, and buildings with architectural significance. Under CEQA, cultural resources also include paleontological resources such as fossils and all evidence of past life (artifacts, burial sites, etc.).

The General Plan FEIR lists 56 cultural resource sites within the City; the closest historic resource site is located approximately 1 mile northwest of the Project site at 3070 North Shoreline Boulevard, known as the "Henry A. Rengstorff House." The General Plan FEIR also lists two buildings in the City that are eligible for listing in the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). These buildings include a US Naval Air Station Historic District (with 43 historic properties on-site) on Bushnell Road and the Unitary Plan Wind Tunnel at the NASA Ames Research Center on Warner Road. These two sites are located approximately 1 mile southeast of the Project site.

[12] City of Mountain View. 2014. North Bayshore Precise Plan. Mountain View, CA. Available: https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=29702. Accessed August 2019.

[13] PaleoWest Archaeology. 2019. *Crittenden Lane Trailhead Improvements Project, City of Mountain View, California.*

Several archaeological sites, Native American cultural resources, and paleontological resources have been discovered throughout Santa Clara County. Record search results indicate that one previously recorded prehistoric site, the Crittenden Mound (first observed in 1909) is located within 0.25 mile of the Project site. According to the CRAR, the mound was presumably flattened in 1912 and subsequent archaeological surveys have failed to locate it.

3.5.2 Environmental Checklist and Discussion of Impacts

CULTURAL RESOURCES Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Cause a substantial adverse change in the significance of an historic resource pursuant to Public Resources Code section 15064.5?	☐	☒	☐	☐
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code section 15064.5?	☐	☒	☐	☐
3) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.3 Cultural Resources Impacts

1) Would the Project cause a substantial adverse change in the significance of a historic resource pursuant to Public Resources Code section 15064.5? (Less than Significant with Mitigation)

AND

2) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code section 15064.5? (Less than Significant with Mitigation)

The Project site is vacant and does not contain structures that could be considered historic architectural resources. However, there is potential for significant historic-period archaeological deposits to be located throughout the City. In addition, there is one previously recorded prehistoric site, the Crittenden Mound, located within 0.25 mile of the Project site. Therefore, ground disturbances associated with the Project could disturb buried historic or archaeological resources. This represents a potentially significant impact. Implementation of **Mitigation Measure CUL-1** would reduce this impact to a less-than-significant level.

Mitigation Measure CUL-1: In the event that historic or archaeological materials are discovered during ground disturbing activities, Project construction would cease within a 50-foot radius of the discovery in order to proceed with the testing and mitigation required under Section 7050.5(b) of the California Health and Safety Code and Section 5097.94 of the

Public resources Code of the State of California. The State Historic Preservation Officer would be contacted as soon as possible. Construction in the affected area would not resume until the regulations of the Advisory council on Historic Preservation (36 CFR Part 800) have been satisfied.

3) **Would the Project disturb any human remains, including those interred outside of formal cemeteries? (Less than Significant with Mitigation)**

The City contains several known prehistoric archaeological sites. Ground-disturbing activities associated with the Project have the potential to disturb unmarked prehistoric archaeological habitation/burial sites. This represents a potentially significant impact. **Mitigation Measure CUL-2** would reduce this impact to a less-than-significant level.

Mitigation Measure CUL-2: In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.94 of the Public Resources Code.

3.6 Energy

3.6.1 Environmental Checklist and Discussion of Impacts

ENERGY Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.2 Energy Impacts

1) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation? (Less than Significant)

Upon operation, this passive trailhead improvement facility would not entail energy demands beyond routine maintenance activities. Construction equipment would require the temporary consumption of fuel and energy, but these minor energy demands would represent typical construction usage and would not result in wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be less than significant.

2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Less than Significant)

The City's General Plan outlines energy use and conservation goals to promote a sustainable future through strategies that save energy and promote green buildings. The City's strategies towards energy conservation and renewable energy include the following:

- Increased conservation and efficiency in buildings, increased use and installation of renewable energy sources, and
- More efficient public infrastructure, reduced waste, reductions in energy used for transportation and other integrated measures."

Because the Project does not propose building construction, the policies on conservation and energy efficiency in buildings do not apply. The improved trailhead would encourage the use of walking or biking as a mode of transportation, supporting reductions in energy used for transportation. The Project would not conflict with or obstruct the City's General Plan energy strategies outlined above, and this impact would be less than significant.

3.7 Geology and Soils

The Bay Area is one of the most seismically active regions in the United States. Significant earthquakes in the Bay Area are generally associated with crustal movement along the active San Andreas Fault system, located approximately 9.5 miles southwest of the Project site. Several other faults are located within the region, including:

- Monte Vista Fault, 5.2 miles southwest of the Project site
- Stanford Fault, 5.6 miles south of the Project site
- Palo Alto Fault, 1.2 miles south of the Project site
- San Jose Fault, 0.15 mile east of the Project site

According to the General Plan, the Project site is located on an alluvial band of soils. Alluvial soils tend to be well-drained, medium-to fine-grained, and subject to soil expansion.

3.7.1 Environmental Checklist and Discussion of Impacts

GEOLOGY AND SOILS Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Directly or indirectly potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
b. Strong seismic ground shaking?	☐	☒	☐	☐
c. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
d. Landslides?	☐	☐	☐	☒
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life and property?	☐	☒	☐	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
6) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☒	☐	☐

3.7.2 Geology and Soils Impacts

1) Would the Project directly or indirectly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state geologist for the area or based on other substantial evidence of a known fault? (No Impact)

The Alquist-Priolo Earthquake Fault Zoning Act requires the California Geological Survey (CGS) to delineate active and well-defined fault zones. According to the CGS and Association of Bay Area Governments (ABAG) Resilience Program, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, nor is it located on or immediately adjacent to any known active or potentially active fault.[14] The nearest active fault is the San Andreas Fault, located approximately 9.5 miles southwest of the Project site. Because the Project site is not located on or immediately adjacent to an active fault, no impact would occur.

b. Strong seismic ground shaking? (Less than Significant with Mitigation)

The Project site, along with the entire Bay Area, is dominated seismically by the active San Andreas Fault system. Historically, the City has been subject to intense seismic groundshaking and will likely experience seismic events from future earthquakes generated by active faults in the Bay Area. Strong seismic ground shaking on the Project site could result in significant impacts, which would be reduced to a less-than-significant level through implementation of **Mitigation Measure GEO-1.**

> **Mitigation Measure GEO-1:** Prior to the City's approval of a grading plan, a licensed geotechnical engineer shall prepare a design-level geotechnical report outlining site-specific construction methods and recommendations regarding grading activities, fill placement, soil corrosivity, soil expansion, soil compaction, drainage control, and avoidance of seismic hazards, liquefaction, and differential settlement in accordance with current California Building Code requirements or an equivalent standard approved by the City. The report shall require that all subsurface improvements that include any materials susceptible to corrosive effects would be engineered in conformance with the most recently adopted California Building Code requirements including the use of engineered backfill. The report shall also include stability analyses of final design cut and fill slopes, including recommendations for avoidance of slope failure. The final grading plan shall be designed in accordance with requirements of the design-level geotechnical investigation.

[14] Association of Bay Area Governments, 2016. *Resilience Program.* Available: hhttp://gis.abag.ca.gov/website/Hazards/. Accessed May 2019.

c. Seismic-related ground failure, including liquefaction? (Less than Significant with Mitigation)

According to the ABAG Resilience Program, the Project site has moderate liquefaction susceptibility, which could result in seismic-related ground failure. This represents a significant impact. The design-level geotechnical report described in **Mitigation Measure GEO-1** will prescribe appropriate protocols to eliminate liquefaction hazards, which would reduce this impact to a less-than-significant level.

d. Landslides? (No Impact)

As stated in the General Plan, earthquake induced slope stability is not a concern within the City due to the low relief of the local topography. The Project vicinity is classified as an area of zero to five percent slope within the General Plan and is not underlain by landslide deposits. No impact would occur.

2) Would the Project result in substantial soil erosion or the loss of topsoil? (Less than Significant)

The Project would include an Erosion Control Plan designed to prevent the loss of topsoil or erosion. The construction area would be maintained in a condition that would prevent tracking or flowing of sediment, and construction vehicle wheels shall be cleaned prior to leaving the Project site. Once operational, landscaping along the new graded slopes and other disturbed areas would be stabilized with vegetation growth to resist erosion throughout the Project's lifetime. The Erosion Control Plan also includes provisions to install physical barriers, such as curb inlets or fiber rolls, to allow runoff to separate from sediment. With the provisions included in the Project's Erosion Control Plan, substantial soil erosion and loss of topsoil would be prevented. This impact would be less than significant.

3) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (Less than Significant with Mitigation)

Landslide and lateral spreading risks at the Project site are minimal due to flat topography. However, as discussed above, liquefaction potential on the Project site is moderate, which could result in a significant impact due to soil instability. As described in **Mitigation Measure GEO-1**, the design-level geotechnical report will prescribe appropriate protocols to minimize liquefaction risks, thereby reducing this impact to a less-than-significant level.

4) **Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life and property? (Less than Significant with Mitigation)**

The Project site may contain expansive soils, which shrink and swell with changes in water content. Cycles of expansion and contraction may result in negative effects to Project stability. This could create substantial risk to life and property, which represents a potentially significant impact. However, as described in **Mitigation Measure GEO-1**, the design-level geotechnical report will prescribe appropriate protocol, such as chemical stabilization or pre-construction saturation, to comply with the most recent California Building Code or an equivalent standard approved by the City. The protocol prescribed in the geotechnical report would minimize the risk due to expansive soils on site. This impact would be less than significant.

5) **Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)**

The Project would not generate wastewater and does not propose septic tanks or alternative wastewater disposal systems. No impact would occur.

6) **Directly or indirectly destroy a unique paleontological resource or unique geologic feature? (Less than Significant with Mitigation)**

According to the Neogene Mapping Portal,[15] the City contains one recorded paleontological resource site, the Mountain View Dump, which is located approximately 0.6 mile from the Project site. However, considering there is no deep trenching or excavation planned, the probability of encountering a paleontological resource during construction is low. In the event that paleontological resources are encountered during construction, this would be a potentially significant impact. Implementation of Mitigation Measure GEO-2 would reduce this impact to a less-than-significant level.

> **Mitigation Measure GEO-2**: Discovery of a paleontological specimen during any phase of the Project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.

[15] University of California Museum of Paleontology, 2018. Neogene Mammal Mapping Portal. Available: https://ucmp.berkeley.edu/miomap/index.html. Accessed: May 2019.

3.8 Greenhouse Gas Emissions

Information for this section was obtained from the *Construction Air Quality Assessment* prepared by Illingworth & Rodkin, Inc. in May 2019 (**Appendix A**).

3.8.1 Setting

GHGs trap heat in the earth's atmosphere in a natural process called the greenhouse effect and enable the maintenance of a habitable climate. The most common GHGs are Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), water vapor, perfleurocarbons (PFCs), Sulphur Hexafluoride (SF_6), and hydrofluorocarbons (HFCs). These gases are released into the atmosphere via a variety of natural and human processes, including:

- Combustion of fossil fuels (CO_2 and N_2O)
- Fertilization of agricultural crops (N_2O)
- Off-gassing from agricultural practices and landfills (CH_4)
- Refrigeration and cooling (HFCs)
- Aluminum production and semi-conductor manufacturing (PFCs)

3.8.1.1 Background Information

The effect of a greenhouse gas upon the earth's energy balance is expressed in terms of global warming potential (GWP). CO_2 provides the base value of 1 for the GWP, while significantly stronger gases, such as SF_6, have much higher GWP, in this case 23,900. In GHG emissions inventories, the GWP is multiplied by the weight of the gas and is measured in terms of CO_2 equivalents (CO_2e).

Under existing global climate conditions, global warming is theorized as the major driver responsible for sea level rise, global weather pattern changes/inconsistencies, ocean acidification, and precipitation rates. Most relevant scientific studies suggest that these extreme climate trends will continue into the future. Natural events and phenomena within California, including the climate, could be adversely affected by these trends. Potential impacts could include; increased precipitation and sea level rise, coastal flooding, mass migration and/or extinction of flora and fauna, as well as more extreme weather events such as storms and heat waves.

3.8.1.2 BAAQMD CEQA Guidelines

The BAAQMD Air Quality Guidelines supply emissions thresholds for sources of GHG emissions. These thresholds include an emissions threshold of 1,100 metric tons (MT) per year for land-use type Projects, and 10,000 metric tons per year for stationary sources. Any Projects emitting GHGs above these thresholds would be considered to have a cumulatively considerable significant impact.

3.8.1.3 City of Mountain View General Plan

The City's General Plan includes a Greenhouse Gas Reduction Program (GGRP), [16] which contains goals and policies through which the City implements GHG reduction strategies. These strategies are designed to coincide with the Statewide GHG reduction targets established by Assembly Bill (AB) 32, which calls for emission reductions to below 1990 levels by 2020, and 40 percent below 1990 levels by 2030.

3.8.1.4 Mountain View Municipal Code

The City's municipal code conforms to the energy conservation requirements of the California Administrative Code Title 24 and the 2016 California Green Building Standards (CALGreen) Code. The City's municipal code, in adhering to these requirements, requires that all buildings within the City conform to the energy and water conservation standards established therein.

3.8.2 Environmental Checklist and Discussion of Impacts

GREENHOUSE GAS EMISSIONS Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions?	☐	☐	☒	☐

3.8.3 Greenhouse Gas Emissions Impacts

1) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less than Significant)

The BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating GHG emissions from land use projects. The BAAQMD thresholds were developed specifically for the Bay Area after considering the latest Bay Area GHG inventory and the effects of AB 32 scoping plan measures that would reduce regional emissions. The BAAQMD applies GHG efficiency thresholds to projects with emissions of 1,100 metric tons (MT) of CO_2e (carbon dioxide equivalency) or greater. Projects that have emissions below 1,100 MT of CO_2e per year are considered to have less-than-significant GHG emissions. These thresholds are typically applied to long-term operational emissions.

[16] The City of Mountain View. 2012. Mountain View Greenhouse Gas Reduction Program. City of Mountain View. Mountain View, CA. Available: https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=10700. Accessed: June 2019.

Total GHG emissions from the Project were modeled at 51 MT of CO_2e during construction and 2 MT of CO_2e per year during operation, which would be well below the 1,100 MT per year threshold that is used to judge the significance of greenhouse gas emissions from projects (**Appendix A**). Therefore, this impact would be less than significant.

2) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions? (Less Than Significant)

In August 2012, the City adopted the GGRP, a tool designed to implement the General Plan energy and climate change policies and comply with BAAQMD guidelines. The GGRP's goal is to improve upon 2005 emissions levels by 30 percent by 2030. The GGRP identified five main reduction strategies in transportation, energy, water, solid waste, and carbon sequestration. The Project's consistency with the five strategies is outlines in **Table 3**. As outlined in **Table 3**, the Project is consistent with the GGRP's strategies to reduce GHG emissions, and this impact would be less than significant.

Table 3 Greenhouse Gas Reduction Program Project Consistency

Program Strategy	Project Consistency
Energy: The Energy Strategy recommends ways to increase energy efficiency in existing buildings, enhance energy performance for new construction, and increase use of renewable energy.	**Not Applicable**. The Project does not propose new building construction.
Waste: The Waste Strategy increases waste diversion and recycling, reducing consumption of materials that otherwise end up in landfills.	**Consistent**. Project construction would adhere to the City's construction and demolition waste tracking and diversion requirements[17] and would not conflict with this strategy.
Water: The Water Strategy promotes the efficient use and conservation of water in buildings and landscapes	**Consistent**. If Project irrigation needs exceed 1,000 square feet, the Project would utilize regionally appropriate plants requiring minimal supplemental irrigation. The Project would comply with established landscaping regulations in order to reduce water waste.
Transportation: The Transportation Strategy encourages transit, carpooling, walking, and bicycling as viable transportation modes to decrease the need to drive.	**Consistent**. The purpose of this Project is to encourage the continued use of walking and bicycling along the Stevens Creek Trail.
Carbon Sequestration: The Carbon Sequestration Strategy uses street trees and urban forestry to capture and store carbon emitted from other sources.	**Not Applicable**. The Project is not related to urban forestry

Source: City of Mountain View Greenhouse Gas Reduction Program, 2012

[17] City of Mountain View. "Construction and Demolition Waste Tracking and Diversion Requirements." Available: https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=25584. Accessed: June 19, 2019.

3.9 Hazards and Hazardous Materials

This section describes potential hazards and hazardous materials related to the Project that could pose a significant threat to human and environmental health and safety. Information for this section was gathered from an *Environmental Data Resources* (EDR) search of available environmental records, conducted in November 2016, for a utility corridor upgrade Project that overlaps the Project site.[18] Subsequent GeoTracker and EnviroStor database searches conducted in June 2019 did not identify additional nearby release sites.[19,20]

3.9.1 Setting

According to the EDR review of regulatory databases conducted in 2016, the Project site has not been subject to hazardous material contamination or spills. However, as shown in **Table 4**, there are numerous environmental hazard/cleanup sites within proximity to the Project site.

Table 4 Environmental Hazard/Cleanup Sites within 0.5 mile of the Project Site

Site Name	Address	Listed Contaminants at Site	Distance from Project Site (Miles)
Moffet Federal Airfield	Moffet Field NAS	Volatile organic compounds (VOC), chloroform	0.48
Microchip Technology	1300 Terra Bella Avenue	VOCs and soil solvents	0.41
MMB Trucking	1400 Crittenden Lane	Unidentified organic liquids	0.08
Google, Inc.	1400 Crittenden Lane	Diesel	0.08
Mountain View, City	1301 Crittenden Lane	Diesel	0.15
Equity Office	2025 Stierlin Court	Petroleum products	0.17
Complete Genomics, Inc.	2071 Stierlin Court	Carbon monoxide, oxides of nitrogen and sulphur	0.22
Nektar Therapeutics	2071 Stierlin Court	Nonhalogenated solvents and solvent mixtures	0.22
Perlegen Sciences, Inc.	2021 Stierlin Court	Nonhalogenated solvents and solvent mixtures and chloroform	0.24

[18] AEI Consultants. 2016. *EDR Radius Map Report.*

[19] State Water Resources Control Board. "Geotracker." Available: https://geotracker.waterboards.ca.gov/. Accessed June 2019.

[20] California Department of Toxic Substances Control. "EnviroStor." Available: https://www.envirostor.dtsc.ca.gov/public/. Accessed June 2019.

Site Name	Address	Listed Contaminants at Site	Distance from Project Site (Miles)
Acuson Corp.	1245 Charleston Road	Solvents	0.32
Acuson Corp.	1215 Charleston Road	Solvents	0.34
Goodsell and Vocke	1401 Shoreline Boulevard	Stoddard solvents, Mineral spirits and distillates	0.49

Source: AEI Consultants, 2016

Though many of the sites listed in **Table 4** have received some form of cleanup and remediation, hazardous materials recorded at these sites may have contaminated groundwater and soils onsite.

3.9.2 Environmental Checklist and Discussion of Impacts

HAZARDS AND HAZARDOUS MATERIALS Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) Create a significant hazard to the environment or to the public through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	☒
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
5) For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☐	☒

HAZARDS AND HAZARDOUS MATERIALS Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
7) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
8) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

3.9.3 Hazards and Hazardous Materials Impacts

1) Would the Project create a significant hazard to the environment or to the public through the routine transport, use, or disposal of hazardous materials? (Less than Significant with Mitigation)

AND

2) Would the Project 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? (Less than Significant with Mitigation)

During construction, grading activities may encounter contaminated soils and/or groundwater associated with the hazardous sites listed in **Table 4**. If present, contaminated media may pose a health risk to construction workers, wildlife, and the public. This represents a potentially significant impact, which would be reduced to a less-than-significant level with implementation of **Mitigation Measure HAZ-1**.

Mitigation Measure HAZ-1: The Project proponent shall conduct a Phase I Environmental Site Assessment and, if necessary, a Phase II Environmental Site Assessment to evaluate soil and groundwater contamination on the Project site. If contaminated media is detected beyond applicable exposure thresholds, a Site Management Plan (SMP) will be prepared and approved by the San Francisco Bay Regional Water Quality Control Board (RWQCB) to establish management practices for the excavation, dewatering, handling, and transportation of potentially hazardous soil and groundwater.

3) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (No Impact)

The nearest school, Crittenden Middle School, is located 1.3 miles southwest of the Project site. Once operational, the Project does not feature uses or activities that would emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No impact would occur.

4) **Would the Project 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? (No Impact)**

A review of regulatory databases provided in the EDR, including listed hazardous materials release sites compiled pursuant to Government Code 65962.5 (Cortese List), did not identify any relevant hazardous materials releases at or immediately adjacent to the Project site. No impact would occur.

5) **For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area? (No Impact)**

The Moffet Federal Airfield is located 0.7 mile from the Project site. However, the Project site is not located within the airport's safety zone.[21] The closest public airport is the Palo Alto Airport, located at 1925 Embarcadero Road, Palo Alto, approximately 3 miles northwest of the Project site. Review of the Palo Alto Airport Comprehensive Land Use Plan airport shows that the Project site is not within this airport's safety zone.[22] No impact would occur.

6) **Would the Project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan? (No Impact)**

The Mountain View Fire Department (MVFD) Office of Emergency Services (OES) is responsible for responding to large-scale emergencies within the City, according to the OES Emergency Response Plan. Emergency evacuation routes from the City include the train system, U.S. Highway 101 (U.S. 101), Central Expressway, and State Highways 85 and 237. The OES also provides emergency response training for residents under the Community Emergency Response Team (CERT) program.[23]

Implementation of the Project would not impair implementation of the City's CERT. The closest major roadway is North Shoreline Boulevard, approximately 0.5 mile west of the Project site. The Project's construction staging area would be located just south of Crittenden Lane and the "A to Z" Tree Business and would not interfere with the operation of Crittenden Lane or other roadways or evacuation routes from the City. No impact would occur.

[21] Santa Clara County. 2016. Moffett Federal Airfield Comprehensive Land Use Plan. Available at: https://www.sccgov.org/sites/dpd/DocsForms/Documents/ALUC_NUQ_CLUP.pdf. Accessed: May 2019.

[22] Santa Clara County. 2016. Palo Alto Airport Comprehensive Land Use Plan. Available at: https://www.sccgov.org/sites/dpd/DocsForms/Documents/ALUC_PAO_CLUP.pdf. Accessed: May 2019.

[23] City of Mountain View. 2019. Emergency Operations Center. Available at: http://mountainview.gov/depts/fire/preparedness/eoc.asp. Accessed: May 2019.

7) **Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? (No Impact)**

The California Department of Forestry and Fire Protection (CalFIRE) maps areas of significant fire hazard based on fuels, terrain, weather, and other factors. These areas are known as Fire Hazard Severity Zones (FHSZ) and are indicative of areas with significant fire hazard risk. According to the General Plan FEIR, there are no FHSZs within or immediately adjacent to the City. No impact would occur.

3.10 Hydrology and Water Quality

3.10.1 Setting

The Project site is located at the northeastern border of the City on the edge of the San Francisco Bay. Major water drainages and surface water resources in the City include Adobe Creek, Calabazas Creek, Permanente Creek, the Sunnyvale West Channel, and Stevens Creek, which travels adjacent to the Project site. The Project site is generally flat except for a manmade earthen levee on the western bank of Stevens Creek. The Project site contains no stormwater infrastructure or storm drains, although such features are likely present in the immediate vicinity. There are no dams or reservoirs within the City limits.

According to the General Plan, the Project site is located within a Federal Emergency Management Agency (FEMA) special flood hazard area (SFHA), which is defined as the area that will be inundated by a flood event having a 1 percent chance of being equaled or exceeded in any given year.[24] The Project site is primarily located within Zone AE and would be inundated by approximately 11 feet under flood conditions. The western portion of the Project near the Crittenden Lane cul-de-sac is designated Zone X, with minimal risk of flood hazard. The area beneath Stevens Creek, just inside the eastern Project site limits, is located within an area with reduced risk due to the existing levee.

[24] Federal Emergency Management Agency. Flood Hazard Zones. Available at: https://msc.fema.gov/portal/search?AddressQuery=Crittenden%20Lane#searchresultsanchor. Accessed: May 2019.

3.10.2 Environmental Checklist and Discussion of Impacts

HYDROLOGY AND WATER QUALITY Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii)substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) 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; or	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☐	☒
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.3 Hydrology and Water Quality Impacts

1) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Less than Significant)

The State Water Resources Control Board and nine Regional Water Quality Control Boards regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, the RWQCB is responsible for implementation of the Water Quality Control Plan (Basin

Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region. Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act).

The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES is administered by the RWQCB. According to the RWQCB Basin Plan, any construction activities, including grading, that would result in the disturbance of 1 acre or more would require compliance with the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The Project site is 8,750 square feet, or approximately 0.2 acre. Therefore, the Project would not be subject to a NPDES General Construction Permit.

Construction of the Project would involve ground disturbing activities such as clearing and grubbing, grading, excavation and demolition, which could mobilize sediment and cause erosion. As discussed in **Section, 3.7, Geology and Soils**, construction activities have the potential to result in runoff that contains sediment and other pollutants that could degrade surface and groundwater quality if not properly controlled. However, the Project's Erosion Control Plan, which is designed to prevent the loss of topsoil or water quality impacts, would control sediment runoff associated with construction work, preventing significant quantities of polluted runoff. The construction site would also be maintained in a condition that would prevent tracking or flowing of sediment, and construction vehicle wheels shall be cleaned prior to leaving the Project site. Given the above, Project construction would not result in substantial polluted runoff.

Once operational, the Project would not generate wastewater. Thus, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. This impact would be less than significant.

2) **Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin? (Less than Significant)**

Groundwater in Santa Clara County extends from the County's northern border to the groundwater divide near the town of Morgan Hill and encompasses a surface area of approximately 225 square miles.[25] The Project site may be located above this groundwater basin, and would create new areas of impervious surface. However, within the context of this 225 square mile groundwater basin, the 8,750 square feet of impervious surfaces associated with the Project would create less than 0.01 percent of new impervious surface overlying this groundwater basin. Moreover, the Basin Plan does not list Stevens Creek or the surrounding area as an existing or potential beneficial use for groundwater recharge. Because the Project site is not

[25] City of Mountain View. 2012. *City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Final EIR.* Geology and Soils.

near a water body designated as beneficial for groundwater recharge, and the limited new impervious surface relative to the groundwater basin, the Project would not impact groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This impact would be less than significant.

3) **Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

i. result in substantial erosion or siltation on- or off-site (Less than Significant)

Construction of the Project would involve ground disturbing activities such as clearing, grubbing, grading, excavation, and demolition, which could mobilize sediment and cause erosion. Implementation of the Project's Erosion Control Plan would induce the utilization of a silt fence, fiber rolls, a catch basin, hydroseeding on graded hillsides, and a stabilized construction entrance to prevent on or off-site erosion. A slope to match the existing grade would be constructed to prevent further erosion along the sides of the new multiuse trail. The Erosion Control Plan would prevent substantial erosion or siltation on or around the Project site. With adherence to the Project's Erosion Control Plan, this impact would be less than significant.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite (Less than Significant);

AND

iii. 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; or (Less than Significant)

As stated above in **Section 4.10, Hydrology and Water Quality, Impact 2**, additional impervious surfaces constructed as a part of the Project would not result in substantial surface runoff. Additionally, the Project would not include any drainage improvement or tie-ins to the municipal stormwater system. The Erosion Control Plan includes measures to control runoff, including hydroseeding that would occur on the graded hillsides on either side of the trailhead alignment. Therefore, this impact would be less than significant.

4) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation? (No Impact)**

According to the General Plan, the most recent seiche in the San Francisco Bay occurred in 1906 during a large-magnitude earthquake, resulting in a 4-inch water displacement. According to the General Plan FEIR, an extreme tidal wave could inundate areas up to 1 mile inland from the San Francisco Bay, including the Project area. However, the Project would include passive trail and fencing improvements, which would not risk the release of pollutants due to inundation. No impact would occur.

5) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less than Significant)

As stated above in **Section 4.10, Hydrology and Water Quality Impacts, Impact 1**, the Project site is under the jurisdiction of the RWQCB, which is responsible for implementing the Basin Plan. The Basin Plan establishes beneficial water uses for waterways and water bodies within the San Francisco Bay region. The implementation of the Project's Erosion Control Plan would prevent construction period water quality impacts. Additionally, there would be no groundwater withdrawal during Project operation. Given this, the Project would not interfere with the Basin Plan, and this impact would be less than significant.

3.11 Land Use and Planning

3.11.1 Setting

3.11.1.1 Existing and Adjacent Land Uses

According to the General Plan,[26] the Project site's land use designation is Regional Park. Regional Park includes open space land and pertains to the Stevens Creek Trail, a portion of which falls directly within the Project site. Land uses in the Project area include High-Intensity Office and Institutional. High-Intensity Office land accommodates major corporations, financial and administrative offices, high-technology industries and other scientific facilities, as well as supporting retail and service uses. Institutional land supports public and quasi/public uses.

3.11.1.2 Existing and Adjacent Zoning

As shown in **Figure 3**, the Project site is zoned Agriculture (A), Public Facility (PF), and Planning Community/Precise Plan (P39). According to Chapter 36 of the Mountain View Code of Ordinances, land zoned as Agriculture serves to preserve lands best suited for agriculture from the encroachment of incompatible uses. Land zoned as Public Facility serves to foster the orderly development of educational and public service uses in the community and of special approved uses on City land. Planned Community/Precise Plan districts are designed to provide for those uses or combinations of uses which may be appropriately developed as a planned area development. This specific planned community is described by the North Bayshore Precise Plan.

[26] The City of Mountain View. 2012. *Mountain View 2030 General Plan*. City of Mountain View. Mountain View, CA. Available: https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=10702. Accessed: May 2019.

Additional zoning within the Project vicinity includes Planned Community/Precise Plan (P) south of the Project site, and Flood Plain (F) southwest of the Project site. Land zoned as Flood Plain serves to protect persons and property from hazards of development in areas subject to tidal or floodwater inundation.[27]

3.11.2 Environmental Checklist and Discussion of impacts

LAND USE AND PLANNING Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) Physically divide an established community?	☐	☐	☐	☒
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.3 Land Use and Planning Impacts

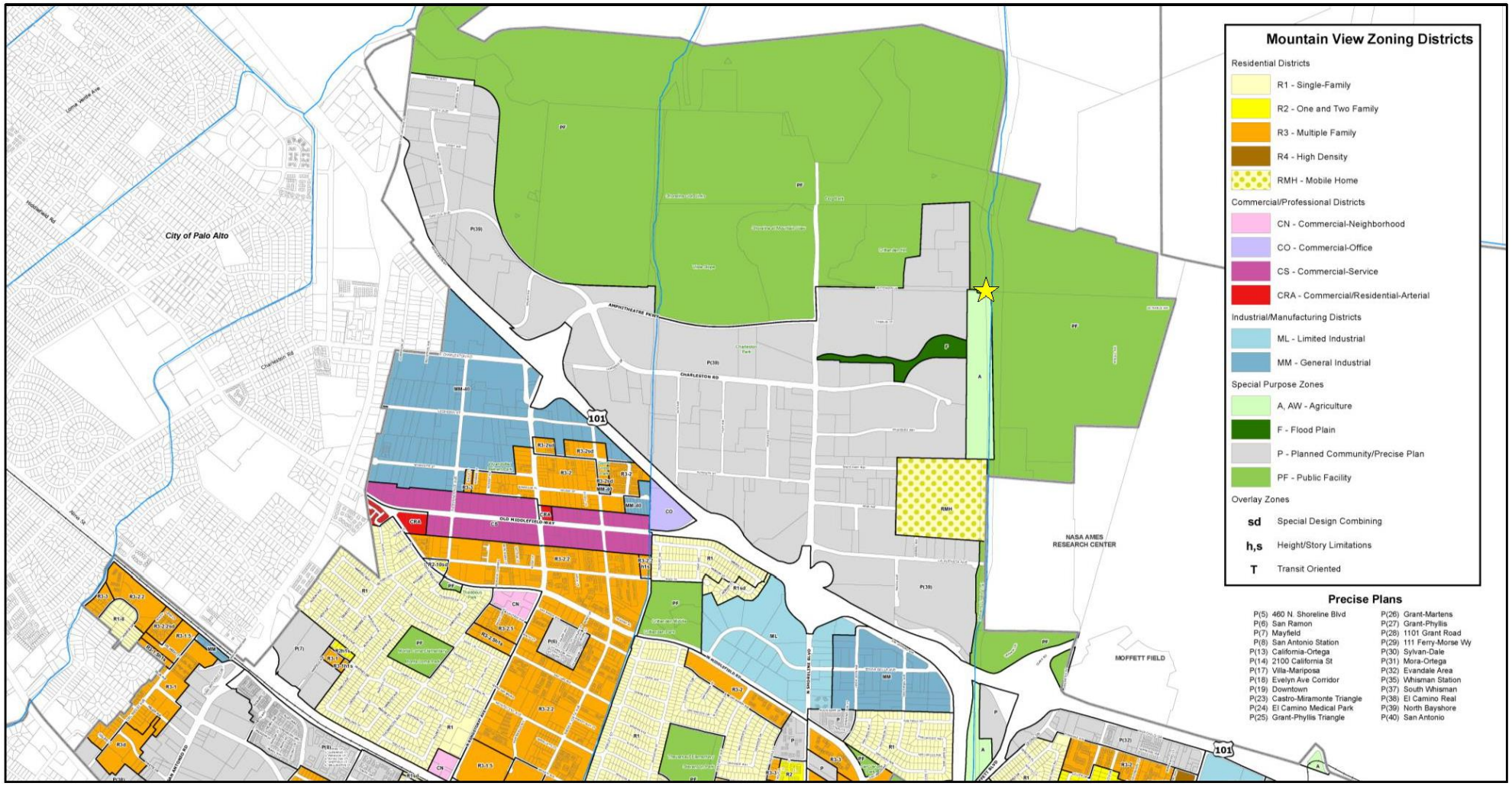
1) Would the Project physically divide an established community? (No Impact)

The Project area is composed of open space and there are no established communities within proximity of the Project site. Moreover, the Project proposes to improve trail conditions to improve accessibility within the Project area. The Project would not physically divide an established community, and no impact would occur.

2) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Less than Significant)

The Project site is located within the City and is subject to the City's land use-related plans and regulations. The General Plan Land Use Map designates the Project site as Regional Park, and the Project site is zoned Agriculture (A) and Public Facility (PF), and Planning Community/Precise Plan (P39). Implementation of the Project would not interfere with existing regulations, land use designation, or zoning orders outlining suitable land uses. This impact would be less than significant.

[27] City of Mountain View. 2018. Last Revised: February 27th, 2019. City of Mountain View Code of Ordinances. City of Mountain View. Mountain View, CA. Available: https://library.municode.com/ca/mountain_view/codes/code_of_ordinances?nodeId=16508. Accessed: May 2019.



City of Mountain View Zoning Map Figure 3

Source: City of Mountain View, 2018

3.12 Mineral Resources

3.12.1 Setting

According to the City's General Plan and the California Department of Conservation's Mineral Land Classification Data Portal,[28] the City does not contain minerals of local or statewide importance.

3.12.2 Environmental Checklist and Discussion of Impacts

MINERAL RESOURCES Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

3.12.3 Mineral Resources Impacts

1) Would the Project 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? (No Impact)

According to the City's General Plan FEIR and the California Department of Conservation's Mineral Land Classification Data Portal, there are no mineral resources of local or statewide importance in or near the Project site. No impact would occur.

3.13 Noise

This analysis is based on information provided by the Noise Assessment prepared by Illingworth and Rodkin, Inc. in May 2019 (**Appendix D**).

3.13.1 Setting

Noise can be defined as unwanted sound. Noise is measured in decibels (dB), which is the relative amplitude of a sound. Decibels are calculated on a logarithmic base, such that every ten-decibel increase is perceived as a doubling in loudness. Consistent noise levels above 75 dBA result in increased nervous system response (irritability), while consistent noise levels above 85 dBA can cause permanent damage to human hearing. Standard noise terminology and definitions used in this section are listed in **Table 5.**

[28] California Department of Conservation, 2015. California Geologic Survey, SMARA Mineral Land Classification Data Portal. Available: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, Accessed: June 2019.

Table 5 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel (dB)	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
A-Weighted Sound Level (dBA)	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.

Source: Illingworth & Rodkin, 2019

Ground-borne vibration comprises rapidly fluctuating motions or waves through various soils and rock strata. Vibration is quantified through the Peak Particle Velocity (PPV), which is a quantified evaluation of human response to vibration. Vibration amplitude is defined as the positive or negative peak of a vibration wave at any one moment. Disruptive vibrations may be felt by people within close proximity to construction sites, depending on the type of equipment used and the length that it is used for. For example, pile driving and other compaction equipment typically produce high ground-borne vibration levels. Excessive ground-borne vibration may cause structural damage to old or structurally unsound buildings and structures.

3.13.1.1 Applicable Noise Standards

California Code of Regulations, Title 24 (Title 24) requires new buildings to meet certain design and building materials standards which adequately attenuate and provide insulation from noise and vibration. These standards include an interior noise level of no greater than 45 dBA with all windows and doors closed, and requires that Projects with exterior noise levels greater than 65 dBA prepare an acoustics analysis demonstrating that interior noise levels conform, or can be reduced, to the interior standard of 45 dBA.

The City's Construction Noise Ordinance establishes the noise regulations for construction-related activities within the City. Construction activities within the City are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, while construction is not permitted on weekends and holidays, unless authorized by the building official.

3.13.1.2 Existing Noise Environment

The site is surrounded primarily by commercial and industrial uses, with few outdoor use areas. Recreational lands are located north of the site. The nearest commercial office building is located approximately 270 feet southwest of the Project site. The nearest residences are located approximately 0.5 mile to the south and are well shielded by intervening buildings.

There are no sources of substantial noise or vibration within the Project vicinity. Surrounding land uses include high-technology campuses, the "A to Z" Tree Business and vacant land, none of which produce significant sources of noise or ground-borne vibration.

3.13.2 Environmental Checklist and Discussion of Impacts

NOISE Would the Project result in:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
2) Groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
5) For a Project located within the vicinity of a private airstrip 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?	☐	☐	☐	☒

3.13.3 Noise Impacts

1) Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less than Significant)

The City does not establish quantitative limits for construction-related noise. Based on criteria commonly used in cities throughout the Bay Area, construction noise impacts would be significant where noise from construction activities exceeds 70 dBA L_{eq} within commercial areas and exceeds the ambient noise environment by at least 5 dBA L_{eq} for a period exceeding one year.

The site is surrounded primarily by commercial uses with few outdoor use areas. The nearest commercial office building is located approximately 340 feet southwest of the center of the Project site. Outside the façade of this building, construction noise levels are calculated to reach up to 70 dBA L_{max}/L_{eq}.

The nearest residences are located approximately 0.5 mile south of the Project site and are well shielded by intervening buildings. At the nearest residences, construction noise levels are calculated to be less than 40 dBA L_{max}/L_{eq} and are not anticipated to be audible above ambient noise produced by traffic along US Highway 101.

Due to the short duration of construction, and the large distances between the Project and noise sensitive uses, construction activities would not be anticipated to result in a substantial temporary increase in noise levels at adjacent noise-sensitive receptors. This impact would be less than significant.

2) **Would the Project result in groundborne vibration or groundborne noise levels? (Less than Significant)**

The Project does not entail the use of pile drivers or similar machinery that would result in excessive ground-borne vibration. Construction-related vibration would be limited to hauling trucks, excavators, and other construction activities that would not result in substantial vibration levels that would affect sensitive receptors in the Project vicinity. This impact would be less than significant.

3) **For a Project located within the vicinity of a private airstrip or 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? (No Impact)**

As discussed in **Section 3.9, Hazards and Hazardous Materials**, the Project site is not located within noise contours associated with nearby airports. No impact would occur.

3.14 Population and Housing

3.14.1 Setting

The Project site is comprised of vacant parcels. There are no residential land uses within proximity to the Project site.

3.14.2 Environmental Checklist and Discussion of Impacts

POPULATION AND HOUSING Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Induce substantial unplanned 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)?	☐	☐	☐	☒
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.3 Population and Housing Impacts

1) Would the Project induce substantial unplanned 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)? (No Impact)

The Project does not include land uses that would induce population growth. Construction would temporarily increase the number of regional construction jobs, but given the small scope and short duration of construction activities, the Project would not induce substantial permanent growth in the area. No impact would occur.

2) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)

There is no existing housing on the Project site, and the Project would not displace existing residents. No impact would occur.

3.15 Public Services

3.15.1 Setting

The following information is based on public service descriptions provided in the General Plan FEIR.

3.15.1.1 Fire Service

The Project site is serviced by the Mountain View Police Department (MVPD) , which offers fire protection, rescue response, hazard prevention, education, and disaster preparedness services to the population of approximately 88,377.[29] The nearest MVFD fire station, Fire Station #5, is located approximately 0.5 mile northwest of the Project site at 2195 N Shoreline Boulevard.

3.15.1.2 Police Service

The MVPD provides police protection services to the City with an authorized staff of 95 sworn and 49.5 non-sworn personnel. MVPD personnel are divided into 4 beats covering various portions of the City. One to three police officers patrol each beat at all times, while an additional three officers patrol the entire City. According to the General Plan FEIR, the MVPD police headquarters are located at 1000 Villa Street, approximately 2.4 miles southwest of the Project site.[30]

3.15.1.3 Schools

The City is serviced by three school districts, which include the Mountain View-Whisman School District, the Mountain View-Los Altos Union High School District, and the Los Alto School District. According to the General Plan, the City includes 17 public schools (10 elementary schools, 2 middle schools, 4 high schools, and 1 adult school) and 7 private schools. Institutions of Higher Education located within the City include the development of the Foothill-De Anza Community College District and UC Santa Cruz Education and Research Facility located at the NASA Ames Research Center. Carnegie Mellon University's Silicon Valley campus is also located within the City.

3.15.1.4 Parks

The City's Parks Division owns and operates nearly 1,000 acres of park and open space facilities including 17 mini-parks, 13 school site neighborhood parks, 5 City-owned neighborhood parks, 2 community parks, and one regional/open space park. According to the General Plan, Stevens Creek Trail is over halfway constructed and ultimately will provide a north-south open space connection across the City. The Stevens Creek Trail is a key recreational amenity to the entire region, and runs through a variety of natural habitats offering both recreational and educational amenities.

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[29] United States Census Bureau. 2018. *State and County Quick Facts*. Last Revised: July 1, 2018. Available: https://www.census.gov/quickfacts/fact/table/mountainviewcitycalifornia,US/INC110217

[30] City of Mountain View. 2012. *City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Final EIR*. Public Services.

3.15.1.5 Libraries

The Mountain View Public Library is located at 585 Franklin Street. The Project site is located approximately 3 miles northeast of this library.

3.15.2 Environmental Checklist and Discussion Impacts

PUBLIC SERVICES Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) 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:	☐	☐	☐	☒
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☐	☒

3.15.3 Public Service Impacts

1) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- **a. Fire protection? (No Impact)**
- **b. Police protection? (No Impact)**
- **c. Schools? (No Impact)**
- **d. Parks? (Less than Significant)**
- **e. Other public facilities? (No Impact)**

The Project does not include residential, commercial, or industrial components that would induce population growth nor increase demand for fire services, police services, schools, parks, or other public services. This environmental document evaluates potential impacts associated with new or physically altered facilities constructed as part of the Crittenden Lane Trailhead Improvement

Project and determined that, with application of the mitigation measures identified herein, no significant environmental impacts would occur. This impact would be less than significant for park facilities, and no impact would occur for fire, police, school, park, or other public facilities.

3.16 Recreation

3.16.1 Setting

The Project site is located approximately 53 feet west of Stevens Creek. The proposed Project consists of trailhead improvements to the existing Crittenden Lane Trailhead.

3.16.2 Environmental Checklist and Discussion of Impacts

RECREATION Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
2) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.3 Recreation Impacts

1) **Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Less than Significant)**

   AND

2) **Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (Less than Significant)**

As discussed in **Section 3.15, Public Services**, the Project does not include residential development that would induce permanent population growth and increase demand for recreational facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. Furthermore, this environmental document evaluates potential impacts associated with new or physically altered facilities constructed as part of the Crittenden Lane Trailhead Improvement Project and determined that, with application of the mitigation measures identified herein, no significant environmental impacts would occur. This impact would be less than significant.

3.17 Transportation

3.17.1 Setting

Several regional and local roadway networks provide access to the Project site, including the following:

- North Shoreline Boulevard and connecting South Shoreline Boulevard is an approximately 4.6-mile north-south running roadway that extends from Shoreline Lake Park to State Route 82, located approximately 0.5 mile west of the Project site.
- U.S. 101 is a north-south running highway extending from the City of Los Angeles to Oregon. In Mountain View, the U.S. 101 runs in a northwest-southeast direction and includes three mixed-flow lanes and one high occupancy vehicle (HOV) lane per direction, except at State Route 85, where two HOV lanes are provided. The U.S.101 is approximately 1 mile southwest from the Project site.
- State Route 85 (SR 85) is a north-south running freeway that extends from Mountain View to San Jose. The SR 85 includes three, in some places four, mixed-flow lanes in each direction, as well as designated HOV lanes during the peak hours. SR 85 is approximately 1.2 miles south of the Project site.

3.17.2 Environmental Checklist and Discussion of Impacts

TRANSPORTATION Would the Project:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
2) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
4) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.3 Transportation Impacts

1) **Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less than Significant)**

Project construction would add vehicle trips to nearby roadways as construction workers and vehicles enter and exit the Project site. However, construction-related trips represent a negligible traffic increase that would cease after construction and would not permanently affect traffic circulation in the area.

The Project would replace the existing multi-use trail and would not significantly increase the number of users accessing the Stevens Creek Trail at the Crittenden Lane Trailhead. The Project does not include permanent roadway modifications that would interfere with adopted transit policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. This impact would be less than significant.

2) **Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Less than Significant)**

CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a Project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this analysis, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to the Project. As discussed above in **Section 4.17, Transportation, Impact 1**, construction-related traffic impacts would be negligible and are temporary in nature. The Project would not include land uses that represent new sources of automobile trips, such as residences, offices, or public parks. The Project would replace the Crittenden Lane Trailhead to increase the safety and accessibility of the trailhead. However, the Project would not construct facilities (such as parking or restroom facilities) that would increase vehicle trips directly or indirectly associated with the Crittenden Lane Trailhead or the Stevens Creek Trail. Therefore, the Project would not permanently increase regional miles travelled, and this impact would be less than significant.

3) **Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Less than Significant)**

AND

4) **Would the Project result in inadequate emergency access? (Less than Significant)**

The Crittenden Lane Trailhead would be temporarily closed during construction. As indicated in the Project's Traffic Control Plan, a temporary detour for trail users and emergency services would be proposed at the La Avenida trailhead connection. The Traffic Control Plan includes standard signage procedures and construction vehicle restrictions to reduce potential traffic impacts to the community. Although the Project would modify the existing composition of the

trailhead, the Project does not propose new dangerous curves or intersections. Upon operation, the improved trailhead would operate in a similar configuration to the existing trailhead, with no new obstacles to emergences access. This impact would be less than significant.

3.18 Tribal Cultural Resources

3.18.1 Setting

As established by subdivision (c) of Public Resources Code Section 5024.1, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed, or determined to be eligible for listing, in the national, state, or local register of historical resources. Additionally, a tribal cultural resource may also be a resource that the lead agency determines, in its discretion, is a tribal cultural resource.

As discussed in **Section 4.5, Cultural Resources**, several archaeological and Native American cultural Resources have been discovered throughout Santa Clara County. While record search results have identified a nearby recorded prehistoric site (the Crittenden Mound), other unknown sites of Tribal significance could occur within the Project vicinity.

3.18.2 Environmental Checklist and Discussion of Impacts

TRIBAL CULTURAL RESOURCES Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Potentially Significant Impact**	**Less than Significant with Mitigation**	**Less-than-Significant Impact**	**No Impact**
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.18.3 Tribal Cultural Impacts

1) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (Less than Significant with Mitigation)**

   AND

2) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Less than Significant with Mitigation)**

The Sacred Lands File, operated by the Native American Heritage Commission (NAHC), is a confidential set of records containing places of religious or social significance to Native Americans. The NAHC prepared a Sacred Lands File search for the Project site in May 2019 (**Appendix E**). The NAHC response in May 2019 indicated that no known Native American cultural resources exist within the Project vicinity. The NAHC results noted, however, that the absence of specific site information in the Sacred Lands File does not indicate the absence of Native American cultural resources in the Project vicinity. Included with the response was a list of six Native American representatives who could provide site-specific knowledge on local Native American cultural resources.

To help determine whether a Project may cause a substantial adverse change in the significance of a tribal cultural resource, the City contacted the Native American tribes traditionally and culturally affiliated with the geographic area of the Project. On May 2, 2019, the City submitted a request to the Amah Mutsun Tribal Band, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, the North Valley Yokuts Tribe, and the Ohlone Indian Tribe for further information regarding potential tribal resources within the Project vicinity. The correspondence contained information about the Project; an inquiry for any unrecorded Native American cultural resources or other areas of concern within or adjacent to the Project site; and a solicitation of comments, questions, or concerns with regard the Project. The City did not receive responses to this notice that identified resources of potential concern.

Given that Native American Cultural Resources are present in Santa Clara County, the Project could disturb unmarked prehistoric archaeological or Native American burial sites during construction. **Mitigation Measure CUL-2**, as discussed in **Section 3.5, Cultural Resources**, would ensure adequate protection of these resources. This impact would be less than significant with mitigation.

3.19 Utilities and Service Systems

3.19.1 Setting

3.19.1.1 Water

The City's Department of Public Works provides water services to businesses, residences, and institutions within the City. The City's water is sourced wholesale from the San Francisco Public Utilities Commission (SFPUC) and Valley Water. Additionally, the City owns and operates four active groundwater wells, and receives recycled water from the Palo Alto Regional Water Quality Control Plant (PARWQCP) for specific uses such as irrigation.

3.19.1.2 Wastewater

The City's wastewater discharges to the PARWQCP via a network of gravity pipeline systems. The PARWQCP is an advanced treatment facility that uses both natural and synthetic processes to remove unwanted materials, organisms, and toxins from wastewater. The General Plan estimates the annual average treatment capacity in Mountain View to be approximately 15.1 million gallons per day (mgd).

3.19.1.3 Storm Drainage

The City's storm drainage system operates via a network of underground gravity piping, culverts, drywells, a detention pond, and five pumping stations. Generally, the system flows in a north-south direction. The Project site includes a segment of the Stevens Creek, which is a natural drainage feature within the City. According to the General Plan FEIR, over 80 percent of the storm drains systems in the City discharge to Stevens Creek and the Permanente Creek, both of which are under the jurisdiction of Valley Water.

3.19.1.4 Solid Waste

Solid waste disposal services are provided by Recology Mountain View; services include garbage and solid waste collection, transport, and consequent disposal at the Sunnyvale Materials Recovery and Transfer Station. Non-recyclable waste is transported to the Kirby Canyon landfill, which has capacity to operate through December 2022.[31]

[31] City of Mountain View. 2012. *City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Final EIR*. Utilities and Infrastructure.

3.19.2 Environmental Checklist and Discussion of Impacts

UTILITIES AND SERVICE SYSTEMS Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) Require or result in the relocation or construction of new or expanded water, wastewater or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
2) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
3) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
4) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
5) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.3 Utilities and Service Systems Impacts

1) Would the Project require or result in the relocation or construction of new or expanded water, wastewater or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Less than Significant)

According to the Project demolition plan, there are several utility corridors in the Project vicinity. Project construction would not encounter overhead or subsurface utility infrastructure bisecting the Project site, because construction activities would not occur at sufficient depth or elevation to disturb these facilities. The Project construction disturbance area encompasses minor utility facilities, including manhole covers, utility boxes, and irrigation valves, which would will be protected in place, relocated, or adjusted to match the Project's finished grade. Such modifications would not result in significant environmental effects, resulting in a less-than-significant impact.

2) **Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years? (Less than Significant)**

   AND

3) **Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? (Less than Significant)**

   AND

4) **Would the Project be generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Less than Significant)**

   AND

5) **Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less than Significant)**

The Project does not include residential, industrial, or commercial elements that would permanently increase the need for water, wastewater drainage, stormwater drainage, electric power, natural gas, or telecommunications facilities. Project construction could require temporary water for dust management and vehicle cleaning, but this water demand would end after the construction period. Project construction may also generate wastewater and solid waste during construction activities, but these activities would not permanently affect utility provider services. This impact would be less than significant.

3.20 Wildfire

3.20.1 Setting

The California Department of Forestry and Fire Protection (CAL FIRE) identifies fire hazard based on relevant factors such as fuels, terrain, and weather. The Project site is located within a Local Responsibility Area, but is not defined as a Very High FHSZ.[32,33] Given the above, the Project would not cause or exacerbate wildfires, and no associated impacts would occur.

3.20.2 Environmental Checklist and Discussion of Impacts

WILDFIRE	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
Is the Project located in or near state responsibility areas or lands classified as very high fire hazard severity zones?	☐ Yes		☒ No	
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☐
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☐
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐

[32] California Department of Forestry and Fire Protection, 2007. Wildland Hazard & Building Codes. Santa Clara County Fire Hazard Severity Zones in SRA. Available: http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszs_map.43.pdf. Accessed: May 2019

[33] California Department of Forestry and Fire Protection, 2007. Wildland Hazard & Building Codes. Santa Clara County Very High Fire Hazard Severity Zones in LRA. Available: http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszl_map.43.pdf. Accessed: May 2019

3.21 Mandatory Findings of Significance

3.21.1 Environmental Checklist and Discussion of Impacts

MANDATORY FINDINGS OF SIGNIFICANCE Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation	Less-than-Significant Impact	No Impact
1) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
2) Does the Project have impacts that are individually limited, but cumulative considerable? ("Cumulative 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)?	☐	☐	☐	☒
3) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.21.2 Mandatory Findings of Significance Discussion

1) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less than Significant)

The Project site is located in a partially developed area; however, the trailhead improvements would not deviate significantly from the existing trail facility. As discussed in **Section 4.4, Biological Resources**, there are multiple special status wildlife species in the Project area that could be affected by construction noise. With the implementation of **Mitigation Measures BIO-1** through **BIO-5**, impacts to special status wildlife species and state species of special concerns would be less than significant.

As discussed in **Section 4.5, Cultural Resources**, there are no known cultural resources within the Project site that could be damaged as a result of Project implementation, and **Mitigation Measures CUL-1** and **CUL-2** would reduce any potential impacts to unidentified cultural resources to a less-than-significant level.

2) **Does the Project have impacts that are individually limited, but cumulative considerable? ("Cumulative 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)? (No Impact)**

This analysis determines whether the proposed Project, in combination with other recent or foreseeable development, would result in a cumulative impact and, if so, whether the Project's individual contribution would be cumulatively considerable. Cumulative impacts are identified using the General Plan FEIR because the Project is consistent with the land use planning established therein.

The General Plan FEIR identified the following cumulative impacts:

- Violation of air quality standards by increasing VMT greater than the population increase
- Net increase in ozone and PM
- Increased traffic noise levels along some roadway and freeway segments in the City
- Increased daily VMT due to population and employment growth planned in the City
- Increased motor vehicle traffic and congestion, which would result in decreased roadway and freeway segments level of service on several roadway and freeway study segments
- Increased motor vehicle traffic outside the City

As discussed in **Section 4.3, Air Quality**, the Project would not result in a cumulatively considerable net increase of criteria air pollutants, including ozone or PM. As discussed in **Section 4.13, Noise**, the Project would not result in a permanent increase of noise levels. As discussed in **Section 4.17, Transportation**, the Project would not permanently increase traffic levels that would impact the capacity of the local or regional street network. Therefore, the Project would not contribute the cumulative impacts identified in the General Plan FEIR. No impact would occur.

3) **Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant with Mitigation)**

Potential adverse impacts on human beings may occur if the Project resulted in excessive air emissions, mobilization of hazardous materials, excessive construction noise or vibration, obstacles to public service providers, and interruptions to the regional transportation system. As outlined below, the Project would not result in adverse impacts on human beings, and this impact would be less than significant with mitigation.

- As discussed in **Section 4.3, Air Quality**, Project construction would not result in emissions beyond established BAAQMD standards, and **Mitigation Measure AQ-1** would reduce potential impacts related to fugitive dust.
- As discussed in **Section 4.9, Hazards and Hazardous Materials**, Project construction may encounter and/or mobilize existing contamination known to exist in the Project vicinity. However, implementation of **Mitigation Measure HAZ-1** would reduce potential adverse impacts on human beings to a less-than-significant level.
- As discussed in **Section 4.9, Hazards and Hazardous Materials**, the Project would not impair implementation of the City's Emergency Response Plan or the CERT. As discussed in **Section 4.17, Transportation**, the Project does not include potentially hazardous design features. Thus, the Project would not create obstacles to public service providers.
- As discussed in **Section 4.13, Noise and Vibration**, Project construction would not result in excessive construction-related noise or vibration.
- As discussed in **Section 4.17, Transportation**, the Project would not result in a permanent traffic increase. Though the Project would add daily trips to the surrounding roadways as construction workers and vehicles enter/exit the Project site, construction-related trips represent a negligible traffic increase, would cease after the construction period.

SECTION 4 DRAFT MITIGATION MONITORING AND REPORTING PLAN

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
Air Quality	**Mitigation Measure AQ-1:** During any construction period ground disturbance, the applicant shall ensure that the Project contractor implement measures to control dust and exhaust. 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 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. 7. All construction equipment shall be maintained and properly tuned in accordance with	Less than Significant	Construction Contractor	During Construction

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
	manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.			
Biological	**Mitigation Measure BIO-1:** Prior to commencement of construction activities, a qualified biologist will conduct a mandatory environmental education program for all construction personnel. The program will cover the biology, ecology, and habitat special status species that could occur within the Project vicinity. The environmental education program will include a description, representative photographs, and legal status of each species; and the penalties for harming a state or federally listed species or an active bird nest.	Less than Significant	Project Proponent / Qualified Biologist	Prior to Construction

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
Biological	**Mitigation Measure BIO-2:** Due to the proximity of the Project site to suitable California black rail nesting habitat, all construction activities within 700 feet of suitable nesting habitat may be conducted during the period of September 1 to January 31, which is outside of the species' breeding season (i.e., February 1 through August 31), if this does not conflict with any permit requirements. Alternatively, protocol surveys for nesting California black rail may be conducted by a qualified biologist prior to construction, and if the species is not found to be nesting within 700 feet of construction, then construction may occur during the nesting season. If nesting California black rails are found within 700 feet of construction areas, then the CDFW will be consulted to determine if construction may occur when the nest is active and on the appropriate setback/buffer from the nest that is required. It should be noted that protocol surveys for California black rail generally require three survey rounds between March and the end of May.	Less than Significant	Project Proponent / Construction Contractor / Qualified Biologist	Prior to Construction

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
Biological	**Mitigation Measure BIO-3:** A pre-construction survey for burrowing owls shall be conducted by a qualified biologist according to the latest CDFW protocol prior to any external construction or large scale/intensive landscaping involving heavy equipment or loud noise occurring. If nesting burrowing owls are detected, the Project site should be free from any external construction or large-scale/intensive landscaping, involving heavy equipment or loud noise until the young have fledged and are independent of the adults, or until monitoring by a qualified biologist determines the nest is no longer active. During the non-breeding season, the Project site should be free from any external construction or large-scale/intensive landscaping, involving heavy equipment or loud noise around active burrows unless the procedures for monitoring burrowing owls during construction, as described by the Santa Clara Valley Habitat Plan are implemented.	Less than Significant	Qualified Biologist	Prior to Construction
Biological	**Mitigation Measure BIO-4:** Any construction activity in the Project site shall be performed carefully and with attention to any ground disturbances, exterior lighting, and operations of mechanical or construction equipment which may impact the species. During construction activity, if a burrowing owl is present within 250 feet of the site, then no disturbances or construction activity may occur that would cause the owl to abandon their burrow or nest. Additionally, the CDFW must be contacted immediately and a safety plan will need to be developed and approved by CDFW to determine the impacts the Project may have on the owl(s). Construction activity must cease during this period.	Less than Significant	Project Proponent/ Construction Contractor	During Construction

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
Biological	**Mitigation Measure BIO-5:** If construction activities would commence anytime during the nesting/breeding season of native bird species potentially nesting near the site (February 1 through August 31), a pre-construction survey for nesting birds would be conducted by a qualified biologist within two weeks of the commencement of construction activities. If active nests are found in areas that could be directly affected or are within 300 feet of construction and would be subject to prolonged construction-related noise, a no-disturbance buffer zone should be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted within them will be determined by considering factors such as the following: o Noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; o Distance and amount of vegetation or other screening between the construction site and the nest; and o Sensitivity of individual nesting species and behaviors of the nesting birds.	Less than Significant	Project Proponent / Construction Contractor / Qualified Biologist	During Construction

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
Cultural Resources	**Mitigation Measure CUL-1:** In the event that historic or archaeological materials are discovered during ground disturbing activities, Project construction would cease within a 50-foot radius of the discovery in order to proceed with the testing and mitigation required under Section 7050.5(b) of the California Health and Safety Code and Section 5097.94 of the Public resources Code of the State of California. The State Historic Preservation Officer would be contacted as soon as possible. Construction in the affected area would not resume until the regulations of the Advisory council on Historic Preservation (36 CFR Part 800) have been satisfied.	Less than Significant	Project Proponent / Construction Contractor	During Construction
Cultural Resources	**Mitigation Measure CUL-2:** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.94 of the Public Resources Code.	Less than Significant	Project Proponent / Construction Contractor	During Construction

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
Geology and Soils	**Mitigation Measure GEO-1:** Prior to the City's approval of a grading plan, a licensed geotechnical shall prepare a design-level geotechnical report outlining site-specific construction methods and recommendations regarding grading activities, fill placement, soil corrosivity, soil expansion, soil compaction, drainage control, and avoidance of seismic hazards, liquefaction, and differential settlement in accordance with current California Building Code requirements or an equivalent standard approved by the City. The report shall require that all subsurface improvements that include any materials susceptible to corrosive effects would be engineered in conformance with the most recently adopted California Building Code requirements including the use of engineered backfill. The report shall also include stability analyses of final design cut and fill slopes, including recommendations for avoidance of slope failure. The final grading plan shall be designed in accordance with requirements of the design-level geotechnical investigation.	Less than Significant	Licensed Geotechnical Engineer / Project Proponent	Prior to Construction
Geology and Soils	**Mitigation Measure GEO-2:** Discovery of a paleontological specimen during any phase of the Project shall result in a work stoppage in the vicinity of the find until it can be evaluated by a professional paleontologist. Should loss or damage be detected, additional protective measures or further action (e.g., resource removal), as determined by a professional paleontologist, shall be implemented to mitigate the impact.	Less than Significant	Professional Paleontologist / Project Proponent / Construction Contractor	During Construction

Environmental Resource	Mitigation Measures	Significance After Mitigation	Responsible Entity	Timing
Hazards and Hazardous Materials	**Mitigation Measure HAZ-1:** The Project proponent shall conduct a Phase I Environmental Site Assessment and, if necessary, a Phase II Environmental Site Assessment to evaluate soil and groundwater contamination on the Project site. If contaminated media is detected beyond applicable exposure thresholds, a Site Management Plan (SMP) will be prepared and approved by the San Francisco Bay Regional Water Quality Control Board (RWQCB) to establish management practices for the excavation, dewatering, handling, and transportation of potentially hazardous soil and groundwater.	Less than Significant	Project Proponent	Prior to Construction
Tribal Cultural Resources	**Mitigation Measure CUL-2:** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.94 of the Public Resources Code.	Less than Significant	Project Proponent / Construction Contractor	During Construction

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