CITY OF MOUNTAIN VIEW

WHISMAN STATION PRECISE PLAN

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P(36)

Adopted by the Mountain View City Council
February 13, 1996
Resolution No. 15926

AMENDED	RESOLUTION NO.	SUMMARY
May 11, 1999	16354	Change four acres (two acres on each side of light rail tracks) from industrial to residential; increase FAR for GTE parcel to 0.50; revise open space standards.
June 8, 1999	16366	Designate antenna farm parcel for medium-density rowhomes and revise residential development standards related to antenna farm.
August 16, 2005	17010 17011	Designate the 5.7-acre site at 274-300 Ferguson Drive for residential use and amend certain development standards.
March 24, 2009	17394	Remove 18.8 acres of industrial lands from the Precise Plan and include in the South Whisman Precise Plan.
October 28, 2014	17899	Designate the antenna farm parcel for low-density, small-lot, single-family homes.

WHISMAN STATION PRECISE PLAN

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WHISMAN STATION PRECISE PLAN

I. PURPOSE

The purpose of the Whisman Precise Plan is to establish the zoning framework for a mixed residential community in an area that has undergone significant change since the City Council's original Precise Plan adoption in 1996. The Precise Plan has fostered high-quality development and a new mix of uses that have rejuvenated this older industrial area. The development standards and design guidelines in this Precise Plan are meant to accommodate small-lot, single-family and rowhouse units and new public parks to continue to form a new mixed-use neighborhood that contains a light rail line and station.

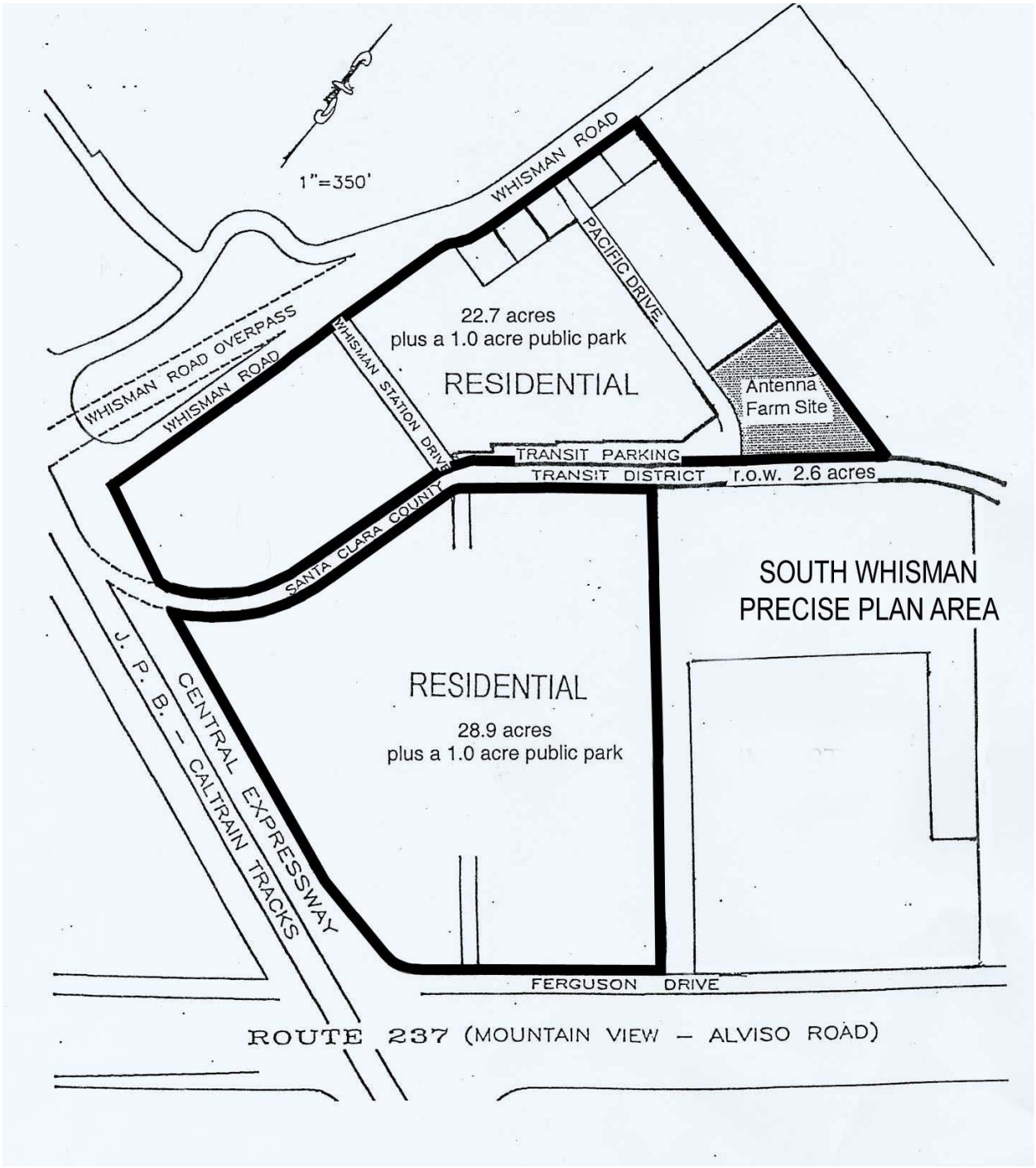
II. LOCATION AND SITE DESCRIPTION

The Precise Plan covers approximately 56 acres north of Central Expressway, between State Route 237 and Whisman Road. Historically, the land in this area has been used for industrial, office, and research purposes and, before that, agricultural purposes.

In the 1950s, this area accommodated: (1) GTE originally with 55.9 acres, which was the primary industrial landowner; (2) agricultural uses of 14.7 acres that were variously owned; (3) single-family residential uses totaling 1.8 acres fronting North Whisman Road; and (4) 2.6 acres devoted to the existing light rail right-of-way. During the 1980s, the agricultural uses turned to industrial uses. By 1996, GTE had consolidated its operations on 13.7 acres and sold 42.2 acres for residential uses. In 1999, the Precise Plan was amended, reducing GTE's industrial lands to 9.8 acres and increasing the residential area of the Precise Plan to a total of 47.9 acres (including those single-family homes fronting North Whisman Road). In 2005, the Precise Plan was again amended to rezone a 5.7-acre industrial parcel for residential uses, leaving two industrial parcels: the 9.8 acre site that is now owned by General Dynamics; and a 9.0-acre site owned by Webex. In 2009, these two parcels were removed from this Precise Plan and included in the South Whisman Precise Plan. Residentially zoned areas encompass 51.6 acres on both sides of the light rail line, which includes the 2.0 acres of public parks, as summarized following Figure 1 on the next page.

FIGURE 1

Whisman Station Precise Plan Areas



WHISMAN STATION LAND USES—2005

Residential

East of the light rail line	28.9 acres
West of the light rail line (including the 1.9-acre antenna farm site, the 1.8-acres of five parcels fronting Whisman Road and the 1.0-acre light rail parking lot)	22.7 acres
	51.6 acres

Public Parks

One (1.0) acre on each side of the rail line	*2.0 acres*
Rail Right-of-Way	*1.9 acres*
TOTAL	**55.5 acres**

III. PRINCIPLES AND OBJECTIVES

A. GENERAL PLAN

The property covered by this Precise Plan is part of the Light Rail Corridor, which Mountain View's 1992 General Plan identified as one of seven Areas of Opportunity where there was a high potential for private redevelopment. The General Plan proposed that, along this section of the light rail line, there be a mix of corporate offices, industrial, and multiple-family residential uses that would effectively support the public investment in light rail. The General Plan notes that more compact development is particularly appropriate near the City's three light rail stations because of the advantages of convenient public transportation.

This Precise Plan furthers at least four basic General Plan policies:

- "Develop plans for areas of the City that are changing or have the potential to change significantly" and "Adopt action plans for these special areas, one of which is the Light Rail Corridor." (Community Development Policy 49 and Action 49.b)

- "Strive for a better balance of jobs and housing units in Mountain View." (Community Development Policy 42)

- "Encourage mixed-use projects and the City's highest-density residential projects along major transit lines and around stations." (Community Development Action 44.a)

- "Encourage a mix of housing types, including higher-density and lower-density housing" and "Encourage the development of new single-family houses." (Residential Neighborhoods Policies 3 and 4)

The General Plan land use designation for the portion of the Precise Plan area that is designated residential was changed from General Industrial to Medium-Density Residential (13 to 25 units per acre) prior to adoption of the Precise Plan and prior to adoption of subsequent Precise Plan amendments changing industrial uses to residential uses.

B. PRECISE PLAN

The following 14 Precise Plan objectives implement the goals of the General Plan and serve as the basis for specific development criteria in this Precise Plan:

- Establish land use and urban design standards and guidelines that foster creation of a new residential neighborhood that provides many opportunities for neighbors to meet neighbors and a strong sense of community.

- Integrate future new residential areas with the existing Whisman Neighborhood, including a safe and inviting pedestrian crossing of Whisman Road from this new housing area to Slater School and other neighborhood facilities, and from the residential neighborhoods to the light rail transit and park facilities in the Whisman Station area.

- Establish land use and urban design standards and guidelines that embrace the light rail station as the focal point of the mixed-use community.

- Provide for residential densities that will support the public investment in light rail.

- Integrate new residential uses with existing and redeveloping industrial areas.

- Provide for a mix of unit types to actively encourage a good mix of residents in terms of household size, family composition, income, and age.

- Increase the City's supply of ownership housing by requiring 100 percent of the units to be of a type that is individually offered for sale by the developer.

- Increase the City's supply of single-family housing by requiring that 50 percent of the residential land area be allocated to single-family houses.

- Bind together the residential areas on either side of the rail alignment with a shared circulation system and common urban design elements.

- Provide dedicated public park land to serve the residents and industrial tenants within the Precise Plan area and the larger community.

- Encourage City-collected Park Land Dedication In-Lieu fees to be used for public parks within Whisman Station.

- Maximize the retention of Heritage trees as new developments are proposed.

- Encourage a mixed-use retail component to provide services to the neighborhood as part of any future development.

- Strengthen community identity and create a sense of openness through the judicious siting of parks and open space.

IV. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

These criteria are set forth to facilitate the appropriate design of the development. Where the word "shall" is used, the standard must be adhered to. Where the word "should" is used, deviations may be permitted if it can be demonstrated that the variation will substantially achieve the Principles and Objectives of the Precise Plan.

Unless otherwise stated, all density and floor area ratio requirements and limits are based on the gross residential land area covered by this Precise Plan, including private and public streets, but excluding dedicated public parks.

A. MASTER PLAN FOR RESIDENTIAL AREA

The submittal for the original Planned Community (PC) Permit for the original 42.2-acre residential area included a master development plan. This initial "Master Development Plan" defined all uses and unit types, described phasing, detailed parking, showed pedestrian and vehicular linkages, showed the location of public parks, included a master landscape plan which incorporated the light rail trail and, in general, demonstrated how the project would contribute to the development of the area and relate to the adjacent industrial area. The Master Development Plan contained sufficient detail about site design (circulation, building locations, open spaces) and architectural design such that it was feasibly built and resulted in a final development that is fully integrated with the area and adjacent industrial area.

All future residential projects require their own Master Development Plan that will be part of their PC Permits and will be subject to the same approval process as the original PC Permit. The new Master Development Plan and the PC Permits must be consistent with the original Master Development Plan and the intent of this Precise Plan. All future residential projects shall be integrated physically with the original Master Development Plan with respect to: (1) vehicular, pedestrian, and bicycle connections to the public parks and light rail station; (2) vehicular, pedestrian, and bicycle connections to existing neighborhoods and future projects on adjacent properties; (3) landscape connections; and (4) visual and aesthetic connections.

Any Master Development Plan may be revised. However, any proposed revision(s) will be reviewed to assess whether it is equal to or superior to the existing Master Plan in implementing the goals and objectives of this Precise Plan.

Each application for a PC Permit shall provide for 100 percent of the units to be of a type that is individually offered for sale by the developer.

B. DEVELOPMENT STANDARDS FOR RESIDENTIAL AREA

1. Uses

    a. Permitted Uses

        (1) Single-family and rowhouse units.

(2) Boarding platforms and related facilities for a rail station.

(3) Parking for transit users.

b. Accessory Uses

Residential accessory uses are permitted and are limited to those uses customarily related to a residence, including, but not limited to, swimming pool structures, workshops, studios, storage sheds, greenhouses, gazebos, arbors, and fences.

c. Provisional Uses

(1) Neighborhood and light-rail-serving retail and service uses (such as food store, bakery, drugstore, barber and beauty shop, laundry pickup stations, launderette, restaurant, café, music/art schools and studios, personal service offices, and the like) supplying commodities or performing services for residents and employees in the Precise Plan area, but not including drive-up or drive-in services. A maximum of 10,000 square feet of retail/commercial uses is allowed in the Precise Plan area, and the architectural and site design for the commercial uses shall be well integrated with the principally permitted uses. Vendor service from kiosks and nonmotorized vehicles are allowed and encouraged at the Light Rail Station.

(2) Public and quasi-public buildings and uses of a recreational, educational, religious, cultural, or public service type, including public utility buildings, structures, and uses, but not including corporation, storage or repair yards, warehouses, and similar uses.

2. Mix of Units

While the Precise Plan may be amended from time to time with new Master Development Plans and PC Permits for new residential developments, at all times, the resulting Precise Plan's residential area, taken as a whole, shall have a mix of four unit types, as follows:

a. Low-density, small-lot, single-family (7 to 10 units per acre)

b. Medium-density, small-lot, single-family (11 to 14 units per acre)

c. Medium-density rowhouses (12 to 14 units per acre)

d. High-density rowhouses (15 to 25 units per acre)

A minimum of 50 percent of the total Precise Plan residential land area shall be developed with small-lot, single-family units and a maximum of 50 percent of the total Precise Plan residential land area may be developed with rowhouse units. Minor deviations from the percentage allocations may be determined to be acceptable if they are needed to achieve a logical and coherent site plan. As of the October 28, 2014 Precise Plan amendment, with the implementation of the 16 new small-lot, single-family homes on the antenna farm site, the 51.6-acre residential land area is 54 percent small-lot, single-family (226 units on 27.7 acres) and 46 percent rowhouse units (468 units on 23.9 acres, which includes an estimated 26 future rowhome units on the as-yet-to-be-fully developed existing five single-family parcels fronting Whisman Road). The public parks were not included in the calculation.

The area known as the antenna farm parcel shall be developed with low-density, small-lot, single-family homes and the five existing parcels fronting Whisman Road shall be developed with medium-density rowhomes.

3. Density

The average density for the entire Precise Plan residential area, not calculated using the area of the public parks, should be 12.0 to 14.5 units per gross acre. As of the October 28, 2014 Precise Plan amendment, with the implementation of the 16 new small-lot, single-family homes on the antenna farm site, the average density for the 51.6 residential acres is 13.4 units per acre (calculated using a total of 694 units, which includes an estimated 26 future rowhome units on the as-yet-to-be-fully developed existing five single-family parcels fronting Whisman Road).

4. Floor Area Ratio

   Floor Area Ratio (FAR) is the ratio of the total floor area (including garages and carports) to the gross site area (including public and private streets, but not including public parks).

   a. For low-density, small-lot, single-family developments, the maximum FAR is 0.50:1.

   b. For medium-density, small-lot, single-family developments, the maximum FAR is 0.50:1, except that a maximum FAR up to 0.60:1 is permitted provided that each unit has a two-car nontandem garage.

   c. For medium-density rowhouse developments, the maximum FAR is 0.65:1.

   d. For high-density rowhouse developments, the maximum FAR is 0.80:1, except that an FAR of 1.00:1 is permitted provided that each unit has a two-car nontandem garage.

5. Height Limit

   a. For small-lot, single-family units, building height shall not exceed 2.5 stories or 25′.

   b. For medium-density rowhouse units, building height shall not exceed 3 stories or 35′.

   c. For high-density rowhouse units, building height shall not exceed 3 stories or 40′.

6. Building Setbacks from Surrounding Streets and Railroad Right-of-Way.

   a. The setback from Central Expressway shall be a minimum of 10′ and an average of 15′.

   b. The setback from the portion of Whisman Road that is used by through traffic shall be equal to the height of buildings adjacent to Whisman Road but not less than 20′.

   c. The setback from Ferguson Drive shall be a minimum of 15′.

d. The setback from the rail right-of-way shall be equal to the height of buildings adjacent to the right-of-way but not less than 20′. Exceptions may be granted for unusual circumstances such as building corners that project into the setback.

7. Other Setbacks

a. Front Setbacks for All Unit Types

(1) The front setback from open common areas and internal streets for all unit types shall be a minimum of 10′ to 15′, depending on the height, massing, and facade detail of the building. Porches may encroach up to 4′ into the front setback provided the porch deck does not exceed a height of 3.5′ above sidewalk grade. The setback is measured from back of nearest sidewalk.

(2) Garages shall be set back a minimum of 5′ from the front facade of the residential structure and a minimum of 20′ from the sidewalk. Garages may be set back 18′ from the sidewalk provided garage doors are the roll-up type. Garage doors must not exceed 50 percent of the linear front elevation.

b. Garage Locations for High-Density Rowhouse Units

Entrances to garages shall be located at the rear of units.

c. Side and Rear Yard Setbacks for Single-Family Units

(1) Side yard separations between single-family units shall be not less than 8′.

(2) Rear setbacks from property lines shall be not less than 15′. For houses with a detached garage at the rear, the setback from the rear property line for the first floor shall be a minimum of 3′, and the setback for the second floor shall be a minimum of 7′.

d. Side and Rear Yard Setbacks for Development on the Antenna Farm Site

On the antenna farm site, the setback from the Municipal Operations Center (MOC) and the adjacent single-family residential area shall be at least equal to the height of the buildings on the antenna farm site that are adjacent to the property lines, but not less than 15'. On the MOC side of the site, a minimum setback of 15' is allowed if there are no private open spaces (such as balconies) on the side of the building facing the MOC. On the railroad right-of-way side of the site, the setback from the property line shall be equal to the height of buildings adjacent to the right-of-way, but not less than 20'.

e. Separations Between Residential Buildings for Rowhouse Units

(1) Separations between buildings facing each other across a street shall be at least equal to the sum of opposing walls.

(2) Separations between buildings in other locations shall be at least equal to one-half the sum of opposing walls. Exceptions may be granted for alleys, short-end walls of buildings and walls without windows.

8. Appurtenances, Modifications, and Accessory Buildings

The Conditions, Covenants, and Restrictions (CC&Rs) for each PC Permit shall establish rules for modifications or additions to principal building structures. The CC&Rs shall also address such accessory structures as fences, trellises, spas, sunshades, and accessory buildings. The Zoning Administrator and the City Attorney shall approve these rules. The CC&Rs shall also specifically state that changes to the CC&Rs require City approval.

9. Parking

a. Each unit shall have a minimum of two private parking spaces, one of which shall be covered. The design of required parking spaces shall generally conform to Section A36.37, "Parking and Loading," of the Municipal Code. The guest parking requirement for all unit types is 0.5 spaces per unit.

b. Each unit shall have at least one enclosed and secure bicycle parking facility (defined as a bike locker, locked room, or enclosure accessible only to owners of bicycles parked within the enclosure). The bicycle parking facility may be part of the storage area required for each unit as set forth in Section IV.B.14.a of this Precise Plan.

c. Fifty (50) to sixty (60) parking spaces for transit users shall be provided near the Whisman Light Rail Station. The parking area shall be constructed concurrent with the construction of the light rail line and shall be maintained by the underlying property owner unless other binding agreements for long-term maintenance are reached. Portions of the parking lot can be incorporated into the street circulation system or developed with parking for the public park as long as there are fifty (50) to sixty (60) transit parking spaces.

d. Public parking spaces shall be provided immediately adjacent to public parks, but space devoted to public parking cannot be counted as part of the dedicated park land required under Section IV.B.12.a of this Precise Plan. Public parking spaces may be shared with transit parking.

10. Site Development

a. The residential area shall appear and function as one community rather than two or more unrelated housing projects. Individually developed projects, as well as areas with different housing types, should be integrated with one another. This can be accomplished, in part, through the use of common streetscape elements, particularly on major roads. These elements include street widths, sidewalks, planter strips, street trees, light standards, building orientation, setbacks, open space, and landscape/ hardscape materials.

b. The residential area shall be open and inviting to the community-at-large and should not give the appearance of a private community or enclave. Perimeter gates, walls, and fences shall not be used except where they are required to mitigate against noise or other environmental impacts.

11. Circulation

a. There shall be a clear hierarchy of streets and pedestrian paths within the development consisting of:

(1) Minor streets and alleys, the primary purpose of which is to provide access to individual units;

(2) Collector streets which channel traffic from local streets to major streets but can also provide access to individual units; and

(3) Major public and private streets, which provide direct access into the site and link perimeter streets with major destinations but can also provide access to individual units.

b. All streets that are not public shall be publicly accessible with the exception of alleys and courtyards.

c. Major Streets

(1) Major Dedicated Public Streets

Three major public streets are required:

- A major public street from Whisman Road to the rail station;

- A major public street from Whisman Road to the public park on the east side of the railroad right-of-way; and

- A major public street from Ferguson Drive to the public park on the east side of the railroad right-of-way.

The right-of-way for the two major streets connecting with Whisman Road shall be 56' to 60' wide, and the major street connecting with Ferguson Drive shall be narrower. All three streets shall include sidewalks and planter strips on both sides of the street. Streets may be required to have parking, bike lanes, or routes depending on the location within the Precise Plan area.

(2) Major Private Streets

One or two major private streets connecting the two major public streets on the east side of the railroad right-of-way are required in the environs of the public park.

The right-of-way of the major private streets shall include sidewalks and planter strips on both sides unless there are equivalent landscaping and walkways immediately adjacent to the street within the park. The major private streets may or may not have on-street parking. The streets will be narrower than the public streets in order to increase neighborhood interaction and inhibit speeding.

d. Collector Streets

There shall be one or more collector streets serving each of the individual areas or neighborhoods. Collector streets shall be distinguished from local streets by greater width and other design features. Collector streets shall have sidewalks and planter strips on both sides. They may or may not have on-street parking.

e. Local Streets and Alleys

Local streets and alleys shall provide clear, safe access to individual units. Local streets (those with housing units fronting on them) shall have sidewalks and planter strips on both sides. They may or may not have on-street parking. Alleys (paved areas, the primary purpose of which is to provide access to garages) need not have sidewalks.

f. The residential street system shall be simple, memorable, and direct, providing visual connections to parks, public areas, and other special features. Circuitous routes should be avoided.

g. All streets and alleys shall be designed to meet fire and safety requirements, and the pavement and substructure shall be constructed to the standards for public streets serving comparable purposes.

h. Pedestrian routes should be located along streets and provide clear connections between parks, the rail station, the Whisman neighborhood, and adjacent land uses. Sidewalks shall be

separated from the street by trees and a planter strip to make them more pleasant.

i. Driveway cuts should be minimized along major streets to encourage pedestrian use. Where possible, alley access to rear garages or underground parking is encouraged.

j. Developers of property adjacent to the railroad right-of-way shall work with the Transportation Agency (the owner) on the design of any landscaping or improvements and on maintenance of the right-of-way. It is the intent that an urban trail be constructed parallel to the railroad tracks between the southernmost road crossing the tracks to the northern boundary of the Precise Plan (see map) at such time as the light rail is built. Proposed trail improvements include a 10' wide, lighted, landscaped, paved bicycle and pedestrian trail along the right-of-way. The portions of the trail within the existing rail right-of-way are not part of the required 50 percent open space described in Section IV.B.12.b of this Precise Plan.

12. Public Parks and Other Open Space

a. Public Parks

At least two central open spaces (one on either side of the railroad right-of-way) shall be dedicated as public park for a total of 2.0 to 3.0 acres. Public parks shall be developed to City of Mountain View standards. Public parks shall be easily accessible to people within and outside of the Precise Plan area. Some of the public park land should be located close to the transit station to reinforce the station as a focal point of the community.

b. Private Common Open Area

A minimum of 45 percent of each PC Permit area (exclusive of the public parks) shall be devoted to general open areas (e.g., landscaped setbacks and parkways, paseos, recreational facilities) and private amenity areas (e.g., decks, private yards) at ground level. Hard surfaces such as pool decks, sidewalks, and private patios can be counted towards this open space requirement as long as they do not exceed one-third of the required general open space.

c. Private Recreation Open Area

Out of the total required Private Common Open Area in Section IV.B.12.b above, there shall be sections of Private Recreation Open Area designated and designed for active and passive use in common and for neighborhood viability.

On the east side of the railroad right-of-way, there must be at least 2.0 acres of Private Recreation Open Area consisting of at least two central open spaces for active recreation. Each of the two central active recreation open spaces shall be at least 0.5 acres, except that central active recreation open spaces of at least 0.33 acres may be approved if they are exceptionally well located, maximize public visibility, provide usable recreation space, and are of high quality. Other Private Recreation Open Area must be at least 6,000 square feet in size to count toward the 2.0-acre requirement and may be designed for passive use.

On the west side of the railroad right-of-way, there must be at least 1.5 acres of Private Recreation Open Area consisting of at least two central open spaces for active recreation. Each of the central active recreation open spaces shall be at least 0.5 acres, except that central active recreation open spaces of at least 0.33 acres may be approved if they are exceptionally well located, maximize public visibility, provide usable recreation space, and are of high quality. Other Private Recreation Open Area must be at least 6,000square feet in size to count toward the 1.5-acre requirement and may be designed for passive use.

For each PC Permit approved after the initial approvals (granted in 1996), there shall be Private Recreation Open Area in the amount of 300 square feet per unit with at least one area of common active recreation open space per PC Permit. This required Private Recreation Open Area may contribute towards the required 45 percent Private Common Open Area, as set forth in Section IV.B.12.b above.

d. Private Unit Open Area

(1) For low-density, small-lot, single-family units, each unit shall have a private yard area of at least 400 square feet with minimum dimensions of not less than 15'.

(2) For medium-density, small-lot, single-family units, each unit shall have a private yard with minimum dimensions of not less than 15′.

(3) For medium-density rowhouses, at least 50 percent of the units shall have private yards with minimum dimensions of not less than 10′.

(4) For high-density rowhouses, each unit shall have a minimum of 100 square feet of private open space in a yard, deck, porch or balcony, or a combination of these areas.

This required Private Unit Open Area may contribute towards the required 45 percent Private Common Open Area, as set forth in Section IV.B.12.b of this Precise Plan. Private deck areas above grade are allowed but may not count toward the required 45 percent Private Common Open Area.

13. Landscaping

a. Landscaping shall be designed to enhance the distinctive identity and image of the project as a whole.

b. Every effort shall be made to incorporate existing and unique Heritage trees into the site design.

c. A landscape plan, which presents a comprehensive, coordinated approach to the site and includes the light rail trail, shall be submitted for approval for each project.

d. Landscaping shall be used to buffer residential units from industrial buildings, parking lots and accessory facilities, the rail line, and heavily trafficked streets.

e. Landscaping shall be used to accentuate the key pedestrian connections.

f. Street trees shall be closely spaced, generally no more than 20′ to 30′ (on center) between trees (depending on tree species).

g. The landscaping for the public parks and station area and the landscaping for the private residential areas shall complement

one another; yet the public areas should be sufficiently different in design and choice of plant materials and fixtures so as to be clearly identifiable as public facilities.

h. Utilities such as water and sewer laterals and other facilities shall be adequately separated from street trees.

i. Particular attention will be given to the texture, pattern, and detailing of hard landscape surfaces, including those in public streets. Use of high-quality paving materials, including brick, granite, interlocking pavers, etc., shall be used in appropriate portions of pedestrian and vehicular areas.

j. All surface parking lots shall be screened from view from public streets by landscaping, mounding, decorative fences or walls, or a combination thereof, to a general height of 3' from the top of curb.

k. Within parking lots, large-scale trees shall be planted in landscape strips or tree wells at a minimum spacing of one tree for every three cars along the row and with landscaped islands projecting into the lot approximately every tenth space to provide a canopy and obscure these areas from view.

l. Broad expanses of paving or other hard surfaces such as alleys and courtyards should incorporate trees and shrubs that provide sufficient shade and cooling to reduce the light, glare, and heat reflected from the paved surfaces.

14. General

a. Each unit shall have at least 80 square feet of enclosed bulk storage area (typically in the garage area).

b. All roof equipment shall be screened on all sides and shall be integrated architecturally in the building design.

c. Air conditioning units are prohibited in front yards and pedestrian areas. Where they are installed, they must be screened on all sides, and their noise must be muffled.

d. Recycling containers shall be included in the residential and commercial design plans.

e. The residential homeowners associations within the Precise Plan shall each designate a person to serve as a liaison to the other property owners or homeowners associations. The purpose of the liaisons is to provide clear communication links between the occupants of the industrial and residential areas and to help resolve problems and conflicts that may arise. The requirement to designate a liaison shall be placed in the CC&Rs for the homeowners associations. The requirement to designate a liaison shall be a condition of project approval for any new industrial project and shall be included in grants of easements to the extent that it is feasible.

15. Signs

a. Residential

(1) Signs for residential uses shall be subject to the provisions of Article A36.38, "Signs," of the Municipal Code, unless otherwise provided for in this Precise Plan.

(2) There may be a single, freestanding identification sign at the Whisman Road entrance (the one closest to Central Expressway) and at the Ferguson Drive entrance to the residential portion of the site. Each sign, if provided, shall incorporate the names and identity logos (if there are such logos) of each individual residential project. The sign face shall be a single integrated design, but the typeface and logos may be different. The aggregate sign area for each of the two signs shall not exceed 50 square feet. If there is only one residential project, the aggregate sign area for each of the two signs shall not exceed 25 square feet.

(3) Directional signs to the public parks shall be placed at the three public entrances to the residential area. These directional signs shall not be included in the calculation of allowable sign area under Article A36.38, "Signs," of the Municipal Code.

b. Commercial

Signs for retail or personal service uses shall generally be consistent with the provisions of Article A36.38, "Signs," of the Municipal Code (Commercial-Neighborhood District).

C. DESIGN GUIDELINES FOR RESIDENTIAL AREA

1. Building Type, Orientation, Design, and Quality

a. Typically, both sides of a public street should have buildings of similar scale and building pattern. Changes in building type should generally occur at half-block, not across a street. Stepback provisions will be used to mitigate impacts of building scale changes across a street.

b. Buildings should be oriented to the major streets, parks, and rail station. Building facades shall typically follow the street geometry and front onto them with formal entries and stoops.

c. To avoid the appearance of a large, monotonous development and to foster the character of a neighborhood with a sense of place rather than a project, the design of buildings shall vary to respond to the different settings of the site. For example, buildings which front on major roads may have a more formal architectural expression than buildings which face garden courtyards or alleys where a more informal kind of architectural expression may be more appropriate.

d. Long walls should be avoided. Buildings should not include more than 8 to 10 joined rowhouse units. In addition, the development should include a variety of building sizes (some with fewer rowhouse units and some with more) up to the maximum of 10 joined units.

e. Techniques such as varying architectural elements between units (e.g., roof shape, window shape, stoop detail, railing type) and varying the color (within a harmonious palette of colors) of each individual module are encouraged to create distinctions between buildings.

f. To provide interest and variety in the single-family unit areas, at least two different site configurations (such as clusters of homes around a private courtyard and traditional site plans with homes facing the street) should be used.

g. Building design must avoid large, blank, or monotonous surfaces. Rather, the design should include sufficient detailing, texture,

color differentiation, and three-dimensional articulation to create appropriately scaled, interesting structures. Special architectural features that relieve flatness of facade (such as recessed windows, architectural trim, bay windows, window boxes, dormers, entry porches, etc.) are important.

h. The design style of the buildings shall draw on the architectural heritage of the local area. Over-stylized designs, including those which exaggerate the size of entry, features, and roofs, which are not characteristic of Mountain View are discouraged.

i. Building materials and design shall be of long-lasting quality in order to create a high-quality living environment that holds its value over time. Building materials shall be high quality and durable with a minimum life span of 50 years for siding and 30 years for roofing. Examples of such materials include brick, stone, or stucco for siding; tile or metal for roofs; and metal for balconies. Construction drawings and construction techniques shall demonstrate high-quality detailing and use of materials.

j. Special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized, architects is essential.

k. The design and orientation of development on the antenna farm parcel should minimize views of the MOC.

l. Low-density rowhouses adjacent to single-family houses shall be designed and oriented so as to protect the privacy of the single-family houses.

m. The building materials and detailed project design of the development on the antenna farm parcel shall be compatible with the architectural character of the adjacent Kaufman & Broad development. The project should incorporate: (1) a change of material at the building base; (2) recessed windows; (3) wood details for the balconies, window, and porches; and (4) flat roof tiles.

2. Project Orientation

To provide the greatest sense of connection between the new housing development within the Precise Plan area and the existing Whisman

neighborhood, individual projects should maximize frontage on Whisman Road, including having units fronting on Whisman Road, if feasible.

3. Station Area

The station area parking and drop-off area should incorporate space for a kiosk or nonmotorized mobile pushcarts to serve transit users, residents, and employees. This does not include designated space for vendors operating from motorized vehicles or mobile canteens.

V. ADMINISTRATION

All major developments within the Whisman Station Precise Plan area shall be subject to approval by the City Council, per Section A36.22, "Planned Community or P District," of the Municipal Code.

Once a major project has been approved by the City Council, uses that are identified as provisional uses within the Precise Plan, building expansions and modifications, and sign program changes may be granted by the Zoning Administrator after appropriate public hearings.

Sign programs, specific signs, minor site changes, building alterations, including building material changes, and changes in use which are in conformity with the Precise Plan, may be authorized through the Development Review process.

Buildings and uses that become nonconforming by virtue of rezoning to the P (Planned Community) Zone and adoption of this Precise Plan shall be subject to Section 36.29, "Nonconforming Uses and Nonconforming Structures," of the Municipal Code.

VI. CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the Mitigation Measures specified in the 1996 Whisman Station Environmental Impact Report, as well as the 1999 and 2005 Mitigated Negative Declarations, as appropriate to the application. Those Mitigation Measures are attached and grouped according to each document.

MITIGATION MEASURES
FROM THE 1996 WHISMAN STATION PRECISE PLAN
ENVIRONMENTAL IMPACT REPORT

The following discussion of the project findings complies with Section 15091 of the California Environmental Quality Act (CEQA), which states that: "No public agency shall approve or carry out a project for which an Environmental Impact Report (EIR) has been completed which identifies one or more significant environmental effects of the project, unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding."

The City of Mountain View, as lead agency under CEQA, prepared and certified a Final EIR for the original Whisman Station Precise Plan (Resolution No. 15926, adopted February 13, 1996) and related General Plan land use map amendments and zone changes for the 75-acre site located north of Central Expressway, between State Route 237 and Whisman Road. The site is bordered on the north edge by the City's Municipal Operations Center (Assessor's Parcel No. 160-52-007) and industrial development at 420 Ferguson Drive (Assessor's Parcel No. 16-60-007). The EIR evaluated redevelopment of the area with a mix of residential, industrial, and transit-related uses. The number of residential units evaluated (890) is greater than the number ultimately approved for the original Precise Plan (about 550). The Final EIR identified 40 significant environmental effects resulting from the proposed project and determined that each of them could be mitigated to less than significant levels. All of the significant environmental effects are listed below, with an explanation of how each will be mitigated, and a finding as to the significance of the effect after mitigation (impacts were consecutively numbered within each category, but those not needing mitigation were eliminated). Three additional impacts are included that were not determined to be significant. However, Mitigation Measures are included that would further reduce the impact. These findings are supported by substantial evidence provided in the Whisman Precise Plan EIR.

LAND USE AND RELATIONSHIP TO PLANS

LAND-5

Impact: The relationship of the new residential uses to existing industrial uses that would remain on the GTE site could lead to an incompatible mix of land uses.

Mitigation: This impact can be mitigated by the inclusion of standards in the Precise Plan to address the relationship of industrial uses to residential uses. This would include the prohibition of unenclosed

industrial uses adjacent to residential development. The Precise Plan would require opaque masonry or solid wood fencing 7' high between industrial and residential uses.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level since the separation would reduce potential visual and noise impacts. It would also eliminate traffic conflicts between residential and commercial uses.

POPULATION, HOUSING AND EMPLOYMENT

HOUSING-2

Impact: The proposed project, which would provide housing units in the moderate-income range, may not provide an adequate range of affordability and tenure types to meet the needs of the City's population.

Mitigation: The housing developers shall include information in their marketing program about first-time homebuyers assistance programs available from the City and County to make the purchase of a home more affordable for those households interested in moving up from rental housing to owner-occupied housing.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less than significant level since it would provide opportunities to meet the needs of the City's population.

TRAFFIC AND CIRCULATION

TRAFFIC-4

Impact: Residential uses proposed by the project would introduce demand for local transit service to serve noncommute access needs.

Mitigation-4-A: While local transit needs may ultimately be served by the light rail transit (LRT), it is recommended that the Santa Clara County Transportation Agency consider modifications to the existing Route 20 to better serve the changing needs of the Precise Plan area. After completion of the LRT, this route would provide feeder service to the LRT station in the Precise Plan area.

Mitigation-4-B: GTE should build and maintain the parking lot for the LRT station in order to encourage transit ridership and to reduce vehicle trips related to new development.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed improvements would encourage transit ridership.

TRAFFIC-5

Impact: While a limited number of elementary school students will be generated by the project (approximately 40), the amount of pedestrian traffic in the area will increase. An additional traffic signal may be needed to safely cross pedestrians. The design of internal site circulation will affect pedestrian access to Whisman Road as well as the proposed LRT tracks.

Mitigation-5-A: In order to mitigate the public concern regarding the safe crossing of Whisman Road by the school-age children from the project, a traffic signal needs to be installed by the Precise Plan developments. The most appropriate location for a traffic signal would be at the intersection of Whisman Road and Gladys Avenue. Slater Elementary School is located adjacent to this intersection. A traffic signal at this intersection would also provide appropriate distance from the existing traffic signals.

Mitigation-5-B: The project site plan shall provide for connection of the bike lane on Whisman Road and internal pedestrian walkways to the proposed bicycle/pedestrian path along the LRT tracks.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed improvements protect pedestrians from traffic.

TRAFFIC-7

Impact: The revision of the City's General Plan and general traffic growth in the surrounding area will add traffic to the Ellis Street ramp intersections with U.S. 101. Traffic demand at these intersections is expected to exceed capacity in 2010.

Mitigation: When the traffic conditions at the two Ellis Street ramp intersections with U.S. 101 meet the Caltrans standards for traffic

signals, traffic signals should be installed. The City should monitor traffic conditions at these intersections on a regular basis to determine when the Caltrans warrants are met.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed improvements would improve the intersection capacity.

TRAFFIC-8

Impact: There could be traffic safety impacts at the public pedestrian and vehicular crossing of the tracks since the crossing will be a public crossing with the LRT and occasional freight usage.

Mitigation: The Public Utilities Commission (PUC) requires safety improvements for any public crossing of a rail right-of-way. In order to operate safely, there will need to be traffic controls at the pedestrian and traffic crossing of the LRT tracks. Two crossings of the tracks have been suggested within the Precise Plan area. As part of the construction of the LRT, the safety improvements would be constructed. The Precise Plan should provide adequate, safe waiting areas for bicyclists and pedestrians at these LRT crossings.

The PUC of the State of California approved the Santa Clara County Transit District Application 95-01-047, authorizing the construction of a public at-grade crossing to replace the existing private at-grade crossing at First Street (a private street west of the Whisman LRT Station). The development projects adjacent to the crossing must comply with the PUC requirements.

Until the LRT is constructed, safety controls should be installed at the rail crossing prior to any occupancy of residential units.

The Santa Clara County Transit District withdrew its application authorizing construction of a public at-grade crossing at Third Street, a private street east of the Whisman LRT. The PUC noted that since the Third Street crossing was to remain private, the crossing did not require PUC approval. The Commission's policy is that a private crossing is a matter to be negotiated between the private road owner and the railroad. GTE will have to negotiate with the Transit District for the crossing. The Transit Agency has included this private at-grade crossing in their Whisman LRT Station construction plans.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed improvements would protect pedestrians at the LRT crossings.

AIR QUALITY

AIR-1

Impact: Construction activities such as demolition, excavation and grading operations, construction vehicle traffic, and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. Construction activities are a source of organic gas emissions. Solvents in adhesives, nonwater-base paints, thinners, some insulating materials, and caulking materials would evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when, and if, underlying soils are exposed to the atmosphere.

The effects of construction activities would increase dustfall and locally elevated levels of PM-10 downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties, particularly when construction activities would be located along the Whisman Road frontage of the site. Construction dust is considered to represent a potentially significant localized and temporary impact.

Mitigation: The severity of construction impacts can be reduced to a level that is less than significant through application of Mitigation Measures. Conditions of approval should include the following requirements of construction activities:

- Suspension of dust-producing activities during periods of high winds when dust control measures are unable to avoid visible dust plumes.

- During the dry season (May through October), provide equipment and staffing for watering of all exposed or disturbed soil surfaces at least twice daily, including weekends and holidays.

- Require daily cleanup of mud and dirt carried onto paved streets from the site.

- Any fine materials transported by truck will be covered or wetted down to control dust.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed conditions would reduce the amount of construction dust to an acceptable level.

AIR-3

Impact: New traffic generated by the project and new residences would increase regional emissions.

Guidelines for the evaluation of project impacts issued by the Bay Area Air Quality Management District (BAAQMD) consider emission increases of ozone precursors and other regional pollutants to be significant if they exceed 150 pounds per day. Based on this criterion, the project would have a significant impact on regional air quality.

Mitigation-3-A: The following mitigation strategies should be applied to the project to reduce overall traffic generation:

- Use site planning to orient development toward the rail transit station.

- Design and construct the portion of the bicycle and pedestrian light rail trail which passes through the site.

- Provide convenient access to the regional bicycle trail system along Central Expressway, Middlefield Road, Whisman Road, and the planned light rail trail.

- The project should include physical improvements, such as well-lit pedestrian/bicycle paths and bicycle parking, for all uses that would act as incentives for pedestrian and bicycle modes of travel.

- Comply with the BAAQMD Trip Reduction Rule or other similar actions which require the use of alternative transportation modes to reduce traffic.

Mitigation-3-B: The following measures to reduce residential emissions should be incorporated into the project:

- The impact of residential fireplace emissions of PM-10 and other pollutants on local air quality can be reduced by restricting the number of fireplaces in residences to one per unit (to ensure that wood-burning is not the primary source of space heating) and requiring installation of EPA-certified wood stoves or fireplace inserts. In addition to being more thermally efficient than fireplaces or standard wood stoves, EPA-certified wood stoves and fireplace inserts reduce emissions by 70 percent to 90 percent.

- Require outdoor outlets at residences to allow use of electrical lawn and landscape maintenance equipment.

- Make natural gas available in residential backyards to allow use of natural gas-fired barbecues.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less than significant level because the adoption of the above measures would have the potential to reduce the regional impacts of the project by perhaps 15 percent. This reduction would be sufficient to reduce the project's regional emissions of ROG to below 150 pounds per day, reducing the project's impact to a level that would be less than significant.

NOISE

NOISE-1

Impact: Portions of the proposed residential development may be exposed to a DNL exceeding 65 dB(A).

Based on the City's standards of significance, future residential development exposed to a DNL of 65 dB(A) or greater would be significantly affected by noise. This would primarily occur in the southern portion of the site along Central Expressway.

Mitigation-1-A: Major outdoor use areas (pools, parks, and recreation facilities) shall be located outside the DNL 65 dB(A) contour. If they are to be located inside this contour, acoustical shielding shall be provided to reduce the noise level. This could be accomplished through the use of a noise barrier along the property line or locating the outdoor use area behind a project building such as a garage or other nonsensitive building.

Mitigation-1-B: New multi-family housing projects shall be required to meet the State of California's DNL 45 dB(A) indoor noise standard. This will require sound-rated construction (windows and doors) for buildings located adjacent to the major roadways and the LRT. The City shall require acoustical reports on a project-by-project basis showing Mitigation Measures that have been included in the design to meet the noise standard. It should be noted that the noise contours in Figure 12 are for ground-level receivers. Upper floors of residential buildings may be exposed to higher noise levels, especially near elevated roadways such as State Route 237 and Whisman Road. The applicant shall coordinate the construction of sound walls along the Central Expressway frontage with the County of Santa Clara Roads and Airports Department.

Mitigation-1-C: The developer should provide full disclosure of potential noise sources (including the LRT and freight trains) to future residents of the project.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed improvements would reduce noise levels to less than DNL 65 dB(A).

NOISE-2

Impact: On-Site Mechanical Equipment: The electrical transformer at the DM Group Building and the inflator fans at the GTE Antenna Farm are generating noise at proposed residential property lines which exceed the City of Mountain View Noise Ordinance limits of 50

dB(A) at night and 55 dB(A) during the daytime. These noise sources would impact the new residential uses.

Mitigation-2-A: These noise sources must be attenuated to meet the City of Mountain View Noise Ordinance standards. It is likely that the transformer noise at the DM Group Building would meet the nighttime noise standard at the proposed residential with a barrier or partial enclosure.

Mitigation-2-B: The noise level at the proposed residential property line near the GTE Antenna Farm is 20 dB(A) greater than the nighttime noise standard. This amount of noise reduction is impractical to achieve with a noise barrier. Coordination with GTE will be required to apply noise reduction at the source.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed noise reduction would attenuate the noise source to meet the City of Mountain View Noise Ordinance standards.

NOISE-3

Impact: MOC/Fire Station–Training Center: Noise exposure from the public facilities to the north of the project is not expected to exceed a DNL of 65 dB(A) at the proposed residential land use. Therefore, this is an insignificant impact.

Mitigation: No mitigation is required. However, future residents/owners should be made aware through "full disclosure" of the nature and frequency of noise-producing activities at the Fire Station/training center and MOC.

Finding: Implementation of the Mitigation Measure described above would inform residents of potential noise exposure from the MOC.

NOISE-5

Impact: Construction Noise: It is likely that the demolition/construction of industrial buildings on the industrial portions of the site would be conducted before residential buildings are completed. However, the construction of the Tasman LRT would be conducted after residents have moved in. As a result, there are potentially significant temporary noise impacts associated with this

construction. At this time, the precise construction methods and equipment are not known.

Mitigation: The City and project developers shall implement the following measures to reduce temporary construction noise impacts:

- Limit construction demolition activities to daytime hours (7:00 a.m. to 5:00 p.m.), with no construction on Sundays and holidays.
- Notify nearby residences of planned construction activities.
- Use appropriate mufflers for all diesel equipment.
- Locate stationary noise-generating equipment, such as generators and compressors, as far as possible from residential receivers.
- To the extent possible, disclose anticipated construction and demolition activities to potential residents and buyers of new residential buildings.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed restrictions would limit construction to daytime hours.

NOISE-7

Impact: Construction Noise: The existing single-family residences along the east side of Whisman Road, north of the private street called First Street, would be exposed to noise from the construction of the residential portion of the project. This is a potentially significant temporary noise impact.

Mitigation: This impact can be reduced to a less-than-significant level by using methods similar to those described for Impact 5.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level because the proposed restrictions would limit construction to daytime hours.

PUBLIC HEALTH AND SAFETY

HEALTH AND SAFETY-1

Impact: Construction workers may be exposed to hazardous materials during grading, excavation, and construction activities.

The extent and concentration of volatile organic compounds (VOCs) in soils at the site has been characterized by numerous investigations. There is a potential for discovering additional soil contamination at the site; however, the soil sampling and soil vapor investigations conducted at the site to date suggest that further discoveries are unlikely. The health risk assessments completed for the Precise Plan area did not address whether contaminated soils and groundwater present a health risk to workers when exposed. In addition to general grading and excavation activities, contaminated soils may be encountered during excavation of utility trenches, swimming pools, landscaping, or other below-grade activities. During construction activities, groundwater monitoring and extraction wells and piping associated with the treatment system may be encountered and damaged, potentially exposing workers to contaminated water.

According to the City of Mountain View General Plan, contaminated soils are required to be cleaned up before the site is redeveloped. Thus, development in areas identified as requiring soil remediation would be postponed until cleanup is completed. Unaffected areas could be developed assuming that development activities would not interfere with nearby cleanup activities.

Mitigation-1-A: A site health and safety plan shall be developed for construction workers prior to project construction. The plan shall include: (1) the identification of areas of known soil contamination and any training requirements and safety procedures for performing work near those areas; (2) the locations of all groundwater well heads and piping associated with the treatment system and procedures for identifying, marking, and protecting these objects during field work in areas where they are located; (3) procedures to be undertaken in the event that unknown contamination is discovered; and (4) emergency procedures and responsible site personnel. The plan shall be prepared and signed by a certified industrial hygienist. The human health risk assessments prepared for the project shall be amended to include health risks to workers

who may be exposed to contaminated soil and groundwater. The assessment shall evaluate potential acute impacts resulting from dermal contact, inhalation of VOCs, and incidental ingestion. The results of the risk assessments shall be used by the industrial hygienist to determine appropriate safety measures for ensuring worker safety when working at or near affected areas. This Mitigation Measure would reduce the impact to a level of insignificance.

Mitigation-1-B: A certified industrial hygienist and/or other environmental consultant must inspect the initial construction of public facilities (including underground utilities and streets) to certify that the construction was done in compliance with the health and safety plan, that contaminated materials encountered were handled and disposed in accordance with the plan and applicable laws, and that any contaminated soil must not be reused for trench backfill. The applicant shall test for unknown or suspected contaminants during grading. There shall be one test per each 1,600 cubic yards (1' depth over one acre). For each positive test, the contaminated area must be treated or disposed of in accordance with California EPA criteria.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level because the proposed health and safety plans would protect workers from hazardous materials.

HEALTH AND SAFETY-2

Impact: Hazardous materials may be released as a result of an accident or upset conditions.

Hazardous materials are being transferred from existing buildings proposed to be demolished to other GTE facility buildings in preparation for site redevelopment. Also, hazardous materials would be brought onto the Precise Plan area during construction activities (i.e., fuels, paints). Groundwater extraction would generate contaminated groundwater. Accidental releases of these materials may occur, potentially impacting public and environmental health. The following Mitigation Measures would further reduce this impact to a level of insignificance.

Mitigation-2-A: Contractors shall develop a plan for handling potentially hazardous materials at the Precise Plan area during project construction. The plan shall specify types, quantities, containment, temporary storage areas, and emergency spill response procedures. The plan shall be reviewed and approved by the Mountain View Fire Department prior to project construction. The developer and all construction contractors shall comply with Cal/OSHA safety requirements and with all current laws and regulations pertaining to the use, storage, and disposal of hazardous materials and releases of potentially hazardous materials.

Mitigation-2-B: Construction activities shall not interfere with ongoing and proposed soil and groundwater remediation and monitoring activities at the Precise Plan area. The U.S. Environmental Protection Agency (EPA) shall be provided construction plans for development in areas where wells, piping, or other objects associated with site cleanup and monitoring activities are located. The EPA shall make a determination as to whether the proposed construction activities would adversely affect the remediation and monitoring activities at the project by limiting access to system components such as wells and piping. The EPA shall approve the abandonment and relocation of wells affected by site redevelopment.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level because the proposed Mitigation Measures would protect workers from the release of hazardous materials.

HEALTH AND SAFETY-3

Impact: The project would attract additional people to residential areas constructed adjacent to industrial areas and potentially expose them to hazards associated with industrial land use. This is a potentially significant impact.

The portion of the project proposed for residential development would increase the population living adjacent to industrial areas, which manage hazardous materials, including toxic gases. Many controls have been implemented that would reduce the likelihood for hazardous materials incidents to occur and affect the public. However, the nearby presence of hazardous materials and toxic gases presents an inherent risk.

Mitigation-3-A: The City of Mountain View requires a 1,000' buffer between sensitive facilities, such as day care and industrial land uses, which use extremely hazardous materials.

Mitigation-3-B: During their review of business plans, the Mountain View Fire Department shall evaluate whether emergency response plans for nearby industrial facilities adequately address emergencies that may affect future residents at the Precise Plan area, paying particular attention to the coordination of evacuation plans from individual facilities. The Fire Department will evaluate business plans to ensure that no extremely hazardous materials are used at industrial facilities within the Precise Plan area. The applicant shall develop and make available an evacuation/emergency response plan. This plan shall be reviewed by the Fire Department and made available to the residents of the Precise Plan area. The plan will include a summary of potential hazards associated with residing in the vicinity of industrial land uses and provide appropriate responses to potential incidents. The plan shall be updated as needed at the discretion of the Fire Department. A copy of the most current plan shall be provided to future residents by the seller of the residential property as part of, and referred to in, the Covenants, Conditions, and Restrictions (CC&Rs) document for the residential developments within the Precise Plan area.

Mitigation-3-C: The Precise Plan will prohibit the use of all extremely hazardous materials at industrial facilities within the Precise Plan area.

Mitigation-3-D: Establish evacuation process in coordination between industries and residential projects and require future residents to be informed of the plan.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level because the proposed measures would reduce the potential exposure to hazards associated with industrial use.

HEALTH AND SAFETY-4

Impact: The presence of chemical compounds may adversely affect the health of future site users.

Mitigation: The cancer risk during construction, during remediation, and following completion of remediation shall not exceed $1x10^{6}$.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level because the cancer risk during construction and during and after remediation would not exceed $1x10^{6}$.

GEOLOGY, SOILS AND SEISMICITY

GEOLOGY-1

Impact: Structures and pavements within the Precise Plan area could sustain damage from differential settlement due to weak or expansive soils.

The soils underlying the Precise Plan area have been identified as having moderate shrink/swell potential. Structural damage may occur if the potential for ground settlement and expansive soil are not adequately considered in the foundation design and building load calculations. Settlement can also cause warping and cracking of roads and sidewalks, and rupture utility lines.

Mitigation: All foundations and other improvements (i.e., roads, driveways, utilities) shall be designed by a licensed professional engineer based on site-specific soil investigations performed by a California Certified Engineering Geologist or Geotechnical Engineer to ensure the suitability (especially considering expansive soils) of the subsurface materials for adequately supporting the proposed structures. All recommendations from the engineering report shall be incorporated into the project.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level because proper implementation of the Mitigation Measure would reduce the potential for damage from differential settlement due to weak or expansive soils.

GEOLOGY-2

Impact: Strong ground shaking during seismic events could cause damage to structures and improvements, and injuries and/or fatalities to the occupants of the project.

Strong ground shaking is expected to occur in the Precise Plan area in the event of a maximum credible earthquake occurring on the active or potentially active faults in the region. This is based on proximity to regional faults and the soil conditions at the Precise Plan area.

The probability of severe damage to property, injuries, and loss of life resulting from an earthquake in the region is high. The CEQA Guidelines for the City of Mountain View recognize the exposure of people and structures to major geologic hazards to be a significant impact. However, under the existing condition, the site could be occupied by up to 4,000 employees (the full occupancy of the existing commercial/industrial structures). Under the proposed project, total residential occupancy is estimated to be 1,985 people (if 890 units were built as evaluated in the EIR). Therefore, the project would result in a net reduction in the number of people potentially exposed to seismic hazards, particularly if the earthquake were to occur during typical working hours. Furthermore, modern residential structures typically perform better than older, larger commercial/industrial structures in severe earthquakes.

Occurrence of earthquakes in the region cannot be controlled. Proper building practices and earthquake preparedness can reduce damage, injuries, and loss of life but cannot fully mitigate the seismic hazard. However, since the proposed project would not result in drawing more people to a zone of high seismic hazard, this impact is considered less than significant with the above mitigation.

Mitigation: Geotechnical investigations for the areas to be redeveloped should provide design criteria that would minimize impacts associated with strong ground shaking during an earthquake. All structures, roads, and utility lines should meet or exceed design criteria of the 1994 Uniform Building Code (UBC).

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level because proper building practices and earthquake preparedness can reduce damage, injuries and loss of life.

GEOLOGY-3

Impact: Soils exposed during grading and excavation activities could be subject to erosion.

Soils eroded by stormwater runoff could affect water quality in Stevens Creek and the San Francisco Bay. Deposition of sediments in the downstream culverts and storm sewer components could reduce the capacity of storm drainage systems, resulting in localized flooding.

Mitigation: A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented that incorporates Best Management Practices (e.g., silt fencing, hay bales, detention basins) to reduce soil erosion during construction of the project.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level because the Stormwater Pollution Prevention Plan would reduce soil erosion during construction of the project.

FLOODING AND DRAINAGE

HYDROLOGY-1

Impact: Construction activities and postconstruction site uses could result in degradation of water quality in nearby surface water bodies by reducing the quality of stormwater runoff.

Construction and grading would require temporary disturbance of surface soils and removal of vegetative cover. During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entertainment of sediment in the runoff. Soil stockpiles and excavated areas would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation in water courses at or away from the project area. The accumulation of sediment could result in blockage of flows, potentially resulting in increased localized ponding or flooding. Sediment-laden runoff entering creeks and rivers would reduce water quality in these drainages.

The potential for chemical releases exists at most construction sites. Once released, substances such as fuels, oils, paints, and solvents could be transported to nearby surface waterways and/or groundwater in storm water runoff, wash water, and dust-control water, potentially reducing the quality of the receiving waters.

Construction of new or improved roadways and parking areas would result in increased vehicle use and potential discharge of associated pollutants. Leaks of fuel or lubricants, tire wear, and fallout from exhaust contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to receiving waters. Landscaping maintenance may involve the use of fertilizers, herbicides, and pesticides. Residues of these substances could be incorporated into the runoff from the site.

Mitigation-1-A: Water quality runoff is regulated by the Federal National Pollution Discharge Elimination System (NPDES) Program (established by the Clean Water Act). The program objective is to control and reduce pollutants to water bodies from nonpoint discharges. The program is administered by the California Regional Water Quality Control Boards. The San Francisco Bay Regional Water Quality Control Board (RWQCB) issues NPDES nonpoint source permits for discharges to water bodies in the San Francisco Bay region for municipalities and major industries.

Mitigation-1-B: A Stormwater Pollution Prevention Plan (SWPPP) must be developed and implemented for each site covered by the general permit. An SWPPP should include Best Management Practices (BMPs) designed to reduce potential impacts to surface water quality through the construction and life of the project.

An SWPPP should be prepared that, when properly implemented, would reduce or eliminate impacts to surface water quality from all phases of the project. Required elements of the SWPPP include:

- Construction Stormwater Management Controls. These would include practices to minimize the contact of construction materials and equipment with stormwater. The SWPPP should include specific requirements that earthmoving equipment not be operated within an active creek channel. Operation of equipment near creeks should be strictly limited.

- Erosion and Sediment Control. BMPs designed to reduce erosion of exposed soil may include, but are not limited to, soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins.

- Postconstruction Stormwater Management. This refers to measures taken to prevent stormwater pollution associated with postconstruction activities at the developed site. Controls may include car-washing areas with runoff containment and water treatment and, if swimming pools are included in the project, proper management of chemicals and draining of the pools. (Refer to Appendix G1 of the EIR for City of Mountain View Plan Check Requirements for Storm Drain and Sanitary Sewer Discharges.) The project occupants or the homeowners association would be responsible for long-term maintenance of postconstruction storm water controls and monitoring. The Mountain View Fire Department offers a monitoring service that would satisfy the requirements for a fee.

  The project would be subject to compliance with the City of Mountain View Construction and Postconstruction Stormwater Quality Guidelines administered by the Fire Department. Project plans and the SWPPP would be reviewed for compliance at the plan check phase. Additional sources of information regarding BMPs are the California Storm Water Municipal and Construction Activity BMP Handbooks.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by reducing potential impacts to surface water quality through the construction and life of the project.

HYDROLOGY-3

Impact: Existing surface and subsurface storm sewer system configuration is not adequate to serve the proposed project.

Mitigation: It is likely that since the amount of impervious surfaces will be reduced if the project is implemented, total runoff volumes will be reduced. Therefore, the existing sewer mains should be adequate to service the project. However, laterals and surface drainage

components are not in place and would be designed, reviewed, and constructed as part of the project. The developer's engineers are responsible for the design of private storm drain systems.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by providing a private storm drain system that would be adequate to serve the proposed project.

PUBLIC SERVICES AND UTILITIES

WATER-1

Impact: The proposed project would result in a substantial increase (58 percent) in demand for potable water compared to existing and historic water use at the site.

Mitigation-1-A: Project development plans shall include provisions for water conservation in accordance with City guidelines. This shall include the specification of drought-tolerant, native plants that require less irrigation in common landscape areas such as parks, pathways, and parking lots, and the use of water-conserving irrigation systems that monitor and respond to soil moisture, operate during hours when evaporation is low, and employ drip and mist irrigation. An appropriate amount of hardscape shall be used in public and private landscape areas to minimize irrigation demands. The project developer shall provide water-conserving fixtures in residential units in accordance with State and local law. The developer shall provide new homeowners with water-conservation literature available from the City and practice water-conserving techniques. The multi-family portion of the project shall include water-conserving facilities for laundry, car washing, and other water-intensive activities.

Mitigation-1-B: Project development shall incorporate wastewater recycling programs and systems to the extent feasible. This could include use of the treated contaminated groundwater from the Precise Plan area for dust control during construction and for landscape irrigation (especially during the early stages when plant establishment requires additional water) instead of emptying the water into the City storm drain system as has been proposed. The project could also incorporate a secondary water distribution system to provide for long-term use of recycled wastewater if the

City implements a larger-capacity treatment system and distribution network.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by reducing the potential demand for water.

WATER-2

Impact: To accommodate development proposed by the project, existing water lines may need to be relocated, and new water service lines would need to be installed within the Precise Plan area.

The Precise Plan area is currently served by several major water service lines that are connected to the existing 12″ mains on Whisman Road and Ferguson Drive. There may be a need for additional water service connections to meet the various demands of the proposed residential and industrial uses as well as on-site service lines.

Mitigation: The design and installation of water main connections and local service lines shall be subject to City review and inspection. The water supply system shall provide a looped network from each of the 12″ mains (Whisman Road and Ferguson Drive) to ensure continued service on each portion of the site and to each land use type (residential, industrial) in the event of disruption to one of the connections. Water pipe shall meet the design criteria specified in the City Water System Study. Consideration shall be given to the use of plastic or other nonmetallic pipe, and cathodic protection and coatings shall be used for metallic connections or for any metallic pipe that is installed.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by providing new water service lines.

WATER-3

Impact: There may be insufficient water pressure to serve tall buildings in the Precise Plan area.

The City Public Works Department has determined that there is adequate water pressure for one- and two-story structures at the

Precise Plan area. The preliminary project design calls for some two- to three-story structures. Pressure is provided by the Whisman Reservoir pumping station; no residual pressure is available from the reservoir because it is at ground level. Structures taller than two stories, which would be allowed under existing zoning for the area and in the Precise Plan, would represent additional pumping and pressure demands.

Mitigation: If determined necessary by the City Utilities Division, the project developer shall provide funding for, or actual installation of, necessary pressure boosters within the project vicinity to meet water pressure standards for structures over two stories in height.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less than significant level by providing the necessary pressure boosters to meet water pressure standards.

SEWER-1

Impact: The proposed project could require relocation of existing sewer mains, which serve off-site land uses.

The proposed project would be served by the existing 12″ sewer main located in Whisman Road and the 10″ sewer main that passes through the Precise Plan area. The 10″ main has a circuitous path through the site along the railroad tracks. The City has expressed a desire to relocate this line under streets to provide a more direct connection to Whisman Road and to allow better access for maintenance. This line serves the upstream portion of Basin 2, located southeast of the site, across the Central Expressway. Basin 2 also includes the downstream area along Whisman Road, extending to Fairchild Drive. Capacity constraints have been identified for existing and future conditions in the downstream area along the Basin 2 Fairchild main. However, if the project requires relocating the on-site sewer main, it could disrupt service to other upstream land uses.

Mitigation: The Planned Community Permit shall incorporate the existing utility easement for water, sewer, and storm drain facilities to minimize disruptions to existing services. If the lines must be relocated, the project developer shall consult with the City regarding any design plans that call for relocating the 10″ sewer main that crosses the site to ensure that the upstream users would

not be adversely affected and that the new lines would meet or exceed the City's design standards. In order to maintain the City's basin boundaries and infrastructure plans, no changes to the existing service areas shall be made.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by minimizing disruptions to existing services.

SEWER-2

Impact: The proposed project would result in a substantial increase (55 percent) in the amount of wastewater generated at the Precise Plan area.

Mitigation-2-A: The development shall correct the deficiency by reducing the proposed number of units, installing a parallel line, or enlarging the deficient section of the sewer line.

Mitigation-2-B: If the Kennedy-Jencks study determines that the use of groundwater for landscaping irrigation is acceptable, the applicant shall consider this approach to reduce the impact of discharging treated groundwater into the City's sanitary sewer system.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by either improving the sewer lines or by reducing the amount of water that would be generated in the Precise Plan area.

SEWER-3

Impact: The proposed project's industrial land use intensification component could introduce hazardous materials into the City sewer system, which could affect public health and safety and violate regional water quality control standards.

Mitigation-3-A: The Precise Plan's restrictions on certain industrial land uses shall be strictly adhered to in order to protect the health and safety of adjacent residents and to prevent accidents that could jeopardize the safety and effectiveness of the sewage collection and treatment system.

Mitigation-3-B: Industrial land uses at the Precise Plan area shall be required to comply with all applicable regulations controlling wastewater discharges, including Best Management Practices of material storage, handling, use, and disposal. Manufacturing wastewater shall be tested and pretreated according to City regulations. Any accidental spills shall be cleaned up according to established procedures, and any potentially hazardous incidents shall be promptly reported.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by Best Management Practices for material storage, handling, use, and disposal.

POLICE-2

Impact: The proposed project could place unusual burdens on the Police Department if various design elements are not properly addressed as part of the Planned Community Permit and final construction details.

Mitigation: Plans submitted for building permit review and approval shall be provided to the Police Department for review and revision to ensure the implementation of appropriate public safety measures such as the design of "defensible space."

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by the implementation of appropriate public safety measures.

FIRE-1

Impact: The proposed project would introduce new medium-high density residential uses in an area of industrial R&D activity, potentially exposing residents and structures to fire hazards.

Mitigation: The Precise Plan and subsequent residential development projects and industrial use modifications, renovations, and expansions shall be subject to review and revision by the City Fire Chief and Chief Building Official based on criteria for water supply, access, building type and separation, and other measures of fire safety. Preliminary recommendations include pressure boosters for water supply at the site to serve buildings taller than two stories, a looped

water system to provide backup water supply, hydrants located a maximum of 250' from each unit, sprinkler systems for attached residential units with cumulative floor area of 5,000 square feet or more, and clear vehicular access to all structures.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by designing the new development to minimize the exposure of residents and structures to fire hazards.

PARKS-1

Impact: The proposed project would result in a substantial increase in the number of local residents, which could place excessive demands on community parks and recreation facilities where a shortfall of local open space already exists. The Precise Plan would also bring large numbers of the general public to the area for transit access and employment opportunities, which would require public amenities, including landscaped and open areas.

Mitigation-1-A: The "Master Development Plan" required by the Precise Plan shall indicate the size, location, and configuration of public open space for use by new residents and the general public. These areas shall be accessible to all Mountain View residents via public roadways. The public areas shall provide a scenic amenity for the Precise Plan area that offers a sense of community to the new residents as well as a relationship to existing neighbors and employees.

Mitigation-1-B: The subdivision ordinance requires that the proposed residential developments (assumed to be 890 units) dedicate about 4.7 acres of land for public park or pay fees in lieu of land dedication. Under the Precise Plan, there must be at least two to three acres of public parkland on the site. It was expected that each of the two developments would provide a portion of the required public parkland. In addition, they would each pay in-lieu fees to meet their remaining park dedication requirement. In-lieu fees would be used to develop the two on-site parks, and the remainder (if any) would be used for improvements to off-site open space areas, including Slater School and Well Site 18. The public parks within the Precise Plan area shall be oriented around major circulation patterns, and the transit station shall include amenities appropriate to their scale and use and should be buffered from incompatible land uses. Since funds to maintain the parks are generated

primarily through property taxes from the development projects and the development projects will be phased in over about three years, the development projects shall maintain the two public parks within the Precise Plan area for three years after park completion.

Mitigation-1-C: Smaller residential properties within the Precise Plan area shall provide in-lieu fees, if and when more intensive development occurs at these sites, in order to assist in the maintenance and improvement of on-site and off-site public recreation facilities.

Mitigation-1-D: Industrial project developers shall continue to provide on-site amenities for employees' health and enjoyment, particularly in the GTE quad.

Mitigation-1-E: A public access corridor shall be provided along the LRT route in cooperation with the Transportation Agency, Southern Pacific Railroad, GTE, and other landowners. This route shall be designed for safety and security and shall be landscaped and integrated with the other public open spaces in the Precise Plan area.

Mitigation-1-F: All developments in the Precise Plan area shall comply with other open space requirements such as private recreation areas, setbacks, parking lot landscaping, porches, and other site design standards as specified in the Precise Plan.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by incorporating sufficient open space into the project to meet the projected demand.

SCHOOLS-1

Impact: Project development would substantially increase student enrollment at local schools, exceeding previous projections. Project development would result in new student generation in excess of local school capacity, requiring the use of portable classrooms.

Mitigation: Project developers shall be required to pay the full per-square-foot impact fee for all new residential development.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by providing impact fees related to the potential of the development to increase student enrollment.

SCHOOLS-2

Impact: Students traveling to Slater Elementary School and Graham Middle School could be exposed to unusual hazards due to unsafe street crossings or circuitous routes of travel.

Mitigation-2-A: In order to mitigate the public concern regarding the safe crossing of Whisman Road by the school-age children from the project, a traffic signal needs to be installed by the Precise Plan developments. The most appropriate location for a traffic signal is the intersection of Whisman Road and Gladys Avenue. Slater School is located adjacent to this intersection. A traffic signal at this intersection would also be an appropriate distance from the adjacent traffic signal.

Mitigation-2-B: The project site plan shall provide for connection of the bike lane on Whisman Road and internal pedestrian walkways to the proposed bicycle/pedestrian path proposed along the LRT tracks.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by protecting pedestrians with a traffic signal at the intersection of Whisman Road and Gladys Avenue.

ENERGY

ENERGY-1

Impact: The proposed project would require energy use during demolition, site preparation, and construction. This is an insignificant impact.

Mitigation: To reduce the potential impact on landfill capacity, demolition contractors shall be required to implement a materials recycling program, including material segregation, cleaning, packaging, and marketing, as appropriate.

Finding: Implementation of the Mitigation Measures described above would further reduce this impact and the potential demand for energy.

ENERGY-2

Impact: The proposed project would result in a substantial increase in energy use at residential facilities, which would be offset by the decrease in energy used by industrial activity at the site. This is an insignificant impact.

Mitigation: No mitigation is required. However, the project should incorporate specific design elements that can assist in energy savings.

Finding: Implementation of the Mitigation Measures described above would further reduce this impact and the potential demand for energy.

ENERGY-3

Impact: The project's location along a light rail line has the potential to substantially reduce commute-induced travel and the resulting air pollution and energy use. By mixing employment and residential uses, the project can provide an internal trip reduction for new residents/employees and maximizes the potential for transit use by commuters (both residents and employees) to and from the Whisman LRT Station. This is an insignificant impact.

Mitigation: No mitigation is required. However, the following measures should be considered for incorporation into the Precise Plan and specific development proposals:

- New industrial development should provide fewer than one parking space per employee to reduce energy used by commuters that would normally drive alone to work. A number of measures could be implemented to facilitate this. Preferential parking could be provided for carpool vehicles. Employers should consider offering employees to "cash out" of free on-site parking by using the cash equivalent value of the parking space (such as $50 per month) as an incentive for transit, bicycle, or walk commuting. Employers should provide information to employees about transit alternatives and sell transit passes on-site. Industrial area development should include secure, sheltered bicycle parking near the main buildings and should provide lockers and shower facilities for employees.

- Telecommuting and compressed work weeks should be considered, as should teleconferencing to reduce trips to the site by nonemployees or employees from other sites.

- The City should require a clear system of vehicular, bicycle, and pedestrian circulation on the site and connections to the surrounding area to maximize the transportation options available to employees and residents at the site and to ensure safe and pleasant transportation.

VEGETATION AND WILDLIFE

PLANTS-1

Impact: Trees on the site were surveyed, and the results were reported in "An Analysis of the Health and Structure of the Trees at the GTE Project," December 17, 1994. In addition, the surveyors, Barrie Coate and Michael Bench, sited the approximate location of the trees on a map submitted with the report. The analysis determined that clearance of the residential portion of the Precise Plan area would result in the removal of 32 Heritage trees. The survey recommended retention of 18 of the Heritage trees; 2 could be transplanted. The survey determined that 14 of the Heritage trees were in bad health and recommended removal.

Mitigation-1-A: Retain the 18 Heritage trees identified as healthy on the site and incorporate them into the site plan for the future residential development. Special handling will be required to protect these trees from impacts during the construction phase of the project. Transplant the 2 Heritage trees identified as worth relocating in the Precise Plan area, if necessary.

Mitigation-1-B: A Heritage Tree Removal Permit must be obtained from the Parks Manager before any Heritage trees are removed. A copy of the approved site plan and Findings Report must be submitted to the Parks Division as part of the permit application. A minimum of two 24" box size specimen trees will be required to mitigate the loss of each Heritage tree. The species is subject to the approval of the Zoning Administrator and the Parks Division.

Mitigation-1-C: In order to ensure that the Mitigation Measures are properly implemented, the arborist should review the construction drawings to make sure the location of utilities and buildings will not harm

the trees and must be hired by the developer to monitor the site during construction, as appropriate (but at least during initial site grading and trenching for utilities or foundations), to make sure the tree protection measures are being followed.

Mitigation-1-D: The applicant shall provide a plan for the protection of all Heritage and street trees during construction. The plan will address tree maintenance required prior to commencing construction; tree protection during construction, including protective fencing; a list of prohibited activities within tree drip lines; and tree maintenance during construction or the replacement of damaged trees with equivalent specimen trees to be approved by the Parks Division. The "Tree Analysis" referred to above provides guidance and is available in the Community Development Department.

Mitigation-1-E: Site development plans should demonstrate that a diligent effort has been made to retain as many significant trees as possible.

Mitigation-1-F: Select trees for the future landscaping of the residential portion of the Precise Plan area that will have characteristics for long-term value in terms of growth, maintenance, and drought tolerance.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by protecting Heritage trees.

PLANTS-2

Impact: Development permitted by the Precise Plan would replace 40 acres of urban-developed habitat from the "industrial" category to "residential" developed habitat.

Mitigation-2-A: Retain existing healthy, mature landscaping at the perimeters of the site and in important visual or noise buffer areas.

Mitigation-2-B: Retain notable tree groups summarized in Table 32, Page 228, of the EIR or transplant them within the project site.

Finding: Implementation of the Mitigation Measures described above would reduce this impact to a less-than-significant level by protecting notable tree groups.

VISUAL QUALITY

VISUAL-1

Impact: Visual changes would result from the removal of existing buildings, vegetation, parking areas, and other paved surfaces on a 41.8-acre portion of the Precise Plan area. Removal of vegetation, including Heritage trees, is discussed in the previous section, Vegetation and Wildlife. The proposed demolition could represent a significant transformation of the landscape.

Mitigation: The project developers shall install landscaping as soon as possible during the construction phase in the sensitive areas that will buffer the industrial uses/noise area from the project areas that will be built last. Buffering shall be provided around the perimeter of the 40-acre portion of the site when demolition is completed to provide visual screening and privacy to the future residential development.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by providing landscaping to improve the visual environment.

VISUAL-3

Impact: The installation of overhead wires and structures associated with the future Tasman Light Rail Transit Line could have a negative impact on future residential uses. This impact would result from a loss of a sense of privacy that is associated with residential communities.

Mitigation: The perimeter of residential development in the vicinity of the future LRT line shall be designed to provide a sense of separation and privacy of the residential uses from the light rail line. The developers shall plant tall-growing trees in the right-of-way to screen views of the structure and wires.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by providing landscaping to screen view of the LRT line.

VISUAL-4

Impact: The project would represent a change in the overall height and mass of development in the Precise Plan area. The development permitted by the Precise Plan would include intensive development of up to 550 dwelling units in two- to three-story residential buildings. This change in height and mass on 40 acres of the Precise Plan area would be a significant change in the visual character of the site.

Mitigation: The Mountain View Development Review process focuses on the quality of development on individual sites. Through this process, the City will review specific site plans to ensure that they meet the design intent established in the Precise Plan.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level through the DRC process to ensure a quality development.

VISUAL-5

Impact: The 41.8-acre portion of the Precise Plan area designated for residential development is surrounded on three sides by major arterials, including State Route 237 (Mountain View–Alviso Road), Ferguson Drive, Central Expressway, and Whisman Road, and on the third side by nonresidential uses. These include the portion of the GTE campus that will remain in R&D use and the Mountain View MOC. Because the roadways are major arterials, the character of these roadways is visually incompatible with a residential character. The nonresidential uses contain expanses of parking areas and a visual character appropriate to an R&D campus (but not to a residential environment), which would result in the incompatibility of the proposed housing and the surrounding land uses.

Mitigation: The project developers shall provide screening around the perimeter of the 40-acre portion of the Precise Plan area that is designated for residential development to provide a sense of visual separation from roadways and nonresidential uses and to demarcate clearly the residential neighborhood. Landscaping shall be planted as early as possible (i.e., when demolition and site clearing is completed) to allow trees to develop and to provide visual separation before residential development is completed,

especially the areas that will be built last. Special attention should be paid to the antenna domes. These could be screened by a combination of fencing and tall trees to reduce their obtrusiveness to the future adjacent residential units.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by providing landscaping to create an attractive residential environment.

CULTURAL RESOURCES

ARCHAEOLOGY-1

Impact: Demolition, excavation, and construction activities associated with the project would have the potential to uncover previously unknown archeological resources in the Precise Plan area.

Mitigation: The Precise Plan area shall be subject to periodic inspection for archaeologic resources during the course of demolition, excavation, and construction to confirm that no prehistoric or historic resources are present on the site. Workers at the site shall be informed about the possibility of uncovering resource materials and shall be provided with adequate descriptions of the resources to be able to recognize them, if found. All work shall stop in the vicinity and professional archaeologic/historic personnel shall be consulted in the event a possible find is uncovered. An evaluation of the find shall be prepared and a mitigation strategy implemented in coordination with the City and other responsible parties, if warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this impact to a less-than-significant level by providing a mechanism to protect archaeologic resources during the demolition, excavation, and construction on the site.

MITIGATION MEASURES
FROM THE 1999 WHISMAN STATION PRECISE PLAN AMENDMENT
MITIGATED NEGATIVE DECLARATIONS

Following is a summary of the Mitigation Measures in the Mitigated Negative Declaration prepared for Precise Plan amendments approved on May 11 and June 8, 1999 (Resolution Nos. 16354 and 16366, respectively). This Mitigated Negative Declaration evaluated high-density townhouses on a 2.1-acre site on the easterly side of the tracks known as the Townhome Site (Whisman Phase IV), and several different housing types for a 1.9-acre site on the westerly side of the tracks known as the antenna farm. It also evaluated an increase in the floor area ratio to 0.5 (and application of the Transit Zone requirements) to a property at 100 Ferguson Drive, which is owned by GTE (as of August 16, 2005 owned by General Dynamics). The following list does not include mitigations from the original EIR or mitigations that have been incorporated into the language of the Precise Plan.

LAND USE AND PLANNING

No additional Mitigation Measures.

POPULATION AND HOUSING

Impact: Based on the sale price of other units at Whisman Station, it is anticipated that new housing units will not be affordable to households earning less than the Santa Clara County median income.

Mitigation: New housing projects with three or more ownership units will be subject to the City's Below-Market-Rate Ordinance, which requires 10 percent of the units be affordable to households earning between 80 and 100 percent of County median income.

Finding: The above Mitigation Measure would reduce the impact of a lack of affordable housing to a less-than-significant level by making 10 percent of all units affordable to moderate-income households.

GEOPHYSICAL

No additional Mitigation Measures.

HYDROLOGY

No additional Mitigation Measures.

AIR QUALITY

Impact 1: The Whisman Precise Plan calls for new development to work with the Valley Transportation Authority on the design of landscaping and improvements of the light rail right-of-way and a bicycle and pedestrian path, which parallels the tracks. Proposed trail improvements include a 10' wide, lighted, landscaped, paved path. The portion of the trail, which is adjacent to the antenna farm, had been paved as of January 1999, but it was unclear whether there would also be room for landscaping between the path and the planned housing area.

Mitigation 1: Sufficient space shall be provided adjacent to the antenna farm site to ensure that there is adequate width to allow for both the trail and landscaping adjacent to the track-side sound wall.

Finding 1: Provision of additional space will ensure that landscaping can be installed between the trail and the sound wall.

Impact 2: There are odors associated with several activities that occur at the rear of the City's Municipal Operations Center (MOC) adjacent to the antenna farm site that may be objectionable to residents. These odors come from three general sources that are temporarily stored on the site: (1) spoils from the City's sewer cleanout (Vac-con) equipment; (2) organic waste collected from the streets and parks mixed with nonorganic waste that cannot be efficiently separated; and (3) decomposing tree limbs and trimmings. Dust is sometimes stirred up on the MOC property when heavy equipment is moved around. The City is planning improvements that will reduce the odors and dust, i.e., moving the Vac-con dump, enclosing the storage bins for organic waste in a storage shed, and controlling dust through street sweeping and watering, but some residents may still smell odors or see dust which they will find objectionable.

Mitigation 2: Information shall be disclosed to all future residents about the types of odor-producing and dust-producing activities that occur at the MOC and of the possibility they may not be completely contained on-site under all weather conditions. Buyers will be asked to sign this disclosure statement when property is sold, and

the disclosure shall be recorded with the deed. In addition, the Mitigation Measure requiring housing units to be mechanically ventilated, which is listed in the Noise section, will make it possible for residents to close their windows if odors are objectionable.

Finding 2: The planned improvements at the MOC and the requirements for disclosure and recording the information about odors and dust with the deed will reduce the impacts to a less-than-significant level.

CIRCULATION AND PARKING

No additional Mitigation Measures.

BIOLOGY

Impact 1: A tree survey of the Townhome Site (two acres on the easterly side of the light rail tracks), which was conducted by Tree Health Professionals in October 1998, identified and evaluated 58 trees of which 29 were Heritage trees. Based on the health and structure of the trees, the arborist recommended retention of 19 Heritage trees and 10 others. He recommended removal of 10 Fremont cottonwoods, which are Heritage trees, because of pests and disease.

Mitigation 1a: Retain the two magnolias and retain or transplant the 17 redwoods.

Mitigation 1b: If the developer proposes to remove any of the other Heritage trees (the 10 Fremont cottonwoods), approval of Heritage Tree Removal Permits must be obtained from the Community Development Department during the Development Review process. Each Heritage tree that is removed must be replaced with two 24" box specimen trees.

Mitigation 1c: When buildings and other improvements are approved for the Townhome Site, the recommendations for preservation of trees, which are contained in the arborist's report of October 13, 1998, shall be made conditions of approval. The recommendation to begin treatment of the compacted ground under the magnolia trees should begin as soon as possible. The other recommendations include definitions of Tree Protection Zones (TPZ) for each individual tree to be preserved and specifies that chain link fence be installed around the TPZ prior to construction. The report also

recommends that pruning be performed by a certified arborist or tree worker, that contractors working on the site be familiar with how the development of the property will impact the trees, and that a certified arborist be retained to supervise any excavation below existing grade and within the TPZ of each tree to be retained. More detailed specifications are contained in the report.

Mitigation 1d: Memorial plaques beneath the redwood trees shall be relocated to an appropriate location within the GTE industrial area.

Finding 1: Implementation of the tree preservation and replacement measures will reduce the impacts to a less-than-significant level.

ENERGY AND MINERALS

No additional Mitigation Measures.

HAZARDS

Impact 1: Hazardous materials were used, stored, and managed in the Whisman Precise Plan area first by farmers using pesticides and later (beginning in the 1950s) by GTE's manufacturing operations. Contaminated soils have been removed, but groundwater cleanup, which is being conducted under the direction of the Environmental Protection Agency (EPA), is a long-term process that will continue for some time. Risk assessments have been conducted for all residential areas to determine whether future residents and construction workers would be exposed to unacceptable cancer risk. All of the risk assessments have concluded that the increased risk of cancer as a result of working or living on the site is one in a million—which the EPA considers acceptable.

Mitigation 1: In addition to the Mitigation Measures in the EIR, the following is required:

Information on the history of contamination of the site shall be disclosed to all future residents. Residents will be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed. The EPA reports titled, "Report on Pesticides in Soil at the Town Square and the Whisman Park Properties," and "GTE Cleanup Activities, Progress Report No. 1, California Station, Town Square and Whisman Park," both dated November 1998, shall be distributed to buyers the first

time the units are sold. Updated EPA reports may be distributed to buyers when units are resold.

Finding 1: Combined with the other Mitigation Measures in the EIR, this disclosure requirement will reduce the impacts of hazardous materials contamination to a less than significant level.

NOISE

Impact 1: Residents of the Townhome Site will be exposed to noise from the passing light rail trains and warning bells that are activated when the trains cross roads and walkways, and traffic on the adjacent GTE access road. Noise levels are not expected to exceed the City's outdoor noise standard of 55 dB(A) or the indoor standard of 45 dB(A) provided windows are closed or only partially open. However, housing units closest to noise sources may be exposed to indoor noise levels greater than 45 dB(A) if their windows are completely open to provide ventilation in the summer.

Mitigation 1a: When the site plan for the proposed new Townhome Site development has been determined, an acoustical analysis shall be conducted to determine whether mechanical ventilation will be needed as part of a noise reduction package.

Mitigation 1b: Information shall be disclosed to all future residents of the Townhome Site about the type of noise produced by the light rail and its operations. Residents/buyers will be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed.

Finding 1: Noise impacts will be reduced to a less-than-significant level because a final determination of the need for mechanical ventilation will be made at the time the site plan has been decided. Also, residents will be made aware of the noise environment.

Impact 2: Residents of the antenna farm site will be exposed to noise levels of 63 to 67 dB(A) (depending on location) from passing light rail trains and warning bells that are activated when the trains cross roads and walkways.

Mitigation 2: A 7' solid wall shall be constructed between the light rail tracks and the adjacent lots on the antenna farm site.

Finding 2: A 7′ sound wall would reduce the noise level below an LDN of 55 dB(A).

Impact 3: Residents of the antenna farm will be exposed to noise and activities at the rear of the MOC. Noise levels at 6:30 a.m. to 7:00 a.m. are louder than normally experienced in residential areas because City crews begin outdoor activities such as starting up engines, backing up their vehicles (setting off beepers), and loading and unloading trucks at that time.

Mitigation 3a: Information shall be disclosed to all future residents about the types of noise-producing activities that occur at the MOC, the measures that have been taken to mitigate them, and the possibility that the noise may be disturbing to some people. Residents/buyers will be asked sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed.

Mitigation 3b: Buildings must be set back a minimum of 15′ from the MOC property line or further as provided for in the Precise Plan. In addition, to the extent possible, the layout of the site shall be based on a design that maximizes the distance of all or most houses from the MOC property line; for example, by placing a road, rather than housing units, along the property line.

Mitigation 3c: An 8′ sound wall shall be constructed along the property line between the MOC and adjacent residential lots on the antenna farm site, which would reduce average noise levels in outdoor areas to 55 dB(A) or less (with the exception of a potential corner lot bordered by both the MOC and the light rail where outdoor noise levels would be in the "conditionally acceptable range." The sound wall shall be constructed of materials that achieve a minimum surface weight of 3 pounds per square foot and should be constructed so that there are no cracks or gaps in the wall or at the base.

Mitigation 3d: The developer of the antenna farm site shall install, or pay for the installation of, tall-growing trees at the MOC between the wall of the storage shed and the sound wall.

Mitigation 3e: The developer of the antenna farm site shall pay for the incremental costs of adding noise-insulating materials having a Sound Transmission Class of at least 30 to the walls of the existing and planned storage sheds (along the shared property line) in the event

that complaints from a majority of future residents of the site are received and continue over a period of time. The developer shall retain this obligation for up to five years after the site is occupied, and the obligation will be enforced by a requirement to post a bond or other appropriate mechanism to ensure the obligation will be met if needed.

Mitigation 3f: Units on the antenna farm must be mechanically ventilated to allow residents to keep the second-story windows closed at their option.

Finding 3: These six Mitigation Measures will reduce average noise levels on the antenna farm to acceptable levels.

Impact 4: Construction activities may temporarily affect neighboring residential units.

Mitigation 4a: Construction noise shall be limited to daytime hours (7:00 a.m. to 6:00 p.m.).

Mitigation 4b: Contractors shall utilize Best Management Practices for noise reduction, including muffling and shielding intakes and exhausts, shrouding or shielding impact tools, and using electric-powered rather than diesel-powered construction equipment (as feasible).

Finding 4: These Mitigation Measures will reduce noise from construction activities to acceptable levels.

PUBLIC SERVICES

No additional Mitigation Measures.

UTILITIES AND SERVICES

No additional Mitigation Measures.

AESTHETICS

Impact 1: New residential development will be adjacent to the light rail tracks and its overhead wires and structures. It would also be adjacent to at least two existing industrial and service buildings (one building is the City's Municipal Operations Center, adjacent to the antenna farm site; and the other is on an industrial property on the east side of the Townhome Site).

Mitigation 1: Tall-growing landscaping, walls, and appropriate setbacks shall be used to screen the residential development from adjacent industrial and service buildings and activities. Tall-growing trees should be planted adjacent to the light rail line wherever possible.

Finding 1: Tall-growing landscaping, walls, and setbacks will screen the overhead wires and industrial and service buildings.

Impact 2: Existing outdoor security lighting on adjacent properties may shine into new residential areas.

Mitigation 2: If, at the time of project review, it is determined that outdoor lighting on adjacent properties creates light and glare in the new residential areas, the developers shall pay for the cost of relocating or redirecting the lighting away from the residential areas.

Finding 2: Relocating the lighting will reduce the impacts to a less-than-significant level.

CULTURAL RESOURCES

No additional Mitigation Measures.

RECREATION

No additional Mitigation Measures.

MITIGATION MEASURES
FROM THE 2005 WHISMAN STATION PRECISE PLAN AMENDMENT
MITIGATED NEGATIVE DECLARATION

Following is a summary of the Mitigation Measures in the Mitigated Negative Declaration prepared for Precise Plan amendments approved on August 16, 2005 (Resolution No. 17011). This Mitigated Negative Declaration evaluated a land use change from industrial to high-density rowhouses on a 5.7-acre site at 274-300 Ferguson Drive (just to the south of 100 Ferguson Drive and 364 Ferguson Drive, the General Dynamics and Webex properties, respectively). It also evaluated several Precise Plan text amendments. The following list does not include mitigations from the original EIR, the 1999 Mitigated Negative Declarations, or mitigations that have been incorporated into the language of the Precise Plan.

LAND USE AND PLANNING

No additional Mitigation Measures.

POPULATION AND HOUSING

No additional Mitigation Measures.

GEOPHYSICAL

No additional Mitigation Measures.

WATER

No additional Mitigation Measures.

AIR QUALITY

No additional Mitigation Measures.

CIRCULATION AND PARKING

No additional Mitigation Measures.

BIOLOGY

No additional Mitigation Measures.

ENERGY AND MINERAL RESOURCES

No additional Mitigation Measures.

HAZARDS

Impact 1: An evacuation/emergency response plan was required for the Whisman Station Precise Plan area, to be updated as needed at the discretion of the Fire Department and made available to the residents of the Precise Plan area. The plan is required to include a summary of potential hazards associated with residing in the vicinity of industrial land uses and to provide appropriate responses to potential incidents. Distribution of the evacuation/ emergency response plan was required under the 1995 EIR, which did not consider the current project site as part of the Precise Plan's residential portion. Because future residents of the project area may not be aware of the evacuation/emergency response plan, potential interference with the plan may occur. Implementation of the following two Mitigation Measures, summarized below, would reduce potentially significant impacts related to interference with the area's evacuation/emergency response plan to less than significant. The second Mitigation Measure is similar to Mitigation Measure Health and Safety 3-B in the 1996 Precise Plan EIR.

Mitigation 1: The project sponsor shall provide the City Fire Department a copy of the proposed site plans upon issuance of a building permit so that the Fire Department can update the evacuation/emergency response plan for the Precise Plan area, if determined necessary.

Mitigation 2: The project sponsor shall provide a copy of the most current evacuation/emergency response plan for the Precise Plan area to future residents as part of, and referred to in, the Covenants, Conditions, and Restrictions (CC&Rs) document for the residential development project.

Finding 1: The project would have potentially significant impacts related to interference with emergency/evacuation plans and to health hazards. Implementation of above Mitigation Measures would reduce potential for impacts to less-than-significant levels.

Impact 2: A Phase I Environmental Site Assessment (ESA) for the project site was conducted by R. T. Hick Consultants in August 2004. The

Phase I ESA was prepared in accordance with Standard Practice Designation E 1527-00 of the American Society for Testing and Materials and is used to identify any recognized environmental conditions (RECs) at the project site. RECs are "the presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property." The Phase I ESA was based on a review of readily available published scientific reports and maps, on-site reconnaissance and inspection, a review of historic aerial photographs, and an environmental database record search conducted by Environmental Data Resource, Inc.

In response to the Phase I findings, a Phase II Investigation Report was prepared by Geomatrix Consultants, Inc. in 2004 after several site investigations to quantify potential hazards to future residents at the project site posed by pesticide concentrations in shallow soils, VOCs and petroleum hydrocarbons in soil, resulting from historic on-site uses and the former USTs, and VOC concentrations in groundwater and soil vapor associated with VOC concentrations in groundwater from the adjacent GTE site. This assessment included the collection of soil samples, groundwater samples, and soil vapor samples at the project site in July and August 2004. The following presents the results of the Geomatrix investigation:

1. Elevated concentrations of benzene and petroleum hydrocarbons were detected in the two soil vapor samples collected in July 2004. As a result, 10 additional soil vapor samples were collected in August 2004 to provide information regarding the lateral extent of benzene and petroleum hydrocarbons. The August results did not show benzene or petroleum hydrocarbons at elevated concentrations. In addition, Geomatrix retested the two sampling areas of July, which yielded no benzene or petroleum hydrocarbon constituents. Based on the expanded testing in August and the retesting of the July areas, Geomatrix concluded that benzene and petroleum hydrocarbons are not above screening levels. No other VOCs were detected in soil vapor samples at concentrations greater than RWQCB residential screening levels indicating that on-site soils are not likely significantly impacted by VOCs.

2. With the exception of dieldrin in five soil samples and arsenic in one soil sample, pesticides in soil samples collected from the project site were below RWQCB and EPA residential screening levels. The presence of dieldrin and arsenic in shallow soil is likely a result of previous site and/or regional uses prior to 1981.

3. With the exception of chloroform, no VOCs, including TCE, were detected in grab groundwater samples collected from beneath the project site. Based on these results, the project site is not likely providing a source of VOCs to regional groundwater.

4. Although no TCE was detected in groundwater at the time of the investigation, it is unknown whether TCE-impacted groundwater at the adjacent GTE site may affect groundwater conditions beneath the project site in the future. Therefore, potential future impacts of TCE to the project site are unknown.

5. Low concentrations of petroleum hydrocarbons are present in groundwater near one location of a former UST. However, the detected concentration is below the residential screening level for petroleum hydrocarbons. Based on this result and the absence of petroleum hydrocarbons at other former UST locations, it is not likely that the former use of UST significantly impacted groundwater beneath the project site.

Geomatrix presented recommendations in their report that are based on the results of the field investigation and the understanding that future development at the project site includes multi-family residential rowhouses. These recommendations are incorporated in the Mitigation Measures presented below. Without implementation of the Mitigation Measures, impacts would be potentially significant.

In addition, construction activities would include grading and trenching associated with residential construction and utility installation. These activities could expose construction workers, the public, and the environment to pesticide-impacted soils, thereby resulting in potentially significant impacts. Construction activities are not anticipated to intersect groundwater at the project

site, which is located approximately between 20' to 45' bgs. Historic monitoring of potential impacts to area residents from indoor air quality associated with VOC-impacted groundwater by EPA has determined that no short-term or acute risk exists for residents of the community. However, as precautionary measures, implementation of the following Mitigation Measures would reduce potentially future significant impacts related to health hazards to less than significant. The first three Mitigation Measures are similar to Mitigation Measures Health and Safety 1-A through Health and Safety 2-A in the 1996 Precise Plan EIR, respectively.

Mitigation 1: A site health and safety plan shall be developed for construction workers prior to project construction. The plan shall include: (1) the identification of areas of known soil contamination and any training requirements and safety procedures for performing work near those areas; (2) procedures to be undertaken in the event that unknown contamination is discovered; and (3) emergency procedures and responsible site personnel. The plan shall be prepared and signed by a certified industrial hygienist.

Mitigation 2: A certified industrial hygienist and/or other environmental consultant must inspect the initial construction of public facilities (including underground utilities and streets) to certify that the construction was done in compliance with the health and safety plan, that contaminated materials encountered are handled and disposed in accordance with the plan and applicable laws, and that any contaminated soil is not reused for trench backfill or grading. The applicant shall test for any unknown or suspected contaminants during grading and trenching activities. There shall be one test per each 1,600 cubic yards (1' depth over one acre). For each positive test, the contaminated area must be treated or disposed of in accordance with California Environmental Protection Agency (Cal-EPA) criteria.

Mitigation 3: Contractors shall develop a plan for handling potentially hazardous materials at the project site during project construction. The plan shall specify types, quantities, containment, temporary storage areas, and emergency spill response procedures. The plan shall be reviewed and approved by the Mountain View Fire Department prior to project construction. The developer and all construction contractors shall comply with Cal/OSHA safety requirements and with all current laws and regulations pertaining

to the use, storage, and disposal of hazardous materials and releases of potentially hazardous materials.

Mitigation 4: No TCE has been detected at the project site. However, the foundations of the garages/buildings shall be designed and constructed with commercial-grade vapor barriers and protected conduits, etc., to the satisfaction of the Chief Building Official. In addition, passive ventilation systems shall be incorporated for each unit, or group of units, to the satisfaction of the Chief Building Official.

Mitigation 5: Information on the history of contamination of the project site and adjacent Whisman Station area shall be disclosed to all future residents. This information shall be provided as part of the sales literature distributed to prospective purchasers. Purchasers shall be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed. The history information shall, at a minimum, include the EPA reports titled: (1) "US EPA Report on Pesticides in Soil at the Town Square and the Whisman Park Properties," dated November 1998; (2) "GTE Operations Incorporated, Progress Report Nos. 1-4" and as amended; (3) "GTE Operations Support, Inc.," dated April 2003; (4) "GTE Cleanup Activities, Progress Report No. 1, California Station, Town Square and Whisman Park," dated November 1998; (5) US EPA Progress Reports No. 2 through No. 5, released in 1999; and (6) all current EPA "Fact Sheets" at the time of the sale. The sales agreements for the properties shall include a requirement that updated EPA reports shall be distributed to buyers when units are resold. Disclosure information shall be subject to review and approval by the EPA and shall be recorded with the deed.

Finding 2: The project would have potentially significant impacts related to health hazards. Implementation of the above Mitigation Measures would reduce potential for impacts to less-than-significant levels.

NOISE

Impact 1: A noise study was prepared for the proposed project by Charles M. Salter Associates in July 2004. According to the study, the major source of noise in the project area is vehicular traffic along SR 237, which is elevated east of the project site. To quantify the existing noise environment at the project site, continuous noise monitoring was conducted between July 22 and 24, 2004. Three long-term

monitors measured continuous noise levels for a period of 54 hours. The three monitors were sited at the following locations: (1) the southeastern corner of the project site along Ferguson Drive (20′ west of Ferguson Drive centerline and 12′ above grade on a light pole); (2) the middle of the project site (335′ west of Ferguson Drive centerline, 260′ east of Kent Drive centerline, and 12′ above grade on a power pole); and (3) the western boundary of the project site (200′ north of the southern property line and 10′ above grade on the property line fence). The existing noise environment at the project site ranges between a DNL of 54 dB(A) and 67 dB(A), depending on the setback and exposure to SR 237. Thus, the existing noise levels at the project site range from "normally acceptable" to "potentially unacceptable" as set forth in the Noise Acceptability Guidelines of the General Plan.

The proposed project could increase existing ambient noise levels during the demolition and construction phases. Demolition and construction activities may involve heavy diesel-powered equipment such as graders, dump trucks, cement trucks, dozers, and front loaders. Other activities would produce percussive noises such as that due to hammers, including pavement breakers. Thus, during demolition and construction, operation of construction equipment would temporarily increase ambient noise levels and affect the existing Whisman Station neighborhood to the south and west of the project site and the General Dynamics campus and Webex site to the north of the project site. Because construction could take place as close as 50′ from existing homes, the increase in noise levels would be considered a significant impact. Implementation of the following Mitigation Measure would reduce construction-related significant noise impacts to a less-than-significant level. This Mitigation Measure is similar to Mitigation Measure Noise-5 set forth in the Whisman Station Precise Plan EIR.

Mitigation 1: The applicant shall implement the following measures to reduce temporary construction noise impacts:

a. Limit construction demolition activities to daytime hours (7:00 a.m. to 5:00 p.m.), with no construction on Sundays and holidays.

b. Notify nearby residences of planned construction activities.

c. Use appropriate mufflers for all diesel equipment.

d. Locate stationary noise-generating equipment, such as generators and compressors, as far as possible from residential receivers.

e. To the extent possible, disclose anticipated construction and demolition activities to potential residents and buyers of new residential buildings.

Finding: The project would result in significant noise impacts. Implementation of the above Mitigation Measure would reduce impacts on noise levels to less than significant.

Impact 2: As discussed above, construction of the proposed project could temporarily expose neighbors to unacceptable noise levels during the 24-month construction period. Existing noise sources in the vicinity of the project site are primarily from vehicular traffic along SR 237. As discussed above, existing ambient noise (67 dB(A)) is unacceptable for the proposed residential development at the site boundary along Ferguson Drive. Thus, the proposed project would expose new residents within the site to severe exterior noise levels and result in a significant noise impact.

According to the State law under the Uniform Building Code and the City's Noise Element of the General Plan, interior noise levels should not exceed 45 dB(A). Methods to attenuate interior noise levels include the following:

1. The use of barriers to sound walls or other screens, the positioning of buildings on the site in such a way as to block sound transmission, and distance setbacks; and

2. The use of acoustically rated building products for door and window panels, the control of construction details so as to provide for fully sealed and insulated exterior walls, and the provision of forced-air ventilation or air conditioning so as to allow closed-window operation in the summer.

Because the project would be required to comply with interior noise restrictions by installing noise-reduction techniques and devices during construction of the proposed rowhouses, the project would not expose residents to severe interior noise. The project would

result in significant impacts related to exposure of neighbors to unacceptable construction noise levels and new residents to unacceptable exterior noise levels from SR 237. Implementation of the Mitigation Measure, summarized below, would reduce significant noise impacts from SR 237 to a less-than-significant level. Note that the first Mitigation Measure is similar to Mitigation Measure Noise-1A set forth in the Whisman Station Precise Plan EIR.

Mitigation 1: To reduce ambient noise within the individual units, the construction plans shall comply with UBC requirements to reduce noise in residential construction.

Mitigation 2: Information shall be disclosed to all future residents of the project site about the type of noise produced by the light rail and its operations and SR 237. This information shall be provided as part of the sales literature distributed to prospective purchasers. Residents/buyers will be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed.

Mitigation 3: Information shall be disclosed to all future residents of the project site about the type of adjacent industrial uses, noise, and light and glare from its operations. This information shall be provided as part of the sales literature distributed to prospective purchasers. Residents/buyers will be asked to sign this disclosure statement when property is sold, and the disclosure information shall be recorded with the deed.

Finding: The project would result in significant noise impacts. Implementation of the above Mitigation Measure would reduce impacts on noise levels to less than significant.

PUBLIC SERVICES

No additional Mitigation Measures.

UTILITIES AND SERVICES

No additional Mitigation Measures.

AESTHETICS

No additional Mitigation Measures.

CULTURAL RESOURCES

No additional Mitigation Measures.

RECREATION

No additional Mitigation Measures.

SW/7/PRE PLAN-1
Whisman Station PP