

# DRAFT ENVIRONMENTAL ASSESSMENT

## Implementation of the Army Residential Communities Initiative at Moffett Community Housing



January 2018

Prepared by:  
**InDepth Corporation and  
Potomac-Hudson Engineering, Inc. (PHE)**

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**DRAFT FINDING OF NO SIGNIFICANT IMPACT**  
**IMPLEMENTATION OF THE ARMY RESIDENTIAL COMMUNITIES INITIATIVE AT MOFFETT**  
**COMMUNITY HOUSING**

**Introduction**

The Army manages housing infrastructure across installations nationwide via Residential Communities Initiative (RCI) partnerships with private developers. Due to force reduction, base realignment, and other external factors, the Army determined that Shenandoah Square, a part of the RCI partnership housing inventory located in Mountain View, California, should be transferred to a private developer. An Environmental Assessment (EA) has been prepared to identify and evaluate potential environmental effects associated with the transfer and conveyance of the Shenandoah Square parcel to a private developer.

In accordance with both Council on Environmental Quality (CEQ) and Army National Environmental Policy Act (NEPA) regulations (40 Code of Federal Regulations [CFR] 1508.13 and 32 CFR Part 651.21, respectively), this Finding of No Significant Impact (FNSI) hereby incorporates the entire EA by reference.

**1. Purpose and Need**

The purpose of the Proposed Action is to convey Army property to a private developer to raise capital to further improve other military housing owned by California Military Communities, LLC. (CMC), as well as other military housing jointly owned by Clark Realty Capital and Army partnerships. The Army has determined that there is adequate existing housing within the Moffett Community Housing areas of Wescoat and Berry Circle; therefore, the need to retain the Shenandoah Square housing community is no longer required. The Proposed Action would involve the transfer and conveyance of the approximately 17-acre Shenandoah Square parcel (comprised of 126 existing housing units) within the Moffett Community Housing to a private developer.

Furthermore, an updated EA is required given the amount of time elapsed since the completion of the 2003 *Environmental Assessment (EA) of the Implementation of the Army Residential Communities Initiative at Parks Reserve Forces Training Area and Moffett Community Housing, California* and 2005 *Supplemental Environmental Assessment (SEA) Implementation of the Army Residential Communities Initiative at Moffett Community Housing, California*. The 2005 supplemental EA specified that “environmental effects beyond 2015 are not reasonably foreseeable at this time”; therefore, an updated EA is being prepared to provide relevant analysis. Lastly, although not a direct component of the Proposed Action, it is likely that a higher density of units would be constructed by a private developer than previously analyzed in the 2005 supplemental EA. Therefore, an updated EA is needed to analyze this potential change.

**2. Description of the Proposed Action and Alternatives**

Chapter 2 of the EA presents a discussion of the Proposed Action and the No Action Alternative.

- **No Action Alternative** – Under this alternative, the Army would not implement the transfer and conveyance of the Shenandoah Square parcel, and the existing 126 housing units would continue to be leased and maintained by the RCI partnership.
- **Proposed Action** – Under this alternative, the Army would convey 17.1 acres at Shenandoah Square to a private developer. Because the 126 units on this property were previously transferred to the RCI partnership, this proposed conveyance would result in transfer of the entire Shenandoah Square property out of Army ownership.

### 3. Environmental Analysis

**Environmental Consequences and Comparison of Alternatives:** Chapter 3 of the EA discusses the affected environment and potential environmental consequences of the Proposed Action by valued environmental component (VEC). The No Action Alternative serves as a baseline from which to compare the potential impacts of the Proposed Action. The EA considers potential impacts to the following valued environmental components (VECs): land use, aesthetic and visual resources, air quality, noise, geology and soils, water resources, biological resources, cultural resources, socioeconomics, transportation, utilities, and hazardous materials and toxic substances.

The EA identifies and evaluates the direct, indirect, and cumulative impacts associated with the transfer of ownership of Shenandoah Square from the RCI partnership, and the effects on the surrounding environmental resources of the project area. As there is no specific information or plan of who would acquire the parcel and what would be constructed, the EA will assess potential direct impacts that could result solely from the transfer of ownership from the RCI partnership to the private developer. Currently, there are no plans as to what or how the private developer who acquires the property would renovate or develop the parcel; however, there have been discussions that the existing 126 housing units may be demolished to allow for the potential construction of 615 to 1,367 new high-density residential units, possibly including mixed-use light retail (subject to re-zoning with the City of Mountain View). Redevelopment was not considered under the Proposed Action as the RCI partnership does not have a stake in parcel development; however, demolition, construction, and operation were evaluated as indirect impacts.

As shown in Table 1, the implementation of the Proposed Action is not anticipated to result in significant adverse or beneficial environmental impacts. Implementation of the Proposed Action would result in negligible adverse and minor beneficial direct impacts, moderate adverse and negligible beneficial indirect impacts, and moderate adverse and negligible beneficial cumulative impacts. The Army conducted consultation with the California State Historic Preservation office and twelve Native American tribes, and no adverse effects to historic properties or tribes were identified.

**Table 1. Summary of Potential Environmental and Socioeconomic Consequences**

Resource Area	Proposed Action <sup>1</sup>		No Action Alternative <sup>1</sup>	Cumulative Impacts <sup>1</sup>
	Direct	Indirect		
Land Use	Negligible	Moderate	Negligible	Negligible Beneficial
Aesthetics and Visual Resources	Negligible	Minor to Moderate	Minor	Negligible
Air Quality	Negligible	Minor	Negligible	Minor
Noise	Negligible	Minor	Negligible	Negligible
Geology and Soils	Negligible	Negligible	Negligible	Negligible Beneficial Minor Adverse
Water Resources	Negligible	Negligible	Negligible	Minor
Biological Resources	Negligible	Negligible	Negligible	Negligible
Cultural Resources	Negligible	Negligible	Negligible	Negligible
Socioeconomics	Minor Beneficial	Minor Beneficial Moderate Adverse	Negligible	Minor Beneficial Minor Adverse
Transportation	Negligible	Moderate	Negligible	Moderate

**Table 1. Summary of Potential Environmental and Socioeconomic Consequences**

Resource Area	Proposed Action <sup>1</sup>		No Action Alternative <sup>1</sup>	Cumulative Impacts <sup>1</sup>
	Direct	Indirect		
Utilities	Negligible	Negligible Beneficial Minor Adverse	Negligible	Negligible
Hazardous Materials and Toxic Substances	Negligible	Negligible	Negligible	Negligible

1. Unless specified, impact ratings are provided as adverse impacts.

**4. Public Review and Comment**

A Notice of Availability of the draft EA and draft FNSI was published in the Mountain View Voice and San Jose Mercury News, which announced the start of a 30-day public comment period in which to make comments to the draft EA (see Appendix A). The draft EA/draft FNSI was made available at the Mountain View Public Library, 585 Franklin St, Mountain View, CA 94041; and Sunnyvale Public Library, 665 W Olive Ave, Sunnyvale, CA 94086, and available online at the RCI website (<http://www.rci.army.mil>).

**5. Finding of No Significant Impact**

I have considered the results of the analysis in the EA, the comments received during the public comment period, and associated direct, indirect, and cumulative effects. Based on these factors, I have decided to proceed with the Proposed Action, as the proposed transfer of Shenandoah Square from Army possession to a private developer will not have a significant impact on the quality of the human or natural environment. This analysis fulfills the requirements of the NEPA of 1969 as implemented by the CEQ regulations (40 CFR Parts 1500-1508), as well as the requirements of the Environmental Analysis of Army Actions (32 CFR Part 651). Therefore, issuance of a FNSI is warranted and an Environmental Impact Statement is not necessary.

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FNSI Signatory Placeholder

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Date

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**ENVIRONMENTAL ASSESSMENT**  
**IMPLEMENTATION OF THE ARMY RESIDENTIAL COMMUNITIES INITIATIVE AT MOFFETT**  
**COMMUNITY HOUSING**

*Approved by:*

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**EA Signatory Placeholder**

**January 2018**

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- Appendix A – Public Involvement
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# 1 PURPOSE, NEED, AND SCOPE

## 1.1 Background

Congress enacted Section 2801 of the 1996 Defense Authorization Act (Public Law 104-106, codified at Title 10 of the United States Code [USC] Sections 2871-85). Also known as the Military Housing Privatization Initiative (MHPI), this provision of law creates alternative authorities for improving and constructing military family housing. The legislative intent of Congress in enacting these additional authorities is to enable the military to obtain private sector funding to satisfy family housing requirements. By leveraging scarce public funding, the Army can obtain private sector funds for constructing, maintaining, managing, renovating, replacing, rehabilitating, and developing Army family housing and ancillary supporting facilities. The Army's implementation of the MHPI authorities is known as the Army Residential Communities Initiative (RCI).

The Army manages housing infrastructure across installations nationwide via RCI partnerships with private developers. The RCI partnership at Moffett Army Airfield is between the U.S. Army and Clark Realty Capital, co-owners of California Military Communities, LLC (CMC), herein referred to as the "RCI partnership". Due to force reduction, base realignment, and other external factors, the Army has determined that military housing requirements at Moffett Federal Airfield are satisfied without any additional housing located on Shenandoah Square. Shenandoah Square is a part of the RCI partnership housing inventory previously considered for transfer out Army ownership in the 2005 *Supplemental Environmental Assessment (SEA) Implementation of the Army Residential Communities Initiative at Moffett Community Housing, California* (2005 SEA). The 2005 SEA was tiered from the 2003 *Environmental Assessment (EA) of the Implementation of the Army Residential Communities Initiative at Parks Reserve Forces Training Area and Moffett Community Housing, California*. While the EA and SEA were completed, ownership of Shenandoah Square was never transferred by the Army to a private developer. Under the 2005 SEA, it was proposed that a 6-acre undeveloped area would be developed with 200 market rate housing units and greenspace, and the existing 126 rental units would be renovated and operated as rental apartments or condominiums.

Currently, there are no plans for or development of the Shenandoah Square parcel. Future development is not a decision to be made by the proponent of this action (i.e., the U.S. Army) nor does the proponent have control over future development. However, because re-development is a likely future action after implementation of the Proposed Action, this EA considers a development scenario and its potential impacts in its indirect effects analysis.

It is currently unknown as to how the property would be developed; however, for purposes of analysis, it is assumed that the existing 126 housing units will be demolished to allow for construction of between 615 and 1,367 units of high-density residential housing, and possibly mixed-use light retail. Due changes in the Proposed Action, this EA does not serve as a supplement to the 2005 SEA; however, because the parcel has remained largely unchanged, this analysis tiers substantially from the 2005 SEA.

Shenandoah Square is a 17.1-acre parcel of land located off of Moffett Boulevard near the intersection of Middlefield Road in Mountain View, California. The property is near Moffett Federal Airfield and currently contains 126 two-bedroom townhouse style units. See Figure 1-1 for the general location of Shenandoah Square.



Figure 1-1. General Location of Shenandoah Square

## 1.2 Purpose and Need for the Proposed Action

The purpose of the Proposed Action is to convey Army property to a private developer in order to raise capital to further improve other military housing owned by CMC, as well as other military housing jointly owned by Clark Realty Capital and Army partnerships. The Army has determined that there is adequate existing housing within the Moffett Community Housing areas of Wescoat and Berry Circle; therefore, the need to retain the Shenandoah Square housing community is no longer required. The Proposed Action would involve the conveyance of the approximately 17-acre Shenandoah Square parcel (comprised of 126 existing housing units) within the Moffett Community Housing to a private developer.

Furthermore, an updated EA is required given the amount of time elapsed since completion of the previous SEA (over 10 years). The 2005 SEA specified that “environmental effects beyond 2015 are not reasonably foreseeable at this time”; therefore, an updated EA is being prepared to provide relevant analysis.

Lastly, although not a direct component of the Proposed Action, it is likely that a higher density of units would be constructed by a private developer than previously analyzed in the 2005 SEA. Therefore, an updated EA is needed to analyze this potential change.

## 1.3 Scope of Analysis and Decision to be Made

This EA identifies and evaluates the direct, indirect, and cumulative impacts associated with the transfer of ownership of Shenandoah Square, and the effects on the surrounding environmental resources of the project area. This EA has been developed in accordance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] 1500 – 1508) and the Army (32 CFR 651). NEPA regulations require that federal agencies consider the environmental effects of proposed actions and alternatives during the decision-making process. Its purpose is to inform decision makers and the public of the likely environmental consequences of the Proposed Action and alternatives. Environmental and socioeconomic effects that would occur if the Proposed Action or No Action Alternative are implemented are evaluated.

As there is no specific information or plan of who would acquire the parcel and what would be constructed, the EA will assess potential direct impacts that could result solely from the transfer of ownership from the RCI partnership to the private developer. Effects from potential demolition and construction are assessed as indirect impacts of the Proposed Action.

The decision to be made as a result of the analysis in this EA is to decide if an Environmental Impact Statement (EIS) needs to be prepared. An EIS would need to be prepared if it is determined that the Proposed Action would have significant impacts to the human or natural environment. Should an EIS be deemed unnecessary based on the analysis of environmental impacts for the Proposed Action, the selection would be documented in a Finding of No Significant Impact (FNSI). Alternately, the decision to take no action could be selected, meaning that the RCI partnership would retain ownership and operation of Shenandoah Square.

In addressing environmental considerations, the Army is guided by several relevant statutes (and implementing regulations) and Executive Orders that establish standards and provide guidance on environmental and natural resources management and planning. These include, but are not limited to the following: Clean Air Act, Clean Water Act (CWA), Noise Control Act, Endangered Species Act, Farmland Protection Policy Act, National Historic Preservation Act (NHPA), Archaeological Resources Protection Act, Resource Conservation and Recovery Act (RCRA), Toxic Substances Control Act (TSCA), Executive Order 11988 (Floodplain Management), Executive Order 11990 (Protection of Wetlands), Executive Order 12088 (Federal Compliance with Pollution Control Standards), Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), and Executive Order 13045 (Protection of Children from Environmental Health Risks and Safety Risks). Where useful for better understanding, key provisions of these statutes and Executive Orders are described in more detail in the text of the EA.

### Public and Agency Involvement

The Army invites public participation in the NEPA process. Consideration of the views and information of all interested persons promotes open communication and enables better decision-making. All agencies, organizations, and members of the public with a potential interest in the Proposed Action, including minority, low-income, disadvantaged, and Native American groups, are urged to participate in the decision-making process.

Public participation opportunities with respect to the EA and decision-making on the Proposed Action are guided by 32 CFR 651. A Notice of Availability of the draft EA and draft FNSI was published in the Mountain View Voice and San Jose Mercury News, which announced the start of a 30-day public comment period in which to make comments to the draft EA (see Appendix A). The draft EA/draft FNSI was made available at the Mountain View Public Library, 585 Franklin St, Mountain View, CA 94041; and Sunnyvale Public Library, 665 W Olive Ave, Sunnyvale, CA 94086, and available online at the RCI website (<http://www.rci.army.mil>).

At the end of the 30-day period, the Army will consider all comments submitted by individuals, agencies, or organizations. If no substantive comments are received and the completed EA indicates no significant impacts would result from implementation of the Proposed Action, a FNSI will be prepared for signature; however, if during the preparation of the EA, the Army determines that significant effects would be likely, then the Army would issue a notice of intent to prepare an EIS. Throughout this process, the public may obtain information on the status and progress of the Proposed Action and the EA from Mr. Scott Chamberlin, Chief, Capital Ventures, Office of the Deputy Assistant Secretary of the Army (Installations, Housing and Partnerships), 110 Army Pentagon Washington, DC 20310-0110 or by email at [scott.chamberlain.civ@mail.mil](mailto:scott.chamberlain.civ@mail.mil) no later than 30 days from the publication of this notice.

## 2 PROPOSED ACTION AND ALTERNATIVES

The Army proposes to convey 17.1 acres at Shenandoah Square to a private developer (see Figure 1-1).

### 2.1 Implementation of the Proposed Action

Under the Proposed Action, the Army would convey the 17.1-acre Shenandoah Square parcel to a private developer. Currently, there are no plans as to what or how the private developer who acquires the property would renovate or develop the parcel. It is anticipated, however, that the existing 126 housing units may be demolished to allow for the construction of 615 to 1,367 new high-density residential units, possibly including mixed-use light retail (subject to re-zoning with the City of Mountain View). Housing units would be available to the public for lease or purchase. Following the transfer of this area out of Army ownership, it is expected that the 17-acre parcel would be annexed into the City of Mountain View and rezoned. Because the developer is not known at this time, no detailed plan exists for redeveloping this property. Redevelopment is not considered under this Proposed Action; however, demolition, construction, and operation are considered foreseeable indirect impacts (see Section 3.1.1). Before redeveloping Shenandoah Square, a redeveloper would complete the appropriate level of California Environmental Quality Act (CEQA) documentation and receive all necessary land use approvals from the City of Mountain View. As part of the CEQA process, the redeveloper will have to address the impacts from site development, propose measures to mitigate adverse impacts, and identify the environmentally superior alternative. A project may not be approved as submitted if mitigation measures are not able to substantially lessen any significant environmental effects associated with the project. Figure 2-1 shows a representative depiction of the site.



**Figure 2-1. Shenandoah Square**

### **2.1.1 Conveyance**

The Army would convey the entire Shenandoah Square property with encumbrances, notices, and requirements obligating the developer of the Shenandoah Square parcel to certain actions. The Army would identify any easements and rights-of-way that might affect use of the conveyed property. These encumbrances would be in the form of covenants in the deed and would be binding on the transferee, as well as any subsequent successors or assigns.

It is expected that proceeds from the conveyance of the parcel will be used to repay debt incurred by CMC for the improvement of CMC-owned housing and also to pay for improvements to other housing owned by partnerships of Clark Realty Capital and the Army. If proceeds are used on any activities that may result in environmental impacts, a NEPA analysis specific to those activities would be conducted.

### **2.1.2 Operation and Maintenance**

Following the conveyance of Shenandoah Square, the new owner would be responsible for the operation and maintenance of the property.

### **2.1.3 Jurisdiction**

The State of California would have legislative jurisdiction over Shenandoah Square following its transfer out of Army ownership.

### **2.1.4 Implementation Commencement**

Demolition, construction, and operation are contingent upon conveyance of the property to a private ownership; however, it is anticipated demolition of the existing housing located on the Shenandoah parcel would commence within the next five years.

## **2.2 No Action Alternative**

Inclusion of the No Action Alternative is prescribed by CEQ regulations. The No Action Alternative serves as a baseline against which the impacts of the Proposed Action can be evaluated. Under this alternative, the Army would not implement the Proposed Action of conveying of the Shenandoah Square parcel, and the existing 126 housing units would continue to be owned by the RCI partnership. The parcel would continue to be maintained by the RCI partnership.

### 3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter describes the impact assessment methodology, the affected environment (existing conditions), and the environmental consequences for the No Action and Proposed Action Alternative. Impact assessment methodologies are discussed in Section 3.1.

#### 3.1 Impact Assessment Methodology

##### 3.1.1 Approach for Analyzing Impacts

NEPA implementing regulations define environmental effects as having three components, including direct, indirect, and cumulative effects:

- **Direct Effects** - Those effects caused by the action and occurring at the same time and place.
- **Indirect Effects** - Those effects caused by the action and occurring later in time or farther removed in distance, but still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems. Indirect impacts may be caused by another action or actions that have an established relationship or connection to the project (connected actions). These actions are those that would not or could not occur unless the proposed project were implemented. These actions are often referred to as “but for” actions and generally occur at a later time or at some distance removed from the original action (FHWA 2006).
- **Cumulative Effects** - Those impacts on the environment that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Cumulative impacts encompass the direct and indirect effects attributable to the proposed project along with the environmental effects of other past, present, and reasonably foreseeable future actions.

The Proposed Action does not involve any demolition of existing structures, construction, or operation of new housing. The parcel would be conveyed to a currently unknown private developer in return for market value consideration, and no details on future development of the parcel exist. However, it is “reasonably foreseeable” that the same type of land use would remain, and that potential demolition, construction, and operation of housing units would occur on the parcel. Therefore, impacts from demolition, construction, and operation are analyzed as indirect impacts of the Proposed Action herein.

Context and intensity are taken into consideration in determining a potential impact’s significance, as defined in 40 CFR 1508.27. The intensity of a potential impact refers to the impact’s severity and includes consideration of beneficial and adverse impacts, the level of controversy associated with a project’s impacts on human health, whether the

action establishes a precedent for future actions with significant effects, the level of uncertainty about project impacts, or whether the action threatens to violate federal, state, or local law requirements imposed for protection of the environment. The severity of environmental impacts is characterized as negligible, minor, moderate, or significant:

- **None/Negligible** – No measurable impacts are expected to occur. A negligible impact may locally alter the resource, but would not measurably change its function or character.
- **Minor** – A minor impact would either be isolated and localized or not measurable on a wider scale.
- **Moderate** – Moderate impacts to a resource would be measurable on a wide scale (e.g., outside the footprint of disturbance or on a landscape level). If moderate impacts are adverse, they would not exceed limits of applicable local, state, or federal regulations.
- **Significant** – A significant impact may exceed limits of applicable local, state, or federal regulations or would untenably alter the function or character of the resource. The threshold of significance would be a significant impact. These impacts would be considered significant unless mitigable to a less-than-significant level.

Impacts that range from none to moderate are considered less than significant. Impact ratings should be assumed as adverse unless specifically indicated as beneficial.

To maintain a consistent evaluation of impacts in this EA and in accordance with the Army NEPA Regulations, significance thresholds were established for each resource. Some thresholds have been designated based on legal or regulatory limits or requirements. Other thresholds reflect discretionary judgment on the part of the Army in accomplishing its primary mission of military readiness, while also fulfilling its conservation stewardship responsibilities.

A region of influence (ROI) was determined for each resource area, based on the potential impacts to the affected resource. For example, the ROI may focus on the project location and surrounding area, or may include an entire watershed. Table 3.1-1 presents resource-specific ROIs and the relevant factors used to evaluate the context and intensity of a potential impact to determine if the impacts may be significant. The ROI was generally limited to the project parcel for the following valued environmental components (VECs): biological resources, wetlands, soils, land use, and hazardous and solid wastes, as these VECs are directly connected to specific existing conditions within the parcel and potential future construction activities. For the remaining VECs, the ROI was generally expanded to include larger geographic areas (e.g., airsheds for air quality, watersheds for surface waters, and noise zones for characterization and assessment of the noise environment).

**Table 3.1-1. Resources Considered under the Proposed Action**

VEC	Region of Influence	Threshold of Concern or Significance
Land Use	Land use on Shenandoah Square and adjacent properties	A significant impact would occur if the project were to (a) physically divide an established community; (b) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; or (c) conflict with any applicable habitat conservation plan or natural community conservation plan.
Aesthetic and Visual Resources	Viewshed of Shenandoah Square and surrounding area	A significant impact would occur if there is a substantial change in the visual landscape, increased glare or lighting, elevated noise levels, or other factors that diminish the physical value of these resources.
Air Quality	Bay Area Air Quality District	A significant impact would occur if the project (a) were to violate any National Ambient Air Quality Standard (NAAQS); (b) increase the number or frequency of violations; (c) contribute substantially to an existing or projected air quality violation; (d) conflict with or obstruct implementation of any air quality plans; (e) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment; (f) expose sensitive receptors to substantial pollutant concentrations; or (g) create objectionable odors affecting a substantial number of people.
Noise	Areas adjacent to Shenandoah Square	Significant impacts would occur from (a) a violation of any federal, state, or local noise ordinance; (b) creation of incompatible land uses for areas with sensitive noise receptors outside the project area; or (c) creation of noise loud enough to threaten or harm human health.
Geology and Soils	Soils within Shenandoah Square	Impacts from soil erosion would be considered significant if they: (a) expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death; (b) result in substantial soil erosion or loss of topsoil; or (c) are located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

**Table 3.1-1. Resources Considered under the Proposed Action**

VEC	Region of Influence	Threshold of Concern or Significance
Water Resources	Permanente Creek-Frontal San Francisco Bay Estuaries watershed  U.S. Army Corps of Engineers jurisdictional "waters of the U.S."	A significant impact would (a) violate any water quality standards or waste discharge requirements; (b) substantially deplete groundwater supplies or interfere substantially with groundwater recharge; (c) substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site; (d) substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; (e) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; (f) otherwise substantially degrade water quality; or (g) cause a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the CWA.
Biological Resources	Biological resources on and adjacent to Shenandoah Square	A significant impact would occur if the project were to (a) have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS); (b) have a substantial adverse effect on any sensitive or unique natural community identified in local or regional plans, policies or regulations or by CDFW or USFWS; (c) interfere substantially with the movement of native resident or migratory fish or wildlife, obstruct wildlife corridors, or harm wildlife nursery sites; (d) conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or (e) conflict with the provisions of an approved local, regional, or state habitat conservation plan.
Cultural Resources	Cultural Resources on Shenandoah Square	A significant impact would occur if the project were to (a) cause a substantial adverse change in the significance of a historical or archaeological resource as defined in the NHPA; (b) directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or (c) disturb any human remains, including those buried outside of formal cemeteries.
Socioeconomics	Socioeconomic and Environmental Justice factors within Santa Clara County	A significant impact would occur if the project were to (a) induce substantial population growth or decline in an area, either directly or indirectly; (b) displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere; (c) result in disproportionate adverse economic, social, or health impacts on minority or low-income populations; or (d) result in substantial disproportionate health or safety risk to children.

**Table 3.1-1. Resources Considered under the Proposed Action**

VEC	Region of Influence	Threshold of Concern or Significance
Transportation	Public roadways adjacent to Shenandoah Square	A significant impact would occur if the project were to (a) cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; (b) substantially increase hazards due to a design feature; (c) noticeably hinder emergency access; or (d) overwhelm existing parking capacity.
Utilities	Utility providers for Shenandoah Square	A significant impact would occur if the project were to result in a substantial increase in any utility consumption to the extent that generation capacity is exceeded, based on currently available projections, or unacceptable demands are placed on infrastructure supply and distribution systems.
Hazardous Materials and Toxic Substances	Shenandoah Square parcel boundaries	A significant impact would occur if the project were to (a) create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; (b) create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; (c) emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school; (d) result in a safety hazard for people residing or working in the project vicinity; or (e) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

### 3.1.2 Cumulative Effects Analysis

#### 3.1.2.1 Introduction

This section identifies the cumulative projects considered with the Proposed Action as described in Section 3.1.1. Cumulative effects have been considered for those resources where similar and comparable types of environmental effects from both the Proposed Action and the cumulative projects have potential to occur.

Impacts of the Proposed Action and alternatives presented in this EA are assessed for cumulative impacts with other actions conducted in the region. Unless otherwise specified, the ROI for a particular resource in the cumulative analysis is the same as the ROI for that resource in the analysis of the environmental effects from the Proposed Action and the No Action Alternative. Only those resources with similar and comparable types of environmental effects from both the Proposed Action and the cumulative projects are considered to have cumulative effects.

This analysis considers the effects of the Proposed Action, as evaluated in detail in the individual sections of this chapter, when it is combined with the effects of other past, present, and future actions in the affected region. Past, present, and reasonably foreseeable actions that have been identified are described below.

### 3.1.2.2 Cumulative Projects

Past, ongoing, and future projects were obtained from the cities of Mountain View, Sunny Vale, and Palo Alto. Planning departments in these cities prepare monthly updates of private development for their respective towns regarding industrial, commercial, residential, mixed use, medical, education, religious, or public land use. These databases are comprehensive and extensive in regard to project size and status, and include projects that are pending, approved but not yet under construction, and under construction. A full list of projects is provided in Appendix B. More information on these projects can be found on city websites (City of Mountain View 2017a; City of Sunnyvale 2017; City of Palo Alto, 2017). Use permits that do not require construction or single-family home construction are not included.

### 3.1.2.3 City of Mountain View

As of June 2017 in the City of Mountain View, California, there were approximately 72 construction projects that were either pending, approved, or under construction. These projects consist of a mix of commercial (e.g., office space, retail, and hotel construction), residential, mixed-use development, as well as minor public works projects such as bike paths and pedestrian bridges. Additional development includes construction or redevelopment related to schools and medical services. Residential projects include a mix of condos, apartments, townhouses, and single-family homes. Large projects of note include:

- 1255 Pear Avenue by the Sobrato Organization (under review), a mixed used site with 650 market rate residential units and 234,247 square feet of new office uses;
- 2580 and 2590 California Street and 201 San Antonio Circle Master Plan (under review), which would include construction of 642 residential units and 16,600 square feet of commercial space with below grade parking to replace an existing 70,000 square foot office building and 53,000 square feet of existing retail;
- 777 West Middlefield Road General Plan Amendment, which includes demolition of 208 existing apartment units and construction of 711 new apartment units (including 144 affordable units); and
- 555 West Middlefield Road, which includes construction of a 341-unit addition to an existing 402-unit residential development adjacent to the Shenandoah Square site.

Table 3.1-2 summarizes development in the City of Mountain View. See Appendix B for a full listing of projects.

**Table 3.1-2. Summary of Projects in the City of Mountain View**

Use	Pending	Approved	Under Construction
<b>Residential</b>	11	12	12
• 1-99	8	11	9
• 100-499	2	1	3
• >500	1	0	0
<b>Mixed-Use</b>	5	4	3
• 1-99	1	1	1
• 100-499	2	2	2
• >500	2	1	0
<b>Commercial</b>	10	9	5
<b>Industrial</b>	0	0	1

Source: City of Mountain View, 2017a

The City of Mountain View has experienced substantial growth in recent years, and growth is projected to continue into the future. Specifically, per the Mountain View 2030 General Plan, employment in this area is projected to increase by more than 40% by 2030 (City of Mountain View 2012). The City has attempted to plan for potential growth and congestion issues in the Shoreline Transportation Study (2013) and the North Bayshore Precise Plan (2014). These plans target a reduction in trips made by single-occupancy vehicles, dedicated transit lanes, pedestrian bridges, protected bicycle lanes, and intersection enhancements to promote multi-modal transportation in the area and reduce congestion. The City Council has adopted a planning vision that opposes new transportation infrastructure that would increase the physical capacity for automobiles in and around the North Bayshore area.

#### **3.1.2.4 City of Sunnyvale**

Development in the City of Sunnyvale is similar to the City of Mountain View. As of May 2017, there were approximately 110 construction projects that were either pending, approved, or under construction. Large projects of note include development at 1 AMD Place (pending review), which would include construction of 1,076 dwelling units (136 townhomes, 651 mid-rise apartments, 289 walk up apartments), extension of a public street and internal private streets, and dedication of a 6.5 acre public park; mixed use development at 1120 Kifer Road (approved), which includes the redevelopment of an approximately 8-acre industrial property with mixed-uses, including 7,400 square feet of retail and 520 apartment units; and various expansions of the NetApp Campus (some phases approved; some phases pending review). Table 3.1-3 summarizes development in the City of Sunnyvale. See Appendix B for a full listing of projects.

**Table 3.1-3. Summary of Projects in the City of Sunnyvale**

Use	Under Review/ Pending Review	Approved	Under Construction
<b>Residential</b>	27	6	13
• 1-99	21	4	9
• 100-499	5	2	4
• >500	1	0	0
<b>Mixed</b>	2	4	0
• 1-99	2	1	0
• 100-499	0	2	0
• >500	0	1	0
<b>Commercial</b>	14	8	2
<b>Industrial</b>	13	12	3
<b>Other</b>	3	1	0

Source: City of Sunnyvale, 2017

### 3.1.2.5 City of Palo Alto

Development in the City of Palo Alto is similar to the City of Mountain View and Sunnyvale. As of May 2017, there were approximately 28 construction projects under review by the City of Palo Alto; however, up-to-date information is not available on recently approved projects or projects under construction. Large projects of note include a residential development of 180 units at 1451-1601 California Avenue and a mixed used commercial and residential development with approximately 50 apartment units at 3001 El Camino Real. Table 3.1-4 summarizes development in the City of Palo Alto. See Appendix B for a full listing of projects.

**Table 3.1-4. Summary of Projects in the City of Palo Alto**

Use	Total Projects
<b>Residential</b>	4
• 1-100	3
• 100-500	1
• >500	0
<b>Mixed</b>	7
• 1-100	7
• 100-500	0
• >500	0
<b>Commercial</b>	12
<b>Other</b>	5

Source: City of Palo Alto, 2017

## **3.2 Land Use**

### **3.2.1 Affected Environment**

Moffett Federal Airfield is a 2,250-acre Army installation located on primarily unincorporated land in Santa Clara County, California. Moffett Federal Airfield is on the southwest shoreline of San Francisco Bay, approximately 25 miles east of the Pacific coast. Mountain View is adjacent to the western and southern boundaries of Moffett Federal Airfield, and Sunnyvale is adjacent to the eastern and southern boundaries. Downtown San Jose is approximately 7 miles southeast, and San Francisco is approximately 32 miles northwest.

Shenandoah Square is a 17.1-acre parcel of land located a half mile southwest of Moffett Federal Airfield. The property is located off of Moffett Boulevard near the intersection of Middlefield Road in Mountain View, California. The property currently functions primarily as housing for military assigned to duty on or in the vicinity of Moffett Federal Airfield. There are 126 two-bedroom townhouse style units located on the property. In addition, there is a 6-acre open space area located on the parcel. Refer to Figure 1-1 for the general location of Shenandoah Square.

The City of Mountain View zones residential areas for low, medium-low, medium, medium-high, and high density residential development. Shenandoah Square is currently zoned as medium-density residential, which allows for a mix of single- and multi-family housing with a residential character appropriate to a range of densities and a broad mix of housing types. Medium-low density residential zoning allows for between 7 to 12 dwelling units per acre, approximately 15 to 30 residents per acre, and structures up to 2 stories. High-density residential zoning is intended for multi-family housing (e.g., apartments and condominiums) close to mixed land uses and transit. High-density residential development allows for between 36 and 80 dwelling units per acre, approximately 75 to 170 residents per acre, and structures up to 5 stories (City of Mountain View, 2012).

Land uses surrounding Shenandoah Square are primarily residential and commercial. Residential units near the property are similar to units currently at Shenandoah Square and are low- to medium-density, one- to two-unit residential communities, as well as mobile homes.

### **3.2.2 Environmental Consequences**

#### **3.2.2.1 Proposed Action**

##### **Direct Effects**

The Proposed Action would have no direct impacts on land use. Upon land transfer to a private entity developer, the developer would assume responsibility for any changes in land use.

##### **Indirect Effects**

It is anticipated that the parcel would change from medium-low to high-density residential, to include possible mixed-use light retail. Rezoning would allow for the addition of between 615 and 1,367 units on the property, which would be a large increase from the

126 units currently located on the property, and would represent a higher density of land use compared to the surrounding area. However, the use of the property would remain primarily residential and would be compatible with the surrounding residential land uses. The increase in density, the specific amount of units approved for the parcel, and the change in zoning would be subject to approval from the City of Mountain View Community Development Department. The increase and change in zoning could have a moderate indirect impact on land use of the surrounding, lower density residential parcels.

Future demolition and construction at the parcel could have short-term, indirect minor impacts on surrounding land uses from noise, traffic, and fugitive dust.

### **3.2.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and the ownership of the existing Shenandoah Square housing. No impacts would occur.

### **3.2.3 Cumulative Effects**

Negligible, beneficial cumulative impacts would occur from potential future construction as it would represent an improved land use when combined with other redevelopment projects in the region. Regional projects would improve local land uses by adding updated housing and amenities.

### **3.3 Aesthetics and Visual Resources**

#### **3.3.1 Affected Environment**

Shenandoah Square is comprised of multiple-unit complexes clustered in a U-shape with trees surrounding each cluster. Most of the northern portion of the parcel is occupied by housing units, and the southern portion consists of open space, with both paved and grassy areas for recreation. Views of Shenandoah Square are available from the immediately adjacent properties. The parcel is adjacent to Highway 85 to the east, Moffett Boulevard to the southeast, Middlefield Road to the southwest, and a residential community to the north. Although the eastern side of Shenandoah Square is visible from Highway 85, the view is limited by trees, highway structures, and the short viewing time for motorists traveling at highway speeds. Views of the southeastern and southwestern side of the area from Moffett Boulevard and Middlefield Road are mostly of the open paved and grassy areas in the foreground and trees and housing complexes in the background. Views of the north side of the area from the residential community are of the housing complexes. Due to the closeness and opportunity for prolonged viewing, viewers of the housing parcel on the north side are likely more sensitive to the visual aesthetics of the site than other viewers. Landscaping on the property is maintained by the RCI partnership.

According to the City of Mountain View General Plan, the city “aims to keep its distinct character and grow an even more vibrant community”. Similarly, the General Plan emphasizes high quality development and desirable physical characteristics through goals listed in the plan, city policies, and form and character guidance (City of Mountain View, 2012).

#### **3.3.2 Environmental Consequences**

##### **3.3.2.1 Proposed Action**

###### **Direct Effects**

The Proposed Action would have no direct impacts on aesthetics or visual resources. Upon land transfer to a private entity, the developer would assume ownership of the property and the land would become private land rather than public. No immediate visual effects would occur.

###### **Indirect Effects**

Demolition and construction of new housing on the Shenandoah Square parcel could result in short-term, moderate indirect impacts to aesthetics, as demolition and construction activity would be visible and audible to adjacent residences. Additional short-term indirect aesthetic impacts would occur from increased traffic and fugitive dust emissions during construction.

Construction of a higher density of units may conflict with the aesthetics of existing medium density residential development nearby the parcel; however, new units would be designed in accordance with applicable design, construction, and maintenance guidelines and requirements, such as those identified in the City of Mountain View’s General Plan and by its development approval process. Because the surrounding areas are already developed, there are already nearby sources of nighttime light and glare. New housing

may result in increased nighttime glare, as there may be an increase in housing density at the site over existing conditions; however, such an increase is not anticipated to be noticeable given the developed nature of the area. While the higher density construction would be a noticeable change in the architectural character of the existing construction, it would be generally compatible with the existing residential use and developed nature of the area. Overall long-term indirect impacts would be minor.

### **3.3.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain ownership of Shenandoah Square and existing aesthetic conditions would remain unchanged. Aging structures would not be updated or replaced and would continue to deteriorate, resulting in long-term, minor, direct adverse impacts on the aesthetics of the surrounding area. Landscaping would continue to be maintained by the RCI partnership.

### **3.3.3 Cumulative Effects**

Potential construction on the parcel and other cumulative projects would involve construction traffic; however, traffic is not expected to be concentrated in any one particular area. Future construction at Shenandoah Square, as well as some of the cumulative projects under consideration, could involve construction on undeveloped land. This would cumulatively reduce the area's openness, increase overall density of human-made structures, and add to the quantity of urbanized activities, resulting in long-term adverse impacts on the visual character or quality of the overall area. Overall cumulative impacts would be negligible.

### 3.4 Air Quality and Greenhouse Gases

#### 3.4.1 Affected Environment

**Air Quality Standards.** The United States Environmental Protection Agency (USEPA) has established ambient air quality standards for several different pollutants, which often are referred to as criteria pollutants (i.e., ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, suspended particulate matter, and lead). Standards for suspended particulate matter have been set for two size fractions: inhalable particulate matter (measuring less than 10 microns in diameter; PM<sub>10</sub>) and fine particulate matter (measuring less than 2.5 microns in diameter; PM<sub>2.5</sub>). Federal ambient air quality standards are based primarily on evidence of acute and chronic health effects.

California has adopted ambient air quality standards that are more stringent than the comparable federal standards and that address pollutants not covered by federal ambient air quality standards. Most state ambient air quality standards are based primarily on health effects data but can reflect other considerations, such as protecting crops and materials or avoiding nuisance conditions, such as objectionable odors.

**Regional Air Quality Conditions.** The federal Clean Air Act requires each state to identify areas that have ambient air quality in violation of federal standards. States are required to develop, adopt, and implement a state implementation plan (SIP) to achieve, maintain, and enforce federal ambient air quality standards in these nonattainment areas. SIP elements are developed on a pollutant-by-pollutant basis whenever one or more air quality standards are violated. In 1991, a SIP for the Bay Area was completed, and in 1997 a Bay Area Clean Air Plan was adopted by the Bay Area Air Quality Management District (BAAQMD).

The status of areas with respect to federal ambient air quality standards is categorized as nonattainment, attainment (better than national standards), unclassifiable, or attainment/cannot be classified. The unclassified designation includes attainment areas that comply with federal standards, as well as areas that lack monitoring data. Unclassified areas are treated as attainment areas for most regulatory purposes. Simple attainment designations generally are used only for areas that transition from a nonattainment status to an attainment status. Areas that have been reclassified from nonattainment to attainment are automatically considered maintenance areas, although this designation is seldom noted in status listings.

California classifies areas of the state as attainment, nonattainment, nonattainment-transitional, or unclassified with respect to the state ambient air quality standards. Air quality emissions standards have varying averaging times (e.g., 1-hour, 8-hour, 24-hour, etc.). Table 3.4-1 shows current attainment statuses in the BAAQMD as of June 2017.

**Table 3.4-1. Bay Area Air Quality Management District Attainment Status**

Pollutant	Averaging Time	California Designation	Federal Designation
Ozone	8 hour	Nonattainment	Nonattainment
	1 hour	Nonattainment	N/A
Carbon Monoxide	8 hour	Attainment	Attainment
	1 hour	Attainment	Attainment

**Table 3.4-1. Bay Area Air Quality Management District Attainment Status**

Pollutant	Averaging Time	California Designation	Federal Designation
Nitrogen Dioxide	1 hour Annual Average	Attainment N/A	Unclassified Attainment
Sulfur Dioxide	24 Hour 1 hour Annual Average	Attainment Attainment N/A	Unclassified Unclassified Unclassified
PM <sub>10</sub>	Annual Average 24 Hour	Nonattainment Nonattainment	N/A Unclassified
PM <sub>2.5</sub>	Annual Average 24 hour	Nonattainment N/A	Unclassified/Attainment Nonattainment
Sulfates	24 hour	Attainment	N/A
Lead	30-day Calendar Quarter	N/A N/A	Attainment Attainment
Hydrogen Sulfide	1 hour	Unclassified	N/A
Vinyl Chloride	24 hour	No Information Available	N/A
Visibility Reducing Particulates	8 hour	Unclassified	N/A

Source: BAAQMD, 2017

**Climate Change and Greenhouse Gases.** The average high temperature in Mountain View is 78.8° Fahrenheit (°F) (26° Celsius (°C)) in July, and is 57.6°F (14.2°C) in December. Mountain View has average annual precipitation of 15.71 inches (39.9 centimeters) per year. The wettest month of the year is January with an average rainfall of 3.2 inches (8.1 centimeters) (Icside 2017). Greenhouse gases are components of the atmosphere that trap heat relatively near the surface of the earth, and therefore, contribute to the greenhouse effect and climate change. Most greenhouse gases occur naturally in the atmosphere, but increases in their concentration result from human activities such as the burning of fossil fuels. Global temperatures are expected to continue to rise as human activities continue to add carbon dioxide, methane, nitrous oxide, and other greenhouse (or heat-trapping) gases to the atmosphere. Whether or not rainfall will increase or decrease remains difficult to project for specific regions (IPCC 2014).

Executive Order 13693, *Planning for Federal Sustainability in the Next Decade* outlines policies intended to ensure that federal agencies evaluate climate-change risks and vulnerabilities, and to manage the short- and long-term effects of climate change on their operations and mission. The EO specifically requires agencies within the Department of Defense (DoD) to measure, report, and reduce their greenhouse gas emissions from both their direct and indirect activities. The DoD has committed to reduce greenhouse gas emissions from non-combat activities 34 percent by 2020 (DoD 2014).

**Regulatory Requirements.** Construction or operation that may result in emissions of pollutants from a stationary source into the atmosphere must first obtain an Authority to Construct from the air quality management district (i.e., the BAAQMD). Air districts issue permits and monitor new and modified sources of air pollutants to ensure compliance with

national, state, and local emission standards and to ensure that emissions from such sources will not interfere with the attainment and maintenance of ambient air quality standards adopted by the California Air Resources Board (CARB) and the USEPA.

The USEPA has promulgated rules establishing conformity analysis procedures for transportation-related actions and for other general federal agency actions that are undertaken, approved, or funded in a federal nonattainment or maintenance area. These procedures must be followed if the total direct or indirect emissions of non-attainment pollutants exceeds certain thresholds (i.e., the General Conformity Rule).

### **3.4.2 Environmental Consequences**

#### **3.4.2.1 Proposed Action**

##### **Direct Effects**

The Proposed Action would have no direct impacts on air quality or greenhouse gases. Upon land transfer to a private entity, the developer would assume ownership of the property and the land would become private land rather than public. No change in existing emissions would occur.

##### **Indirect Effects**

Emissions could occur from future demolition of Shenandoah Square apartments and construction of new apartments, as well as from increased traffic during operation of the new apartment units. PM<sub>10</sub> emissions can result from a variety of construction activities, including excavation, grading, vehicle travel on paved and unpaved surfaces, as well as vehicle and equipment exhaust. Particulate emissions from construction can lead to adverse health effects and nuisance concerns, such as reduced visibility. Additional emissions, to include greenhouse gases, would occur from construction equipment, fugitive dust from site grading and surface disturbance, and worker vehicles. However, because specific construction plans are unknown, emissions cannot be quantified at this time. Furthermore, because construction would not be undertaken, approved, or funded by a federal agency, a general conformity determination would not be needed. Prior to construction, the developer would obtain an Authority to Construct from the BAAQMD to ensure compliance with all applicable regulations and air quality standards. Overall impacts on air quality from construction would be short term and minor.

Minor long-term adverse impacts to air quality are expected. Traffic from new development at Shenandoah Square would result in emissions of reactive organic gases (ROG)<sup>1</sup>, nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), and PM<sub>10</sub>; however, emissions are not anticipated to exceed regulatory thresholds or result in significant adverse impacts. Increases in traffic would also result in minor increases in greenhouse gas emissions.

It is anticipated that dust control measures would be implemented to reduce PM<sub>10</sub> emissions from construction. Standard management practices are anticipated to be

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<sup>1</sup> Reactive organic gases (ROGs) are any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate.

implemented during construction to reduce fugitive dust emissions and minimize the potential impacts on air quality. Examples of standard management practices are watering roads and covering trucks with tarps. Additional measures to reduce fugitive dust could be included as a requirement of development plans.

#### **3.4.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the housing currently located on Shenandoah Square. Negligible impacts would occur from the use of landscaping equipment to maintain the property and car trips from existing residents. No long-term adverse air quality impacts would occur.

#### **3.4.3 Cumulative Effects**

Future construction projects in the City of Mountain View and the surrounding area would result in short-term increases in PM<sub>10</sub> and other criteria pollutants from construction activities and increased traffic. Increased traffic as a result of new construction and growth in the area would result in long-term increases in ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub>. Combined with other cumulative development projects, future demolition, construction, and operation of the newly developed housing area at Shenandoah Square could result in both short-term and long-term increases in air emissions. Large development actions would be subject to review by the BAAQMD and would be required to implement applicable emissions controls and best management practices (BMPs) to ensure that air quality standards are not violated. Therefore, overall cumulative effects are expected to be minor.

### 3.5 Noise

#### 3.5.1 Affect Environment

Noise is defined as unwanted sound. There is a wide variety of human responses to noise, which vary according to the type and characteristic of the noise source. Sound quality criteria promulgated by the USEPA, the U.S. Department of Housing and Urban Development (HUD), and the DoD have specified noise levels to protect public health and welfare with an adequate margin of safety. These levels are considered acceptable guidelines for assessing noise conditions in an environmental setting.

Responses to noise vary, depending on the type and characteristics of the noise, the expected level of noise, the distance between the noise source and the receptor, the receptor's sensitivity, and the time of day. The receptor's expectation of a sound level associated with an activity has a direct bearing on the level of annoyance. The annoyance can be experienced individually or as a group. The five factors identified by the USEPA, HUD, and the DoD as indicators for estimating negative community reaction to noise are type of noise, amount of repetition, type of neighborhood, time of day, and amount of previous exposure.

Noise is measured in decibels (dB). A frequency-dependent adjustment (i.e., A-weighting) is used to assess noise impacts on humans because the human ear is not equally sensitive to sound at all frequencies. This adjustment is measured in A-weighted decibels (dBA). Table 3.5-1 presents a range of common decibel sound levels.

**Table 3.5-1. Sound Level and Loudness of Typical Noises**

Noise Level (dBA)	Description	Typical Sources
140	Threshold of pain	--
125	Uncomfortably Loud	Automobile assembly line
120	Uncomfortably Loud	Jet aircraft
100	Very Loud	Diesel truck
80	Moderately Loud	Motor bus
60	Moderate	Low conversation
40	Quiet	Quiet room
20	Very Quiet	Leaves rustling

Source: Liu and Liptak, 1997

Average noise exposure over 24 hours can be presented as a day-night average sound level (DNL). DNL values are calculated from 24-hour averages in which nighttime values (10 P.M. to 7 A.M.) are increased by 10 dB to account for the greater disturbance potential from nighttime noises.

Housing residents represent sensitive receptors. Existing noise levels in the Shenandoah Square area are affected by noises characterized by the sounding land use, including noise associated with daily activities from residences, parks, general business activities, and traffic. Major noise sources near Shenandoah Square include traffic along Middlefield Road, Moffett Boulevard and California Highway 85. In addition, the Shoreline

Amphitheater can be a considerable source of noise when concerts or similar activities take place. Shenandoah Square is outside of major noise contours generated by the Moffett Federal Airfield.

The City of Mountain View regulates undesirable noise through city noise ordinances that protects the community from excessive noise from sources such as construction activity, amplified sound, and stationary equipment. Noise is also regulated through project conditions of approval.

### **3.5.2 Environmental Consequences**

#### **3.5.2.1 Proposed Action**

##### **Direct Effects**

The Proposed Action would not result in direct noise impacts. Upon conveyance to a private entity developer, the developer would control the property. No change in the existing noise environment would occur.

##### **Indirect Effects**

Future demolition and construction of Shenandoah Square could create additional noise, mostly in the housing areas and along the transportation routes of project vehicles. Although the type and quantity of construction vehicles and equipment have not been identified, typical construction equipment generally ranges from 74 dBA to 101 dBA when measured at a distance of 50 feet (FTA, 2006). It is likely that sound generated during demolition and construction at Shenandoah Square would affect adjacent sensitive receptors; however, construction generally would be limited to the daytime, when people are likely to be away from their homes. Future demolition and construction could result in short-term minor indirect impacts. Additionally, increases in traffic could result in long-term minor indirect impacts.

#### **3.5.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the existing housing located on Shenandoah Square. Periodic noise would be generated from car trips from existing residents, landscaping, and occasional maintenance activities; however, this noise is compatible with the surrounding noise environment and no direct long-term adverse impacts would occur.

### **3.5.3 Cumulative Effects**

Combined with other nearby development projects, future demolition, construction, and operation at Shenandoah Square could result in greater noise levels in the surrounding area. Specifically, cumulative noise increases would occur in the short term from construction activities and in the long term from increased vehicle traffic. In addition, cumulative development projects could introduce new sensitive land uses into areas already affected by noise. Any such cumulative noise impacts would be controlled through the planning process and land use compatibility guidelines in place and would be enforced by the different municipalities. Overall cumulative impacts would be negligible.

## 3.6 Geology and Soils

### 3.6.1 Affected Environment

**Physiography.** Topography of Shenandoah Square is shown on the Mountain View 7.5-minute quadrangle (USGS, 2015). Elevations in the Shenandoah Square housing area range between approximately 45 and 52 feet above mean sea level, and the ground surface slopes gently to the north. The project area is at the south end of San Francisco Bay, approximately two miles south of the historic margin of tidal marshland (Nichols and Wright, 1971). The project area is within the Coast Ranges physiographic province (Lew, 2004).

**Geology and Stratigraphy.** Shenandoah Square is underlain by fine-grained Holocene (less than 10,000 years old) alluvial fan and floodplain overbank deposits (Clahan et al., 2006). These deposits lie on the far downslope margin of alluvial fans that emanate from the Santa Cruz Mountains to the southwest and are dominated by clay and silt, with interbedded discontinuous lobes of coarse sand that become thinner in the direction of San Francisco Bay.

Boring logs for monitoring wells installed near the south end of the parcel considered in the 2005 SEA indicated a sand and gravel unit about 10 to 15 feet thick at a depth of about 20 feet below the ground surface, sandwiched between silt and clay deposits. The upper 250 feet of alluvial fill material underlying the region of the site are divided into four separate Holocene/Pleistocene stratigraphic units that represent changes in deposition associated with sea level changes during glacial periods. These units contain the area's three major aquifers (NASA 2001).

Beginning in the early 1900s, land subsidence has occurred over a large area of the Santa Clara Valley due to extensive withdrawal from groundwater aquifers for agriculture and domestic water use. Some subsidence was irreversible, specifically the compression of the clay sediments from which groundwater gradually drained as the water table was drawn down. Some of the subsidence was reversible, resulting from reduction in the buoyant forces of confined groundwater in the sandy aquifer units. The Santa Clara Valley Water District successfully halted subsidence in the 1970s by instituting a program to artificially recharge the aquifers with recharge basins located throughout the valley (Galloway et al., 1999).

**Seismicity.** The three major active northwest-trending strike-slip faults passing through the San Francisco Bay Area are the San Andreas, Hayward, and Calaveras Faults. All three faults belong to the San Andreas Fault System, which marks the boundary between the Pacific and North American tectonic plates. The San Andreas Fault system has gradually evolved for the past 28 million years, and movement of tectonic plates along these faults has resulted in many large magnitude earthquakes, including many above 6.0 on the Richter scale (Stoffer, 2005).

There are four additional northwest-trending faults in the Santa Clara Valley: the San Jose, Palo Alto, Stanford, and Silver Creek Faults. The San Jose Fault trace passes through the National Aeronautics and Space Administration (NASA) Ames Research Center; the Palo Alto and Stanford Faults are 1 and 3 miles southwest of NASA Ames Research Center, respectively; and the Silver Creek Fault is 5 miles east of the site.

Although movement has occurred on these faults during the last 1.6 million years, they are not currently active. There are no Alquist-Priolo Fault Hazard Zones mapped within the project area; however, these zones exist within 5 miles of the project area (CGS 2017).

The California Geological Survey identifies the entire region from the margin of the San Francisco Bay to slightly south of the Central Expressway (approximately 1 mile south of U.S. Highway 101) as an area that is potentially subject to liquefaction. This is based on historic occurrence of liquefaction or local conditions indicative of liquefaction potential (CGS, 2017). Liquefaction is the phenomenon where the strength and stiffness of soil is reduced by earthquake shaking or rapid loading (University of Washington, 2000). The United States Geological Survey (USGS) identified the project site as having a moderate liquefaction susceptibility, with areas nearby ranging from low to very high susceptibility (USGS, 2015). The California Geological Survey Seismic Hazard Zones study indicates that additional site-specific geotechnical studies may be needed to further define the liquefaction potential of a specific site, and the study reports no evidence of past liquefaction or ground settlement in the immediate vicinity of the project (CGS, 2006).

No recoverable mineral resources have been identified in the project area.

**Soils.** Soils at the Shenandoah Square parcel are Urban Land – Campbell Complex, with 0 to 2 percent slopes. This soil complex includes disturbed soils, fill, and soils that are covered by roads and structures. The typical profile for this soil structure is characteristic of alluvial fans and ranges from silty loam to silty clay, with moderate permeability. These soils are not considered prime farmland (USDA NRCS, 2017).

### **3.6.2 Environmental Consequences**

#### **3.6.2.1 Proposed Action**

##### **Direct Effects**

Shenandoah Square is in one of the most active seismic areas of California and is subject to strong ground shaking in the event of a large earthquake. The California Geological Survey estimated that in the region of the project, there is a 10 percent chance that, during a 50-year period beginning in 1998, the peak ground acceleration from an earthquake could exceed approximately 0.5 to 0.6 times the acceleration of gravity (CGS 1998). This is a moderately high level of ground shaking that is somewhat higher than the average acceleration assumed for the estimation of lateral forces in the Uniform Building Code for seismic zone 4, which includes the project region. Existing structures were designed to past, possibly less stringent, standards than are currently required.

Shenandoah Square is in an area identified by the USGS as moderately susceptible to liquefaction and by the California Geologic Survey as having “a potential for permanent ground displacements [from liquefaction] such that mitigation as defined in Public Resources Code Section 2693(c) would be required” (CGS 2006). Current structures may not have been designed to resist the potential effects currently identified in the region, but the effects of liquefaction on housing in existing housing areas have not been fully characterized.

Upon conveyance to a private developer entity, the developer would assume control of the property. Existing buildings would continue to be at risk for seismic disturbance considering they were constructed to past, possibly less stringent, standards than are currently required.

No direct impacts to soils would occur from the Proposed Action.

### **Indirect Effects**

Soils in the vicinity of the former underground fuel tanks (see Section 3.13) may contain residual petroleum hydrocarbons. However, the depth of the contaminated soils is greater than 10 feet below the ground surface. Therefore, it is unlikely that there would be any contact with these soils during or after construction. If contact with contaminated soil is anticipated, future construction would adhere to all applicable soil and hazardous waste disposal requirements.

New housing at Shenandoah Square would be constructed to current building code standards, which would reduce potential seismic risks. It is assumed that geotechnical studies would be conducted at construction sites. Additionally, foundations would be designed to resist expected settlement and adverse soil characteristics. Relative risks would depend on the location of proposed structures. Newly constructed housing would be comparable to other modern housing in the surrounding community and would not place individuals in a substantially different environment with respect to geologic hazards. Therefore, no substantial increase in seismic risk is expected.

### **3.6.2.2 No Action Alternative**

The existing buildings would continue to be at risk for seismic disturbance considering they were constructed to past, possibly less stringent, standards than are currently required. No direct impacts to soils would occur from the No Action Alternative.

### **3.6.3 Cumulative Effects**

Indirect effects from construction at the parcel would contribute a minor level of cumulative land disturbance and potential for erosion and sedimentation when considered with the other regional projects. However, disturbance at construction sites would be temporary and reestablished following construction. In addition, land disturbance greater than one acre would be subject to construction BMP requirements per the State of California General Construction Stormwater Permit, which would limit the extent of soil erosion. No significant impacts are anticipated.

In the event of a large earthquake on one of the regional faults in the vicinity of Shenandoah Square, damage may occur to regional infrastructure and emergency services may become overloaded. Thus, the combined impacts from seismic hazards may be severe. However, upgraded existing housing and other new construction that meet current building codes would result in a cumulative, negligible beneficial impact to seismic hazards.

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## **3.7 Water Resources**

### **3.7.1 Affected Environment**

#### **3.7.1.1 Surface Water**

The Shenandoah Square parcel is in Permanente Creek-Frontal San Francisco Bay Estuaries watershed. The watershed drains an area of 24.3 square miles via the Permanente Creek into the San Francisco Bay. Permanente Creek is a perennial stream, with seasonally variable flow, and runs through the City of Mountain View (USEPA, 2017). A Total Maximum Daily Load (TMDL) has been issued for Bay Area creeks, including Permanente Creek, for diazinon (a pesticide) in 2005 (CARWQCB 2005). Additionally, Permanente Creek requires TMDLs for selenium, toxicity, and trash.

Stevens Creek runs adjacent to the Shenandoah Square parcel along the east side of Highway 85, crossing Moffett Boulevard about one block northeast of Shenandoah Square. The creek is conveyed in a box culvert beneath Moffett Boulevard and emerges on the north side of Moffett Boulevard. The open channel is lined north of Moffett Boulevard but is unlined on the north side of Highway 101. Stevens Creek discharges to San Francisco Bay on the northwest side of the flight line of Moffett Federal Airfield. A TMDL has been issued for Stevens Creek for diazinon, and a TMDL is required for temperature, toxicity, and trash (USEPA 2017).

Surface drainage from Shenandoah Square is collected by a storm sewer system that discharges to the Mountain View storm sewer system. Storm runoff from the vicinity of Shenandoah Square discharges via the city's storm system to the channel of Stevens Creek north of the housing area (Mulhearn 2015).

Developers who disturb one acre or more are required to comply with the State of California General Construction Stormwater Permit. Complying with this permit involves preparing a stormwater pollution prevention plan, identifying and implementing BMPs to reduce discharge of pollutants from construction sites, monitoring the effectiveness of the BMPs during construction, and complying with post-construction requirements.

#### **3.7.1.2 Groundwater**

The project lies within the Santa Clara Valley groundwater basin, which consists of 240 square miles of principal aquifers. Three aquifer units have been identified within a depth of approximately 250 feet beneath the project area, separated by silt and clay aquitard units. Depth to groundwater beneath Shenandoah Square is approximately 10 feet and is likely to be under confining pressure.

The San Francisco Bay Regional Water Quality Control Board sets water quality standards for groundwater based on its existing and potential beneficial uses. These beneficial uses in the Santa Clara Valley groundwater basin include municipal and domestic water supply, industrial process water supply, industrial service supply, and agricultural water supply (San Francisco Bay Regional Water Quality Control Board 2017). The project area has been affected by contaminants introduced by humans at a number of sites in the area and by past groundwater pumping that has resulted in saltwater intrusion. Therefore, groundwater in the project area is not used as a source of domestic water.

Groundwater beneath the Shenandoah Square parcel is contaminated with trichloroethylene (TCE), likely due to migration from offsite sources, residual petroleum hydrocarbons from former onsite underground storage tanks (USTs), and methyl tert-butyl ether (MTBE) from an upgradient gas station. See Section 3.13 for further discussion of groundwater contamination.

### **3.7.1.3 Floodplains**

The Shenandoah Square parcel does not lie within a 100-year floodplain.

## **3.7.2 Environmental Consequences**

### **3.7.2.1 Proposed Action**

#### **Direct Effects**

The Proposed Action would not result in direct impacts to water resources. Upon conveyance to a private developer entity, the developer would assume control of the property.

#### **Indirect Effects**

Future construction activities could result in soil disturbance, which could result in transport of sediment and subsurface contaminants via stormwater runoff and discharge to adjacent surface waters. Given the size and grade of the parcel, disturbance would not be anticipated to cause substantial erosion or sedimentation issues. Construction sites of one acre or more would be subject to compliance with stormwater management requirements, including implementation of construction BMPs, which would limit potential indirect impacts from construction. Overall indirect impacts to surface water resources would be negligible.

Future construction would not be expected to alter flooding conditions over baseline levels and storm drainage systems would be sized and designed appropriately to reduce flooding.

Future construction activities could also result in spills or releases of chemical contaminants or fuels. If a release occurred, it would be contained and cleaned up in compliance with regulatory requirements. Due to the depth of groundwater and the fact that groundwater beneath the site is not used for municipal, domestic, or industrial use, there is little or no potential for significant human exposure to chemicals in groundwater at the site. Therefore, the project is not expected to impact groundwater quality or quantity, and would have no adverse impact on future residents of the project site.

### **3.7.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the existing housing located on Shenandoah Square. Landscaping and occasional maintenance activities would continue on the parcel, which would require the use of petroleum, oil, and lubricant products. Landscaping and occasional maintenance could result in a slight potential for spills; however, given the infrequency of these activities and considering use of BMPs when utilizing this equipment, negligible impacts are anticipated.

### **3.7.3 Cumulative Effects**

Regional construction projects would result in varying degrees of land disturbance, which could result in erosion and sedimentation of waterways, as well as possible impacts from potentially contaminated soils. Future construction at Shenandoah Square and regional construction projects on sites greater than one acre would be required to include a stormwater pollution prevention plan to limit offsite migration of sediment and contaminants during construction, which would limit the potential for cumulative impacts. Overall cumulative impacts to water resources would be minor.

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## 3.8 Biological Resources

### 3.8.1 Affected Environment

The project site contains marginal habitat due to human modifications (e.g., development, landscaping and urbanization). Frequent human activity such as maintenance and landscaping also diminishes the value of habitat. As such, the project site supports a low diversity of plant and wildlife species. Site visits were conducted as a part of the 2005 SEA development to evaluate site conditions and to survey habitat, vegetation, and wildlife. Aerial photography confirms that the site conditions from the 2005 SEA remains largely unchanged. Biological resources data within this EA have also been updated from various sources, including the California Natural Diversity Database (CNDDDB) (CDFW, 2017), to determine the potential for sensitive species and habitat on and near the property. Sections 3.8.1.1 through 3.8.1.3 discuss biological resources within the project site.

#### 3.8.1.1 Vegetation

The project site is highly developed, and no native plant communities were observed during previous surveys. Vegetative communities within the housing area are urban landscaped and ruderal. Urban landscaped vegetation refers to areas that have been developed and revegetated with ornamental species or with cultivated tree and grass species whose purpose is aesthetic. Ruderal vegetation refers to vegetation that is commonly found along roads and streets and is composed of weedy opportunistic species, such as wild oats (*Avena* spp.) and milkweed (*Asclepias* spp.).

#### 3.8.1.2 Wildlife

Wildlife resources at the Shenandoah Square parcel are limited or nonexistent. The site consists almost exclusively of developed land. The adjacent area is also largely developed and disturbed. These types of areas provide little habitat value to most wildlife species, and wildlife on the site is assumed to be typical of species that have adapted to the human-influenced landscape.

*Mammals.* Because there is a high level of human development and activity in the area, it is highly unlikely that wildlife uses the project site as habitat to any large degree. It is also unlikely that the site serves as a migration or dispersal corridor. Mammals found may include raccoon (*Procyon lotor*), pocket gopher (*Thomomys bottae*), house mouse (*Mus musculus*), squirrel species (*Citellus* spp., including the California ground squirrel [*Spermophilus beecheyi*]), and skunk (*Mephitis mephitis*). Feral cats may occur on-site.

*Birds.* Bird species that may pass through or fly over the project area include hawks (*Falconiformes* order), gulls (*Larus* spp.), swallows (*Hirundo* spp.), song sparrow (*Melospiza melodia*), mourning dove (*Zenaida macroura*), Canada geese (*Branta canadensis*), meadowlark (*Sturnella neglecta*), European starling (*Sturnus vulgaris*), raven (*Corvus boreus*), and American crow (*C. brachyrhynchos*).

*Reptiles and Amphibians.* There were no reptile or amphibian species sighted during previous surveys nor are these species expected to be found at the site.

*Fish.* There is no aquatic habitat at the Shenandoah Square area, nor are there any fish species on the site.

### 3.8.1.3 Sensitive Species

Table 3.8-1 lists the special status species known to occur or that could occur at the within the Mountain View 7.5 quadrangle, which includes the Shenandoah Square area, as listed in the CNDDDB (CDFW, 2017). These species have not been observed on the site which is characterized as a highly urbanized area located within active residential area land use and ongoing landscaping, as well as its location in a highly urbanized area.

**Table 3.8-1. Special-status Species Potentially Occurring Near Shenandoah Square**

Scientific Name	Common Name	Status			
		Federal	State	CDFW	CNPS
<b>Bird</b>					
<i>Aquila chrysaetos</i>	Golden eagle	-	-	FP, WL	-
<i>Asio flammeus</i>	Short-eared owl	-	-	SSC	-
<i>Athene cunicularia</i>	Burrowing owl	-	-	SSC	-
<i>Aythya Americana</i>	Redhead	-	-	SSC	-
<i>Buteo regalis</i>	Ferruginous hawk	-	-	WL	-
<i>Charadrius alexandrinus nivosus</i>	Western snowy plover	T	-	SSC	-
<i>Circus cyaneus</i>	Northern harrier	-	-	SSC	-
<i>Coturnicops noveboracensis</i>	Yellow Rail			SSC	
<i>Elanus leucurus</i>	White-tailed kite	-	-	FP	-
<i>Eremophila alpestris actia</i>	California horned lark	-	-	WL	-
<i>Falco columbarius</i>	Merlin	-	-	WL	-
<i>Falco mexicanus</i>	Prairie falcon	-	-	WL	-
<i>Falco peregrinus anatum</i>	American peregrine falcon	-	-	FP	-
<i>Geothlypis trichas sinuosa</i>	Saltmarsh common yellowthroat	-	-	SSC	-
<i>Ixobrychus exilis</i>	Least bittern	-	-	SSC	-
<i>Lanius ludovicianus</i>	Loggerhead shrike	-	-	SSC	-
<i>Larus californicus</i>	California gull	-	-	WL	-
<i>Laterallus jamaicensis coturniculus</i>	California black rail	-	T	FP	-
<i>Melospiza melodia pusillula</i>	Alameda song sparrow	-	-	SSC	-
<i>Numenius americanus</i>	Long-billed curlew	-	-	WL	-
<i>Passerculus sandwichensis alaudinus</i>	Bryant's savannah sparrow	-	-	SSC	-
<i>Pelecanus erythrorhynchos</i>	American white pelican	-	-	SSC	-
<i>Pelecanus occidentalis californicus</i>	California brown pelican	-	-	FP	-
<i>Phalacrocorax auritus</i>	Double-crested cormorant	-	-	WL	-
<i>Plegadis chihi</i>	White-faced ibis	-	-	WL	-

Scientific Name	Common Name	Status			
		Federal	State	CDFW	CNPS
<i>Rallus obsoletus obsoletus</i>	California Ridgway's rail	E	E	FP	-
<i>Rynchops niger</i>	Black skimmer	-	-	SSC	-
<i>Sternula antillarum browni</i>	California least tern	E	E	FP	-
<i>Thalasseus elegans</i>	Elegant tern	-	-	WL	-
<i>Xanthocephalus xanthocephalus</i>	Yellow-headed blackbird	-	-	SSC	-
<b>Mammal</b>					
<i>Antrozous pallidus</i>	Pallid bat	-	-	SSC	-
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	-	-	SSC	-
<i>Eumops perotis californicus</i>	Western mastiff bat	-	-	SSC	-
<i>Reithrodontomys raviventris</i>	Salt-marsh harvest mouse	E	E	FP	-
<i>Sorex vagrans halicoetes</i>	Salt-marsh wandering shrew	-	-	SSC	-
<b>Reptile</b>					
<i>Emys marmorata</i>	Western pond turtle	-	-	SSC	-
<i>Phrynosoma blainvillii</i>	Coast horned lizard	-	-	SSC	-
<b>Amphibians</b>					
<i>Rana boylei</i>	Foothill yellow-legged frog	-	CT	SSC	-
<b>Fish</b>					
<i>Oncorhynchus mykiss irideus</i>	Steelhead – central California coast	T	-	WL	-
<i>Spirinchus thaleichthys</i>	Longfin smelt	C	T	SSC	-
<b>Plant</b>					
<i>Androsace elongata</i> ssp. <i>acuta</i>	California androsace	-	-	-	4.2
<i>Astragalus tener</i> var. <i>tener</i>	Alkali milk-vetch	-	-	-	1B.2
<i>Centromadia parryi</i> ssp. <i>congdonii</i>	Congdon's tarplant	-	-	-	1B.1
<i>Chloropyron maritimum</i> ssp. <i>palustre</i>	Point Reyes salty bird's-beak	-	-	-	1B.2
<i>Clarkia concinna</i> ssp. <i>automixa</i>	Santa Clara red ribbon	-	-	-	4.3
<i>Eryngium aristulatum</i> var. <i>hooveri</i>	Hoover's button-celery	-	-	-	1B.1
<i>Suaeda californica</i>	California seablite	E	-	-	1B.1

Source: CDFW, 2017

CDFW = California Department of Fish and Wildlife; CNPS = California Native Plant Society; 1B = Rare, threatened, or endangered in California and elsewhere; 4.2 = Watch list, Moderately threatened in California; 4.3 = Watch List; Not very threatened in California; C = Candidate; E = Endangered; FP = Fully Projected; SSC = Species of Special Concern; T = Threatened; WL = Watch List

## 3.8.2 Environmental Consequences

### 3.8.2.1 Proposed Action

#### Direct Effects

Upon land transfer to a private entity, the developer would assume ownership of the property and the land would become private land rather than public. No direct impacts to biological resources, including sensitive species, would occur.

#### Indirect Effects

Negligible indirect adverse effects are expected from potential construction at Shenandoah Square. The parcel is actively landscaped and has been developed for over 30 years. This site is located in an urbanized area, and is characterized by sparse trees located in between housing units and an actively used recreational field. Therefore, the site likely offers little to no quality habitat, and development of the site would not adversely affect biological resources.

### **3.8.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the existing housing located on Shenandoah Square. Landscaping and occasional maintenance activities would continue on the parcel; however, this area is not considered quality habitat and impacts to biological species would be negligible.

### **3.8.3 Cumulative Effects**

Because Shenandoah Square offers little to no quality habitat, no adverse indirect effects are expected to biological resources as a result of the Proposed Action. While other regional projects could result in habitat disturbance, vegetation loss, or other impacts to biological resources, this would not represent a cumulative impact when considered with the Proposed Action.

## **3.9 Cultural Resources**

### **3.9.1 Affected Environment**

The property was first surveyed in 1980 (Chavez) and no historic properties were identified. The parcel was developed in 1989 and no historic properties have been discovered since then. As analyzed in the 2005 SEA, there is no evidence of historical properties at Shenandoah Square.

No traditional cultural properties or Native American sites have been identified within the proposed project areas.

Adverse effects under the NHPA include the following:

- Physical destruction, damage, or alteration of all or part of a historic property;
- Isolation of a historic property or alteration of the character of the property's setting when that character contributes to the property's qualifications for the National Register of Historic Places (NRHP);
- Introduction of visual, audible, or atmospheric elements that are out of character with a historic property or changes that may alter its setting;
- Neglect of a historic property, resulting in its deterioration or destruction; and
- Transfer, lease, or sale of a historic property without adequate provisions to protect its historic integrity.

### **3.9.2 Environmental Consequences**

#### **3.9.2.1 Proposed Action**

##### **Direct Effects**

Upon conveyance to a private entity, the developer would assume control of the property. Given the lack of historic properties and archaeological sensitive areas, no impacts to historic properties are anticipated.

Through Section 106 of the National Historic Preservation Act, coordination with the California State Historic Preservation Officer (SHPO) and Native American tribes is required regarding the Proposed Action to transfer the Shenandoah Square property. There are currently no federally recognized tribes associated with the Shenandoah Square property. Consultation with the SHPO was conducted, and on November 16, 2017 the SHPO concurred that the Proposed Action would not affect historic properties. Consultation also included the following non-federally recognized tribes associated with the area: the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, the Indian Canyon Mutsun Band of Costanoan Ohlone, the Ohlone Indian Tribe, the Amah Mutsun Tribal Band of Ohlone, the Northern Valley Yokuts Bay Miwok, and the Ohlone Costanoan Esselen Nation. The only response came from the Ohlone Costanoan Esselen Nation stating that the project area is in the homeland of the Muwekma Ohlone and advised the Army to contact Monica Arellano, the Vice Chairwoman of the Muwekma Ohlone. The Army emailed Ms. Arellano, and no response was received. See Appendix A for a copy of agency correspondence.

## **Indirect Effects**

During future construction at the Shenandoah Square parcel, undiscovered subsurface archaeological resources could be present, and construction activities could result in indirect adverse effects. The developer of Shenandoah Square would be required to prepare and implement an inadvertent discovery plan, consistent with county and city planning requirements. Implementing this inadvertent discovery plan would ensure that any effects on previously unrecorded resources discovered accidentally during construction would be minor. Overall indirect effects would be negligible. As noted above, consultation with the SHPO and potentially affected tribes did not indicate any adverse effects.

### **3.9.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the existing housing located on Shenandoah Square. There would be no direct or indirect effects on cultural resources under the No Action Alternative because no construction or soil disturbance would occur.

### **3.9.3 Cumulative Effects**

There are no cumulative adverse effects on cultural resources expected from direct or indirect effects at Shenandoah Square. Although indirect effects of the Proposed Action and the cumulative projects include construction and renovation, construction would not affect any known or recorded cultural resources, and renovations on existing structures would not involve extensive ground-disturbing activities. Therefore, there would be no cumulative impacts to cultural resources.

### 3.10 Socioeconomics

#### 3.10.1 Affected Environment

This section describes the socioeconomic conditions of the ROI, including economic development, demographics, housing, quality of life, environmental justice, and the protection of children. The geographical area in which the predominant social and economic impacts of the project alternatives would occur defines the ROI for this study. Because socioeconomic impacts are anticipated to primarily be experienced within the county, the ROI for socioeconomics only includes Santa Clara County.

**Population.** Population characteristics in the Santa Clara County are presented for the year 2015 from the U.S. Census Bureau American Community Survey (ACS). Table 3.10-1 also presents population estimates for the county as of the 2000 and 2010 decennial census.

**Table 3.10-1. ROI-Population Trends**

County	Population		
	2000	2010	2015
Santa Clara	1,682,585	1,781,642	1,868,149

Source: U.S. Census Bureau, 2000; 2010; 2011 – 2015a

The population of Santa Clara County has increased at a rate of approximately 9 percent between 2000 and 2015. Population is projected to grow by approximately 7 percent by 2020, based on current population projections (California Department of Finance, 2017).

Based on the average household size in Santa Clara County, it is assumed there are approximately 356 individuals living at Shenandoah Square (see Table 3.10-2).

**Housing.** Table 3.10-2 shows housing statistics within Santa Clara County. In the 2016 fiscal year (FY), 450 residential units were created in the City of Mountain View (City of Mountain View, 2016). Shenandoah Square consists of 126 residential units of two-bedroom, two-story townhomes.

**Table 3.10-2. Housing Stock in Santa Clara County, California**

Housing Characteristic	Total
Total Housing Units	646,190
Occupied Housing Units	621,463
Owner-Occupied	352,836
Renter-Occupied	268,627
Vacant Housing Units	24,727
Homeowner Vacancy Rate (percent)	0.7
Rental Vacancy Rate (percent)	2.7
Average Household Size (renter occupied)	2.86

Source: U.S. Census Bureau, 2011 – 2015b.

**Police, Fire, and Emergency Medical Services.** Santa Clara County is served by the Santa Clara County Sheriff's Office, as well as 12 police departments, including the

Mountain View Police Department. As of 2011, Santa Clara County had a total of 1,613 sworn police officers (FBI, 2015).

Fire protection services to Shenandoah Square are provided through NASA and reimbursed by the RCI partnership. Fire protection and emergency medical services in the vicinity of Shenandoah Square are provided by the City of Mountain View Fire Department. The fire station is a part of the mutual aid plan for Santa Clara County, a mutual aid agreement to provide firefighting services to the surrounding communities.

Health care services near Shenandoah Square are provided primarily by El Camino Hospital, Mountain View Health Center, and El Camino Surgery Center.

**Schools.** The U.S. Department of Education provides federal impact aid to school districts that have federal lands within their jurisdiction. This federal impact aid is authorized under Public Law 103-382. It functions as payment in lieu of taxes that would have been paid if the land were not held by the federal government.

School districts receive federal funding for each student whose parent(s) live or work on federal property. The amount of federal school aid a school district receives depends on the number of federal students the district supports in relation to the total district student population. Schools receive more funding for those students whose parents both live and work on federal property. Total funding varies year by year according to congressional appropriations for the program (U.S. Department of Education, 2017).

The Mountain View-Whisman School District has a total of 10 public schools and provides K-8 education for 5,132 elementary and middle school students as of October 2016 (Decision Insite 2015). Schools in the Mountain View-Whisman School District are operating at or near capacity; however, ongoing facility upgrades and new construction are anticipated to alleviate capacity concerns by the August 2019 school year (Avina, 2017).

The Mountain View-Los Altos Union High School District has a total of 3 high schools and provides secondary education for students in grades 9 through 12. Enrollment as of the 2016-2017 school year was approximately 4,045 students. Schools of the Mountain View-Los Altos Union High School District are operating at or near capacity, although have some capacity for growth (Mountain View-Los Altos Union High School District, 2015; Mountain View-Los Altos Union High School District, 2017).

**Recreation.** Recreational facilities available to residents include the Sunnyvale Golf Course on the opposite side of U.S. Highway 101. There are various small community parks in Mountain View and Sunnyvale. The Newark Bay National Wildlife Refuge is to the north and northeast, and the Great America Theme Park is approximately 3 miles east of Shenandoah Square.

**Regional Economic Activity.** In 2017, employment in Santa Clara County was almost exclusively non-agricultural. Table 3.10-3 shows ROI employment by sector. Professional and business services; manufacturing; educational and health services; and trade, transportation, and utilities sectors generated the majority of jobs in the ROI.

**Table 3.10-3. Employment by Industry in Santa Clara County, California**

Employment Sector	Total Employment	Total Employment (Percent)
Mining and Logging	300	0.03
Construction	47,300	4.4
Manufacturing	164,000	15.1
Trade, Transportation, Utilities	136,400	12.5
Information	76,300	7.0
Financial Activities	34,900	3.2
Professional & Business Services	226,600	20.8
Educational & Health Services	165,600	15.2
Leisure & Hospitality	104,600	9.6
Other Services	27,800	2.6
Government	97,100	8.9
Farm	300	0.03

Source: California Employment Development Department, 2017

Per capita personal income in Santa Clara County as of the 2011 - 2015 ACS estimates was \$43,880. The reported per capita personal income in Santa Clara County was higher than the per capita personal incomes of both California (\$28,930) and the United States (\$30,318) (U.S. Census Bureau 2011 – 2015c).

Unemployment in Santa Clara County was 3.1 percent as of April 2017. Unemployment has continued to decrease over the past 7 years, down from a high of 11.3 percent in July 2009. The unemployment rate as of April 2017 is lower than the state of California (4.5 percent) and the United States (4.4 percent) (BLS, 2017).

The City of Mountain View collects revenue from property taxes, sales tax, utility users, capital assets, and interest, among other revenue sources. In FY 2016, total revenue was approximately \$207.3 million. Property taxes comprised approximately one-third of government revenues at \$71.5 million (City of Mountain View, 2016). Annual property tax revenues are a function of property value assessed by local government units and effective property tax rate and are subject to fluctuations.

**Environmental Justice.** On February 11, 1994, President Clinton issued Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*. The Executive Order is designed to focus the attention of federal agencies on the human health and environmental conditions in minority and low-income communities. Environmental justice is analyzed to identify potential disproportionately high and adverse impacts to minority and low-income populations from proposed actions and to identify alternatives that might mitigate the impacts.

The analysis of minority and low-income populations focuses on U.S. Census Bureau data for geographic units (i.e., block groups and census tracts) that represent, as closely as possible, the potentially affected area. Census data for minority compositions are

available at the block group level<sup>2</sup>; however, data for incomes below poverty are currently available only for census tracts and larger areas.

Based on CEQ guidance (CEQ, 1997), an environmental justice population is present when:

- the minority or low-income population in the affected area exceeds 50 percent, or
- the minority or low-income population of the affected area is “meaningfully greater” than the minority or low-income composition of general area.

A meaningfully greater minority or low-income population within a geographic unit affected by a federal action is determined by comparing the minority or low-income composition of the geographic unit to the minority or low-income composition of the general population. The selection of the appropriate geographic unit for analysis of the general population should not artificially dilute or inflate the affected minority or low-income population (CEQ, 1997). Given the limited geographic area to be affected, the geographic unit of analysis for the general area is Santa Clara County, California. A census tract or block group is considered to have a meaningfully greater population if its low income and minority population exceeds 150 percent of the comparable county population.

Shenandoah Square is located in Census Tract 5092.01. Poverty statistics for this and adjacent census tracts are presented in Table 3.10-4. Census Tract 5095 has a meaningfully greater low-income population when compared to the county population.

**Table 3.10-4. Poverty Statistics near Shenandoah Square**

Geographic Unit	Percent of Population below Poverty Level
Census Tract 5092.01	5
Census Tract 5091.08	6.1
Census Tract 5091.09	2.7
Census Tract 5096	2.8
Census Tract 5095	14.8
Census Tract 5092.02	6.2
Census Tract 5046.01	8.5
Santa Clara County, California	9.5

Source: U.S. Census Bureau 2011 – 2015d

Total minority populations within the block groups in Census Tract 5092.01 are shown in Table 3.10-5. Total minority populations exceed the 50 percent criterion for environmental justice populations for three of the four block groups in Census Tract 5092.01; however,

<sup>2</sup> A census block group is the smallest geographic area for which the U.S. Census Bureau provides consistent sample data, and generally contains a population between 600 and 3,000 individuals.

these populations are lower than Santa Clara County and reflective of the regional demographic.

**Table 3.10-5. Minority Population Percentages near Shenandoah Square**

Demographic	Census Tract 5092.01, Santa Clara County, CA				Santa Clara County, CA
	Block Group 1	Block Group 2	Block Group 3	Block Group 4	
Hispanic or Latino	27.5	17.4	9.1	17.6	26.9
Black or African American	2.5	1.1	1.9	5.0	2.4
American Indian/Alaska Native	0.35	0.47	0.11	0.23	0.23
Asian	24.87	27.87	21.71	29.10	31.74
Native Hawaiian/ Pacific Islander	0.79	0.47	0.11	1.98	0.35
Some Other Race	0.00	0.39	0.69	0.15	0.22
Two or More Races	4.90	3.15	3.54	5.40	3.01
Total Minority Population	<b>60.95</b>	<b>50.87</b>	<b>37.26</b>	<b>59.42</b>	<b>64.81</b>

Source: U.S. Census Bureau, 2010

Executive Order 13045 seeks to protect children from disproportionately incurring environmental health or safety risks that might arise as a result of Army policies, programs, activities, and standards.

### 3.10.2 Environmental Consequences

#### 3.10.2.1 Proposed Action

##### Direct Effects

Conveyance to a private developer entity may have minor net socioeconomic benefits as the parcel would become taxable land following conveyance if the parcel is annexed by the City of Mountain View. This would represent a slight increase in overall tax coffers collected by the City. School districts, however, may lose federal impact aid if the parcel no longer is government owned. This would partially offset the beneficial impact from increased property taxes; however, the increase in property taxes is anticipated to outweigh the reduction in federal impact aid funding, and overall direct impacts would be minor and beneficial.

##### Indirect Effects

Future new housing construction could result in increased housing availability in the City of Mountain View, as well as associated increases in population, sales volume, and employment. Short-term, indirect, negligible beneficial economic impacts would occur during construction, due to the temporary influx of construction workers near Shenandoah Square. Long-term, indirect impacts would range from negligible beneficial to moderate adverse.

Construction could result in a temporary increase in workers in the area; however, it is assumed that workers would commute to the site and not temporarily relocate. Ample

housing options are available in the community, and any temporary influx of workers would not adversely affect housing.

Relocation of the approximately 356 individuals would potentially occur in the event of redevelopment. This would result in a temporary reduction in population and spending in the immediate area following closure of the parcel and construction of new units, although indirect impacts would be short-term and negligible when considering the population and size of the surrounding area. As Shenandoah Square offers a relatively affordable housing option in the region for military and civilian government personnel, displaced personnel could be adversely affected; however, personnel would have ample time to relocate and identify other housing options in the area. Other nearby developments such as Wescoat Village offer comparable housing options and could accommodate a portion of the displaced personnel. Military personnel are also provided a housing stipend commensurate with the cost of living in the region. Therefore, long term impacts to displaced personnel would be negligible to minor.

Redevelopment could potentially increase property tax revenues collected by the local government depending on the change in assessed value of the property and housing density. Given the likely small number of potential housing units to be constructed compared to the much larger ROI, new construction would likely have little effect on the regional housing market.

Increased population at the site could have indirect minor to moderate impacts on schools in the ROI, depending on the number of school-aged children that relocate to the new development and the ability of schools to accommodate increased growth. Based on the number and size of units that could potentially be constructed at the parcel, it is estimated that between 59 and 130 school-aged children could relocate to the new development. This is based on the fact that approximately 29 percent of households in Mountain View have at least one or more individuals under the age of 18, and approximately half of these households have school-aged children (U.S. Census, 2015e). This is assuming that all multi-unit apartments are family households, and given that some units will likely be non-family households, it is likely the number of children that would potentially relocate would be less.

Increased population could also result in a slight increase in demand for local police, fire, and medical services, although overall indirect impacts to community services would be negligible. Long range planning efforts consider population growth and its impact on schools and public service needs, such as through the Mountain View 2030 General Plan (City of Mountain View 2012).

Possible inclusion of mixed-use light retail development would result in increased employment and increased economic activity in the surrounding area. This would result in long-term, negligible, beneficial, indirect impacts.

Although the parcel is located near minority and low-income populations, no disproportionately high or adverse human health or environmental effects are anticipated. Long-term, negligible beneficial economic impacts could be experienced by these populations from the conveyance of the parcel and potential improvement of the land. Inclusion of affordable housing in accordance with the City of Mountain View General

Plan will be addressed in future planning processes and CEQA documentation to be prepared prior to redevelopment of the site.

Short-term minor indirect adverse and long-term minor beneficial indirect effects on protection of children would be expected. In the short term, the construction site could pose a potential safety hazard to children. During construction, safety measures stated in 29 CFR 1926, Safety and Health Regulations for Construction, would be followed to protect the health and safety of residents. Barriers could be placed around construction sites to deter children from entering these areas. Any hazardous materials identified during renovation or demolition would be abated through removal or encapsulation. Construction would not use building products containing hazardous materials, and future children occupants would not be exposed to hazardous materials in the home.

### **3.10.3 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain ownership of Shenandoah Square. There would be no direct or indirect socioeconomic effects under the No Action Alternative.

### **3.10.4 Cumulative Effects**

Together, the Proposed Action (including potential future construction) and regional development projects would increase property tax revenues, generate both short- and long-term economic benefits, and result in long-term beneficial effects on quality of life in the cities of Mountain View, Sunnyvale, and Palo Alto. This would result in a minor beneficial cumulative impact in the region.

Population growth from future construction and anticipated population growth in the region could continue to increase stress on public services and schools. Long range planning efforts consider population growth and their impact on schools and public service needs, such as through the Mountain View 2030 General Plan (City of Mountain View 2012).

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## 3.11 Transportation

### 3.11.1 Affected Environment

**Roadways.** Shenandoah Square is located at the intersection of Moffett Boulevard and Middlefield Road, located southeast of Moffett Federal Airfield. The primary roadways in this area are typical residential roadways and include Moffett Boulevard and Middlefield Road on the perimeter of the site (both are four lane divided highways with sidewalks on either side and protected left turn lanes at intersections), and Mariner Drive, and Neptune Court which are within the boundaries of the parcel. Shenandoah Square is a half mile south of US Highway 101 (a 10-lane limited access freeway), connecting Mountain View to the west north west to Palo Alto, and to the east and southeast with San Jose. State Route 85 (a six-lane limited access freeway) and State Route 237 (a four-lane limited access freeway)/Mountain View-Alviso Road are the primary north-south freeways.

**Traffic.** The level of service (LOS) is a qualitative assessment of motorists' and passengers' perceptions of traffic conditions. The LOS is generally described in terms of travel time and speed, freedom to maneuver, traffic interruptions, comfort, and convenience. The LOS applies quantifiable traffic measures, such as average speed, intersection delays, and volume-to-capacity ratios (V/Cs) to approximate driver satisfaction. These measures differ by roadway type because the users' perceptions and expectations vary by roadway type. Individual LOSs are designated by letters "A" for most favorable to "F" for least favorable, with each representing a range of conditions.

The Shenandoah Square parcel is in Santa Clara County, where the congestion management agency is the Santa Clara Valley Transportation Authority, which implements the congestion management program. This program monitors operations on all freeways, selected expressways, and regional arterials. It also determines the need for deficiency plans to reduce overall congestion. Congestion management program facilities in the area include U.S. Highway 101 and State Route 85. The Santa Clara Valley Transportation Authority and the City of Mountain View consider LOS E as the minimum acceptable LOS for congestion management program facilities. In general, Mountain View considers LOS D to be the minimum acceptable level of peak hour operation for local streets (Santa Clara VTA, 2013; City of Mountain View, 2014a).

Moffett Boulevard, Middlefield Road, and State Route 85 are the primary roadways used to access Shenandoah Square on the south side of US Highway 101. Traffic counts for areas near Shenandoah Square were conducted as part of the 2013 Shoreline Transportation Study (City of Mountain View, 2014a). The study area generally extends from the Mountain View Transit Center and the surrounding downtown streets north along Stierlin Road and Shoreline Boulevard (north of Stierlin and Montecito Avenue), across U.S. Route 101 and into North Bayshore. The northern limit of the study area is Plymouth Avenue. The study area encompasses Shenandoah Square and the intersection at Moffett Boulevard and Middlefield Road.

The Shoreline Transportation Study indicated that peak traffic flows are largely uni-directional, specifically in the northbound direction into North Bayshore during the morning, with the reverse commute occurring in the evening. Vehicle delay is most significant on Shoreline Boulevard at Middlefield Road and intersections north of U.S.

Route 101, with intersection LOS ranging from D to F. LOS for intersections surrounding Shenandoah Square are presented in Table 3.11-1.

**Table 3.11-1. Current Level of Service for Intersections near Shenandoah Square**

Intersection	Level of Service	
	Morning	Evening
Middlefield Rd. / Shoreline Blvd.	D	E
Moffett Blvd. / Middlefield Rd.	A-C	D
Moffett Blvd. / Central Expressway	D	D
Moffett Blvd. / State Highway 101 off ramp	A-C	A-C
Middlefield Rd. / Whisman Rd.	A-C	A-C

Source: City of Mountain View, 2014a

According to the 2013 Congestion Management Program report, highways adjacent to Shenandoah Square exceeded LOS E for the following (Santa Clara County VTA, 2013):

- Northbound on State Highway 85 from Central Expressway to U.S. Highway 101 during morning hours
- Southbound on U.S. Highway 101 from Shoreline Boulevard to State Highway 85 during morning and evening hours

Traffic congestion is a concern near the parcel, particularly along Shoreline Boulevard, which is already at capacity during peak periods. LOS for the year 2030 at the intersection of Middlefield Road and Shoreline Boulevard is projected to degrade from current levels shown in Table 3.11-1 to LOS F for both morning and evening commutes. LOS for the intersection of Middlefield Road and Moffett Boulevard is projected to degrade from current levels to LOS E in the morning and LOS F in the evening (City of Mountain View, 2014b).

**Public Transit.** The Caltrain station closest to the Shenandoah Square parcel is Mountain View Station. It is located on West Evelyn Avenue, about half a mile south of the Middlefield Road and Moffett Boulevard intersection. Caltrain provides service between San Francisco and Gilroy. There are 40 northbound and 40 southbound trains each weekday. The first northbound train is 4:48 am and the last 10:50 pm. “Baby bullet” trains are 47 minutes to San Francisco, and limited stop trains are 59 minutes or more, while locals are 80 minutes to San Francisco. Caltrain provides service to both San Jose to the south and Palo Alto to the north (Caltrain, 2017). Caltrain ridership has been increasing dramatically in the last seven years. From 2010 to 2016, daily weekday ridership increased by 83 percent, from 34,000 to 62,000 riders. Mountain View grew from 3,000 daily riders in 2010 to 4,700 in 2016, and had been the third busiest Caltrain station, until 2016 when it dropped to fourth.

The Santa Clara County Valley Transportation Authority light rail transit station closest to the Shenandoah Square parcel is the Downtown Mountain View Transit Center, which is located next to the Caltrain station in Mountain View. This station is the northern terminus of the Mountain View-Winchester Line, which serves 36 other stations directly and an

additional 24 with a transfer. There are 54 northbound and 54 southbound trains each day operating from approximately 5:30 am to 10:30 pm (Santa Clara Valley Transportation Authority, 2017). In December 2017 the Santa Clara BART Extension will be completed (Bay Area News Group, 2017). One of the stations, Milpitas, is adjacent to the light rail station at Montague. This station is accessible from the Mountain View Transit Center and is an approximately 14-mile drive from Shenandoah Square.

The Santa Clara Valley Transportation Authority also provides various local and express bus routes. These routes serve the surrounding cities of Mountain View, Los Altos, Sunnyvale, and Santa Clara. The nearby bus routes are summarized in Table 3.11-2.

**Table 3.11-2. Bus Routes near Shenandoah Square**

Route #	Type of Bus	Nearest Location	Key Destinations	Frequency	Hours of Operation
32	Community	Moffett Blvd. & Middletown Rd. Intersection	San Antonio, Sunnyvale, & Santa Clara Transit Centers	30 min	6am to 8pm
81	Regular		Downtown San Jose	30 min	6am to 9pm
120	Express		Lockheed Martin Transit Center & Fremont BART	2 in morning rush & 2 in afternoon rush hour	Rush hour only
34	Community	Mountain View Transit Center	San Antonio Transit Center	60 min	10am to 3pm
35	Regular		San Antonio & Palo Alto Transit Centers, & Stanford Shopping Center	30 min	6am to 10pm
52	Regular		Foothill College	30 min	7am to 10pm

Source: SCVTA, 2017

Caltrain provides commuter shuttles linking the Caltrain station and various employment centers in the area during peak commute times. The City of Mountain View also recently launched the Mountain View Community Shuttle, as well as other shuttles linking the Downtown Mountain View Transit Center and the North Bayshore and Whisman areas. Additional private shuttles are provided by employers in the region (City of Mountain View, 2014a).

The City of Mountain View free community shuttle operates with 30 stops in the City, with one being at Moffett Boulevard and Middletown Road. The Grey Route is clockwise and the Red Route is counterclockwise on the route. Each route has buses every 30 minutes from 10:30am to 7:30pm (City of Mountain View, 2017b).

**Bicycle.** In 2015 the City of Mountain View had 58 miles of bikeways. Middlefield Road has a Class II Bike Lane (a striped bike lane in each direction), and Moffett Boulevard is designated a Class III Bike Route (there is an extra wide curb lane shared by bikes and cars). The Stevens Creek Trail, a Class I Multiuse Trail (no motorized vehicles) is less than 500 feet to the east of the site. There is substantial bicycle support infrastructure, including more than 50 bike rack locations in the downtown; bike racks at the Transit Center; four hydration stations to refill water bottles; showers in City buildings; and a “you-

fix-it” repair station at the Mountain View Public Library, where common tools are available for public use. There are also many future planned improvements for bicycle facilities (City of Mountain View, 2014a and 2015).

**Walking.** The City last updated the Pedestrian Master Plan in 2014. It is an implementation tool of the recently adopted 2030 General Plan (City of Mountain View, 2014c), The City has been addressing pedestrian planning and improvements beginning with the 1982 and 1992 General Plans. The Bay Area’s mild climate, combined with the City’s relatively short distances between key areas and destinations and a flat topography, makes Mountain View ideal for year-round walking and bicycling. (City of Mountain View, 2014c). It is only about a half mile walk down Moffett Boulevard from its intersection with Middlefield Road to the Mountain View Transit Center and the northern edge of the downtown area. There are pedestrian improvements planned to improve access to the Mountain View Transit Center and downtown (City of Mountain View, 2014c). Mountain View has Bicycle and Pedestrian Master Plans with the express purpose of reducing car trips (City of Mountain View, 2013 and 2014c).

### **3.11.2 Environmental Consequences**

#### **3.11.2.1 Proposed Action**

##### **Direct Effects**

Upon conveyance to a private developer entity, the developer would assume control of the property. No increase in traffic would occur as a direct result of the Proposed Action.

##### **Indirect Effects**

Short term indirect traffic impacts could occur from future demolition of existing housing and construction of new housing units on the parcel. Demolition and construction activities at Shenandoah Square would result in short-term increases in construction vehicles accessing the site. Construction and renovation workers would be expected to use company or personal vehicles to access sites, so there would be no impact on public transportation during construction and renovation.

Once occupied, new housing would likely result in a long-term increase in traffic due to the anticipated increase in dwelling units on site. This could result in increased intersection delays and potential minor to moderate adverse impacts on traffic. The number of approximate existing and future trips per busiest hour of morning and evening commute are presented in Table 3.11-3, and full calculations are provided in Appendix C. Calculations are based on trip generation rates published by the Institute of Transportation Engineers. These rates indicate the expected number of vehicle trips during the busiest hour of the morning and evening rush hour commute, based on the type development (e.g., residential condo/townhouse; mid-rise apartments; high rise apartments) and the geographic location of the development. Since the exact type and mix of dwelling units is currently unknown, an average trip generation rate was calculated based on the average of rates for mid and high-rise apartments that would be associated with the lower and upper bound scenarios of 615 to 1,367 potential future units. Generally, higher density developments have a lower trip generation rate and in turn produce a lower number of trips per dwelling unit than lower density developments, and vice versa.

Accurate forecasting of future auto trips from Shenandoah Square is difficult given access to and the evolving nature of transit, bicycle, and pedestrian infrastructure. Transit opportunities are highly accessible near the site, including three Santa Clara Valley Transportation Authority bus lines and a free community bus service in front of the site; and two train stations and three additional bus lines within a half mile of the site. Bicycling and walking facilities are also nearby, and weather and topography are very encouraging to walkers and bicyclists (City of Mountain View, 2013 and 2014c). In addition, there are many planned improvements for transit, bicycling, and pedestrian infrastructure as described in Section 3.11.1. Existing auto use in Mountain View is less than the national average, and there are aggressive plans to have 45 percent of commuting trips to be transit, biking, or walking as part of the Mountain View 2030 General Plan (City of Mountain View, 2014c). Therefore, given the access to existing alternative transportation modes and likely future utilization of alternative transportation modes near Shenandoah Square, the number of existing trips generated are discounted by 8 percent, and future trips are discounted by 25 percent.

**Table 3.11-3. Increase in Trips per Peak Hour To and From Shenandoah Square**

Peak Hour Period	Existing Trips per Peak Hour (2017)		Future Trips per Peak Hour (2020)		
			Development Scenario (dwelling units)	Gross Number of Trips (Net Increase in Trips)	
	To	From			To
AM	9	42	615	36 (27)	108 (66)
			1,367	80 (72)	241 (199)
PM	42	21	615	103 (61)	69 (48)
			1,367	230 (188)	153 (132)

There is uncertainty in predicting the impact of these trips on LOS at nearby intersections as there are many planned traffic improvements throughout the area as well as numerous multimodal transit efforts to improve traffic flow and decrease ridership, specifically through the Capital Improvement Program and Multimodal Improvement Plan (VTA, 2015). In addition, including commercial or other mixed-use development within the future development could also reduce the number of future car trips. Traffic conditions at nearby intersections are projected to degrade to either an LOS of E or F regardless of implementation of the Proposed Action, as described in Section 3.11.1. While future development related to the Proposed Action would result in an increase in trips to and from Shenandoah Square (i.e., between 36 and 241 trips depending upon the development scenarios and peak period), these potential increases are relatively low in comparison to existing traffic volumes in the surrounding area. For example, the number of existing trips through the Middlefield Road and Shoreline Boulevard intersection during the peak busiest hour of morning and evening commute ranges from between approximately 3,700 to 4,100 vehicles. Existing trips through the Moffett Boulevard and Middlefield Road intersection during the peak busiest hour of morning and evening commute ranges from 2,700 to 3,100 vehicles (City of Mountain View, 2014b). As trips related to future development associated with the Proposed Action represent a relatively small increase in traffic (i.e., between 1 percent and 7 percent of the existing levels),

indirect traffic impacts on local roads and at local intersections associated with the Proposed Action are expected to be minor to moderate.

Types of impact reduction measures that could be employed during construction if necessary include:

- Limiting hours, or days of construction;
- Specifying where and when construction workers can park their vehicles; and
- Identifying truck routes to be used, if necessary.

Transit access to this site could be enhanced, depending upon the density of the developed site. While more dwelling units on-site would result in increased car trips, it also widens the opportunities for transit enhancements. Examples of potential transit enhancements or other strategies to manage increased ridership include:

- Minor modifications to existing bus routes to increase ridership;
- Provision of a shuttle service from Shenandoah Square to the Transit Center and Caltrain;
- Limiting parking on-site, perhaps through a parking permit program, to encourage transit use; or
- Development of a ride sharing program for the new community.

Mitigation measures to be implemented during the CEQA process will help support these measures, as the infill guidelines for CEQA (California Natural Resources Agency, 2013) require extensive measures to encourage transit, bicycle, and pedestrian modes.

Other transit improvements will have to be implemented by a variety of agencies to ensure that the transit and bicycle goals for the city can be met and will serve to reduce traffic impacts from site development. Examples of these include frequency of bus and rail service, number of cars per train, increased number of bicycle racks and lockers, and access to transit centers.

Future development would not adversely affect parking in the surrounding area. Adequate parking spaces would be provided in accordance with the Mountain View City Code Chapter A.36.

### **3.11.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the existing housing located on Shenandoah Square. Traffic conditions would continue to degrade as described in Section 3.11.1, particularly at the intersections of Moffett Boulevard and Shoreline Boulevard and Middlefield Road and Moffett Boulevard. These intersections are projected to degrade to either an LOS of E or F regardless of implementation of the Proposed Action.

### **3.11.3 Cumulative Effects**

The Proposed Action and the cumulative projects both would result in a cumulative increase in short-term and long-term traffic congestion in the cities of Mountain View, Sunnyvale, and Palo Alto. The extent of this congestion would be spread across these

areas, and future construction would only represent a negligible cumulative impact when considered on a regional scale. Specific projects located near the parcel could result in more localized impacts at intersections, such as the proposed construction of a 711-unit apartment project at 777 West Middlefield Road (net increase of 503 units), or the 341-unit addition to an existing 402-unit residential development at 555 West Middlefield Road, both of which are located adjacent to the Shenandoah Square parcel. Developments such as these projects which are closer to the parcel within the City of Mountain View would have a more direct cumulative effect when considered with future construction. Although these developments would result in increased traffic through local intersections, future conditions at intersections near Shenandoah Square (i.e., Middlefield Road and Shoreline Boulevard; Middlefield Road and Moffett Boulevard) are projected to degrade to an LOS E or F regardless of implementation of the Proposed Action or these potential developments, as described in Section 3.11.1 (City of Mountain View, 2014b). The anticipated increase in trips would be relatively low in comparison to existing traffic volumes in the area, similar to as described in Section 3.11.2.1. Therefore, the contribution of these projects would represent a marginal increase in traffic levels and result in at most moderate cumulative traffic impacts on local roads and at local intersections near the parcel. Inclusion of commercial or other mixed-use development within nearby developments could reduce the number of car trips.

The Mountain View 2030 General Plan includes policies to develop, adopt, and monitor transportation demand management strategies for development projects, and considers long-term implications from growth on traffic.

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## 3.12 Utilities

### 3.12.1 Affected Environment

**Potable Water Supply.** Water is supplied to Shenandoah Square by the City of Mountain View via its drinking water utility system. Mountain View obtains its water through the San Francisco Public Utility Commission, with approximately 85 percent of the water originating from the Hetch Hetchy Reservoir. Other sources of potable water include surface waters collected from watersheds in Alameda, San Mateo, and Santa Clara counties, and groundwater wells tapping into the Santa Clara Valley groundwater sub basin (City of Mountain View, 2017c).

Mountain View's system includes four storage reservoirs. These reservoirs include the Whisman Reservoir, which has a capacity of six million gallons; two reservoirs and the Miramonte site with a capacity of approximately two and one million gallons each; and the recently constructed Graham Reservoir, which has a capacity of 8 million gallons. The city has indicated no capacity or services issues related to potable water (Medina, 2017).

**Groundwater.** Groundwater is not extracted for any purpose within the housing areas. Section 3.7 discusses groundwater quality beneath those areas.

**Sanitary Wastewater.** Wastewater from Shenandoah Square enters directly into Mountain View's collection system. The city has indicated that the sewer system is in adequate condition and that there is capacity for current and reasonably foreseeable activities within the area it serves; however, as the city grows it will likely need to consider capacity of the system (Mulhearn 2015).

Wastewater collected through the City of Mountain View sewer system is treated at the Palo Alto Regional Water Quality Control Plant, which has a capacity of approximately 39 million gallons per day (mgd) dry weather flow and 80 mgd peak wet weather flow. Current total peak wet weather flow to the plant is approximately 70 mgd. The City of Mountain View has a current treatment allocation of 14.4 mgd average dry weather flow and 50 mgd peak dry weather flow. It uses approximately 7.0 mgd average dry weather flow and 22 mgd peak wet dry weather flow. There are no capacity issues for the City of Mountain View regarding wastewater treatment (Allen 2017).

**Stormwater Collection.** Stormwater from Shenandoah Square is collected through the Mountain View stormwater collection system. In Mountain View, most stormwater flows into retention ponds before being discharged into Stevens Creek and Permanente Creek, while some of it runs directly into the creeks (Mulhearn 2015).

**Energy Sources.** PG&E supplies natural gas and electricity to the service area near Shenandoah Square.

**Solid Waste Management.** Solid waste in the City of Mountain View is collected by Recology. Recology delivers solid waste to Sunnyvale Materials Recovery and Transfer (SMaRT) Station. SMaRT Station separates recyclable materials from non-recyclables. Non-recyclable materials are sent to the Kirby Canyon Landfill, located in San Jose, which has a remaining capacity of 16,191,600 cubic yards and is expected to reach capacity in 2022 (CalRecycle 2017).

### **3.12.2 Environmental Consequences**

#### **3.12.2.1 Proposed Action**

##### **Direct Effects**

Upon conveyance to a private developer entity, the developer would assume control of the property. No direct impacts to utilities would occur as a result of the Proposed Action.

##### **Indirect Effects**

Future construction at the parcel could require demolition and hauling of construction debris to local landfills. Disposal of solid wastes from construction or renovation activities would be coordinated with local landfill operators to ensure that maximum daily capacity is not exceeded, and overall impacts would be negligible.

Future site redevelopment could include modification or replacement of utility infrastructure as needed to provide adequate service to the site, which would result in an indirect, negligible benefit to utility distribution at the parcel. An increase in density at the site could mean an increase in the amount of impervious surface and stormwater flow from the site. Long-term increases in population at the parcel would also result in increased demand for utilities, including potable water, electricity, natural gas, wastewater treatment, waste collection services, and communication services. The extent of impacts would depend on the density of development at the site; however, given the size of the parcel, at most minor adverse impacts to utilities would be expected.

#### **3.12.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the existing housing located on Shenandoah Square. The site would continue to require utility service, though this would not change from the existing service requirements.

#### **3.12.3 Cumulative Effects**

There could be an increase in the amount of solid waste transported to local landfills as a result of the cumulative construction and renovation activities. Any disposal of solid wastes from construction or renovation activities would be coordinated with local landfill operators to ensure that maximum daily capacity is not exceeded when combined with the amount of waste transported to the landfills as a result of other regional projects.

Planned regional projects would substantially increase utility use, infrastructure needs, and waste generation; however, future construction and operation on the parcel would only represent a fraction of an increase in cumulative utility use and infrastructure needs. Therefore, when considered with other projects, overall cumulative impacts to utilities would be negligible. It is assumed that utility providers and project proponents are developing or would develop utility infrastructure and resources to address these needs.

### 3.13 Hazardous Materials and Toxic Substances

#### 3.13.1 Affected Environment

Specific environmental statutes and regulations govern hazardous material and hazardous waste management activities at Shenandoah Square. For this analysis, hazardous waste, hazardous materials, and toxic substances include those that are defined as hazardous by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), RCRA, and TSCA. In general, they include substances that, because of their quantity, concentration, or physical, chemical, or toxic characteristics, may present substantial danger to public health, welfare, or the environment.

In preparation of the 2005 SEA, the Army prepared an environmental baseline survey to identify areas where possible storage, release, or disposal of hazardous substances or petroleum products or their derivatives has occurred. The environmental baseline survey also included a summary of any existing non-CERCLA-related environmental safety issues (e.g., asbestos-containing material [ACM] and lead-based paint [LBP]). In preparation of this EA, the Army has conducted an Environmental Condition of Property (ECP) report to document similar findings. The following is a summary of the findings contained in the ECP.

A 250-gallon gasoline UST and a 500-gallon diesel oil UST were removed from the Shenandoah Square parcel in 1987. Numerous surveys and investigations into possible releases from these tanks have been conducted; however, no evidence has been discovered to indicate that a release from these tanks has directly affected groundwater. In September 2008, the Regional Water Quality Control Board issued a Transmittal of Closure Letter and Site Summary stating that based on available information, no further action related to the USTs is required.

MTBE from an upgradient service station site (a former Exxon gas station) has impacted the groundwater beneath the Shenandoah Square parcel (Tetra Tech 2005). Monitoring well studies conducted by the Navy indicated that MTBE levels in the groundwater are below drinking water maximum contaminant levels and environmental screening levels (Navy 2006). A closure report on the former Exxon UST leak indicates that MTBE levels in a monitoring well located on Shenandoah Square have continued to decrease and were no longer present at laboratory screening levels in 2009.

Groundwater contamination has also occurred due to a TCE release (possibly from a known upgradient groundwater investigation site). The TCE detected in groundwater on the Shenandoah Square parcel was identified during the historical onsite UST assessments with a concentration identified below the drinking water limit. The extent of TCE contamination at Shenandoah Square is unknown as only limited testing was performed for this constituent as part of the former UST closure process. Due to the identified presence of TCE, Shenandoah Square has been classified as an area where a release disposal, and/or migration of hazardous substances has occurred, but at concentrations that do not require a removal or remedial action. Based upon the identification of TCE within the shallow groundwater at the site, land use controls to restrict the future installation of any potable or irrigation water supply wells at Shenandoah Square may be required.

Under CERCLA § 120(h)(1), any contract for any transfer of property owned by the U.S. on which any hazardous substance is known to have been released will include a notice of the type and quantity of any hazardous substances on the property and notice of the time at which hazardous substances were released on the property. Under CERCLA §120(h)(3), deeds that transfer U.S. property to another person or entity must include a clause granting the government access to the property in the event that any additional remedial or corrective action is found to be necessary after the date of transfer.

Previous surveys have not detected presence of asbestos, ACM, LBP, polychlorinated biphenyl-containing equipment, or other concerns relating to site contamination aside from those concerns described above.

The Shenandoah Square housing area is included in the USEPA-designated “NAS Moffett Field” National Priorities List Superfund site. Cleanup efforts at Moffett Federal Airfield are administered through the Installation Restoration Program. Numerous sites have been identified for investigation or cleanup under the Installation Restoration Program; however, none of these source areas is within Shenandoah Square.

### **3.13.2 Environmental Consequences**

#### **3.13.2.1 Proposed Action**

##### **Direct Effects**

Upon conveyance to a private developer entity, the developer would assume control of the property. No direct impacts from hazardous materials or toxic substances would occur as a result of the Proposed Action.

##### **Indirect Effects**

Short-term indirect impacts could occur if the parcel is redeveloped. Construction would require transportation and storage of lubricants and other potentially hazardous materials be transported in the project area. Likely materials on-site during construction include paints, asphalt, fuels, and motor oils for construction vehicles. Equipment servicing and repair could temporarily generate oily and hazardous wastes, such as spent solvents, residual fuels, used oils, antifreeze, and filters.

Construction activities and waste disposal would be conducted in accordance with applicable hazardous waste regulations. Accidental spills during construction would be contained and cleaned up with appropriate BMPs. Standard industry practices include complying with worker safety requirements, and include the use of personal protective equipment, hand washing before eating or smoking, and bathing at the end of each workday.

Due to the depth to groundwater (i.e., approximately 10 feet below the ground surface), it is unlikely that groundwater dewatering would be required for any potential site preparation or construction at Shenandoah Square. However, as noted in the ECP, any future construction at Shenandoah Square should take into account potential groundwater contamination during site development and the potential for any related vapor migration.

### **3.13.2.2 No Action Alternative**

Under the No Action Alternative, the RCI partnership would retain its leasehold interest and ownership of the existing housing located on Shenandoah Square. There would be no direct or indirect effects from hazardous materials or toxic substances.

### **3.13.3 Cumulative Effects**

Regional construction projects would utilize petroleum, oils, and lubricants, other potentially hazardous materials, and would generate some level of hazardous waste. However, when considered with future construction at Shenandoah Square, cumulative impacts from regional construction projects are not anticipated.

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## 4 SUMMARY OF IMPACTS

### 4.1 Introduction

This section provides a summary of the potential effects of the Proposed Action and No Action Alternative of the resources considered for analysis in Chapter 3.

### 4.2 Findings

Analysis conducted in Chapter 3 indicates that impacts from the implementation of the Proposed Action or No Action Alternative would not result in significant impacts. Anticipated effects are listed in Table 4-1. Refer to Chapter 3 for a detailed discussion of impacts.

**Table 4-1. Summary of Potential Environmental and Socioeconomic Consequences**

Resource Area	Proposed Action <sup>1</sup>		No Action Alternative <sup>1</sup>	Cumulative Impacts <sup>1</sup>
	Direct	Indirect		
Land Use	Negligible	Moderate	Negligible	Negligible Beneficial
Aesthetics and Visual Resources	Negligible	Minor to Moderate	Minor	Negligible
Air Quality	Negligible	Minor	Negligible	Minor
Noise	Negligible	Minor	Negligible	Negligible
Geology and Soils	Negligible	Negligible	Negligible	Negligible Beneficial Minor Adverse
Water Resources	Negligible	Negligible	Negligible	Minor
Biological Resources	Negligible	Negligible	Negligible	Negligible
Cultural Resources	Negligible	Negligible	Negligible	Negligible
Socioeconomics	Minor Beneficial	Minor Beneficial Moderate Adverse	Negligible	Minor Beneficial Minor Adverse
Transportation	Negligible	Moderate	Negligible	Moderate
Utilities	Negligible	Negligible Beneficial Minor Adverse	Negligible	Negligible
Hazardous Materials and Toxic Substances	Negligible	Negligible	Negligible	Negligible

1. Unless specified, impact ratings are **provided** as adverse impacts.

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## 5 ACRONYMS

Acronym	Definition
ACM	asbestos-containing materials
ACS	American Community Survey
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CMC	California Military Communities, LLC
CNDDDB	California Natural Diversity Database
CO	carbon monoxide
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibels
DNL	day-night average sound level
DoD	Department of Defense
EA	Environmental Assessment
ECP	Environmental Condition of Property
EIS	Environmental Impact Statement
FNSI	Finding of No Significant Impact
FY	fiscal year
HUD	U.S. Department of Housing and Urban Development
LBP	lead-based paint
LOS	level of service
mgd	million gallons per day
MHPI	Military Housing Privatization Initiative
MTBE	methyl tert-butyl ether
NAAQS	National Ambient Air Quality Standards
NASA	National Aeronautics and Space Administration
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOx	nitrogen oxides
NRHP	National Register of Historic Places
PM <sub>2.5</sub>	Particulate matter measuring less than 2.5 microns in diameter

<b>Acronym</b>	<b>Definition</b>
PM <sub>10</sub>	Particulate matter measuring less than 10 microns in diameter
RCI	Residential Communities Initiative
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
ROI	region of influence
SEA	Supplemental Environmental Assessment
SHPO	State Historic Preservation Officer
SIP	state implementation plan
SMaRT	Sunnyvale Materials Recovery and Transfer
TCE	trichloroethylene
TMDL	Total Maximum Daily Load
TSCA	Toxic Substances Control Act
USC	United States Code
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground storage tank
V/Cs	volume-to-capacity
VEC	Valued Environmental Component

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# **Appendix A: Public Involvement**

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**U.S. Army Announces Availability of the Draft Environmental Assessment and Draft Finding of No Significant Impact for the Implementation of the Army Residential Communities Initiative at Moffett Community Housing, Mountain View, California**

The U.S. Army has prepared a Draft Environmental Assessment (EA) and Draft Finding of No Significant Impact (FNSI) of for conveyance of the 17.1-acre Shenandoah Square parcel to a private developer. Currently, there are no plans as to what or how the private developer who acquires the property would renovate or develop the parcel. It is anticipated, however, that the existing 126 housing units may be demolished to allow for the construction of 615 to 1,367 new high-density residential units, possibly including mixed-use light retail (subject to re-zoning with the City of Mountain View). Housing units would be available to the public for lease or purchase. Following the transfer of this area out of Army ownership, it is expected that the 17-acre parcel would be annexed into the City of Mountain View and rezoned. Because the developer is not known at this time, no detailed plan exists for redeveloping this property. Redevelopment is not considered under this Proposed Action; however, demolition, construction, and operation are considered foreseeable indirect impacts. The EA considers the No Action Alternative and Proposed Action Alternative.

This notice announces the availability of the EA and Draft FNSI for review and comment. Electronic copies are located online at <http://www.rci.army.mil> and hard copies are available for review at the following libraries: Mountain View Public Library, 585 Franklin St, Mountain View, CA 94041; and Sunnyvale Public Library, 665 W Olive Ave, Sunnyvale, CA 94086. Comments on the Draft EA and Draft FNSI may be submitted to Mr. Scott Chamberlin, Chief, Capital Ventures, Office of the Deputy Assistant Secretary of the Army (Installations, Housing and Partnerships), 110 Army Pentagon Washington, DC 20310-0110 or by email at [scott.chamberlain.civ@mail.mil](mailto:scott.chamberlain.civ@mail.mil) no later than 30 days from the publication of this notice



**DEPARTMENT OF THE ARMY**  
INSTALLATION MANAGEMENT COMMAND  
HEADQUARTERS, US ARMY GARRISON FORT HUNTER LIGGETT  
BUILDING 238 CALIFORNIA AVENUE  
FORT HUNTER LIGGETT, CA 93928-7000

SEPT 19, 2017

SUBJECT: Shenandoah Square Land Transfer (ER#14101)

Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
Department of Parks and Recreation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816

Dear Ms. Polanco,

The US Army at Moffett Field plans to convey 17.1 acres of property known as Shenandoah Square to a private company. This activity is an undertaking pursuant to the National Historic Preservation Act (NHPA) and your comment is requested, following 36 CFR§ 800.

Shenandoah Square is a 17.1 acre parcel of land located off of Moffett Boulevard near the intersection of Middlefield Road in Mountain View, California (Figure 1). The property is south of Moffett Federal Airfield and currently contains 126 two-bedroom townhouse style units. The Army would like to convey the 17.1 acre Shenandoah Square parcel from the Army's Moffett Community Housing to a private developer. Currently, there are no plans as to how the private developer who acquires the property would renovate or develop the parcel. It is anticipated, however, that the existing 126 housing units may be demolished to allow for new construction if the developer does not wish to retain them. Following the transfer of this area out of Army ownership, it is expected that the 17-acre parcel would be annexed into the City of Mountain View and rezoned. Because the developer is not known at this time, no detailed plan exists for redeveloping this property. The property would however transfer out of federal ownership.

The Area of Potential Effect (APE) is shown in attached Figure 2. It consists of the 17.1 acres of land and the townhomes within it. The townhomes were built in 1986 (Figure 3). Prior to construction, the APE had been surveyed for historic properties (Chavez 1980) and no historic properties were located (Figure 4). No cultural resources were identified during construction of the townhomes, and the area has been disturbed since the initial survey. There are no historic properties at the Shenandoah Square parcel that will be impacted by transfer out of federal ownership.

In sum, the US Army has determined there will be no historic properties affected by the conveyance of 17.1 acres at Shenandoah Square.

The National Historic Preservation Act also requires that interested parties and federally recognized tribes be consulted regarding undertakings. There are no federally-

recognized tribes for this portion of Santa Clara County. The Moffett Field list of tribal members and interested parties has been solicited for their comments.

We look forward to your comments. Should you have any questions regarding our efforts, please contact me at 831 386-2791 or Lisa Cipolla, FHL Cultural Resources Manager, at 831 386-2520.

Sincerely,

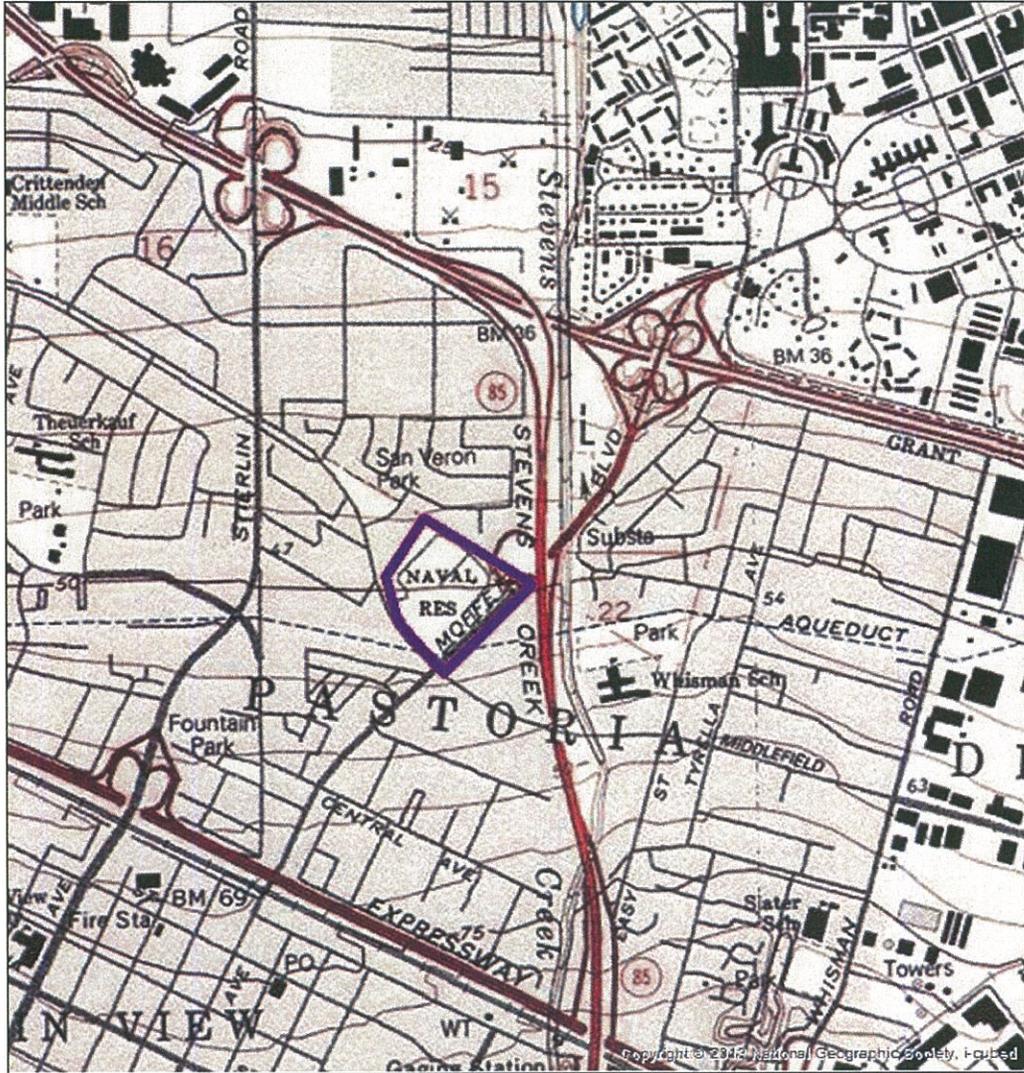


Elizabeth Clark  
Chief, Environmental Division

Enclosures



Figure 1. Project Vicinity and Location



**Figure 2: Area of Potential Effect  
ER#14041. Shenadoah Square Housing, Mountain View, California**

**Legend**

 Area of Potential Effect

0 87.5175 350 525 700 875 Meters

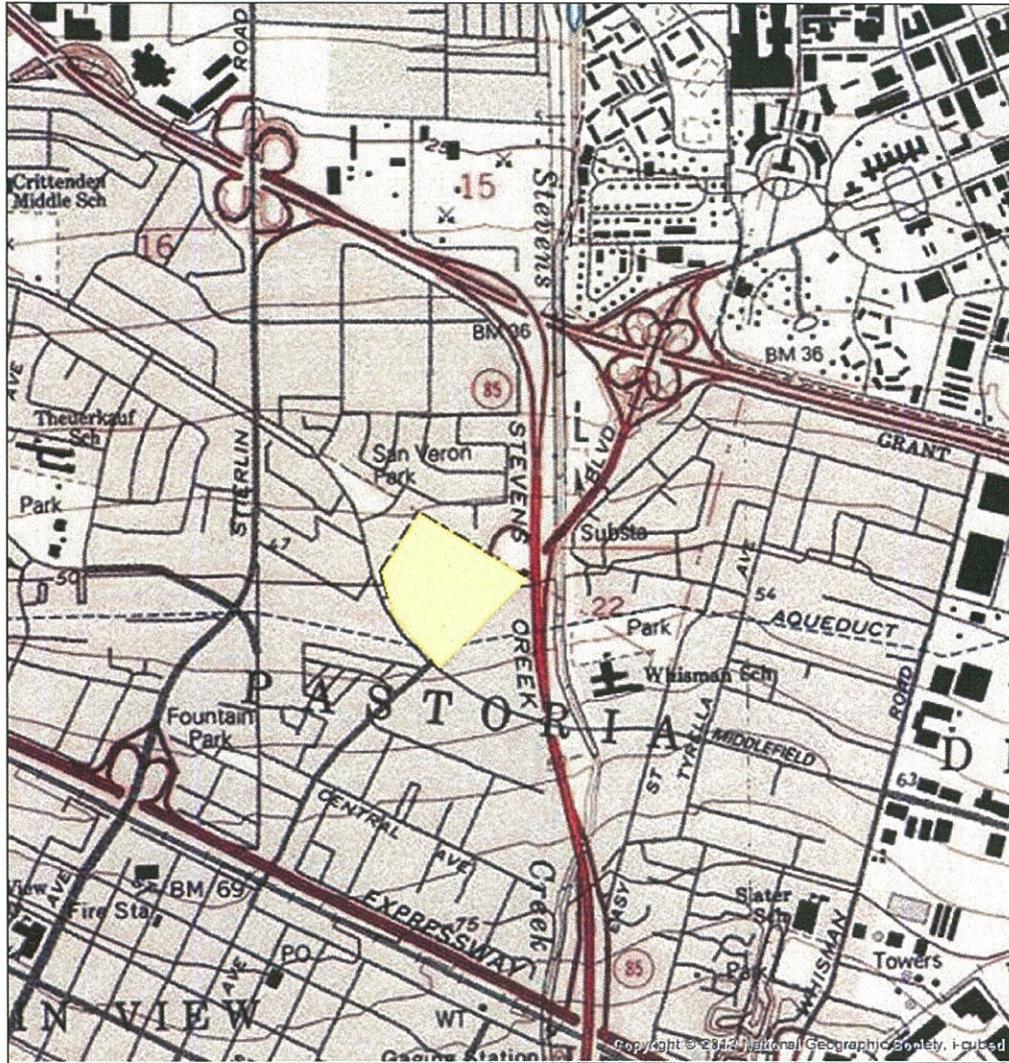
Background: USGS 7.5' Series Quadrangle Mountain View, CA  
NAD 1983 UTM  
USAG Fort Hunter Liggett  
DPW- Environmental Division  
L. Cipolla 09/2017



**Figure 2. Area of Potential Effect**



**Figure 3. Shenandoah Square Townhomes.**



**Figure 4: Cultural Resource Survey  
ER#14041. Shenadoah Square Housing, Mountain View, California**

**Legend**

 Survey: Chavez 1980

0 87.5175 350 525 700 875 Meters

Background: USGS 7.5' Series Quadrangle Mountain View, CA  
NAD 1983 UTM  
USAG Fort Hunter Liggett  
DPW- Environmental Division  
L. Cipolla 09/2017



**Figure 4. Surveys**

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
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November 16, 2017

In Reply Refer To: USA\_2017\_0925\_001

Elizabeth Clark  
Chief, Environmental Division  
Department of the Army  
Installation Management Command  
Headquarters, US Army Garrison Fort Hunter Liggett  
Building 238, California Avenue  
Fort Hunter Liggett, CA 93928

RE: Shenandoah Square Land Transfer, Moffett Boulevard and Middlefield Road,  
Mountain View, CA

Dear Ms. Clark:

The United States Army (Army) is consulting with the State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended, and its implementing regulations at 36 CFR Part 800. The Army requests SHPO concurrence with a finding of no historic properties affected.

The Army Reserve plans to transfer Shenandoah Square, a 17.1-acre garden apartment community. The housing complex, comprised of 126 two-bedroom townhouses, was built in 1980. The property will be rezoned and sold off to a developer for possible future development.

The Army defines the Area of Potential Effects (APE) for this undertaking as the 17.1 acres of land to be conveyed and the townhomes within it. According to Army records, no historic properties are located in the APE.

The Army reached out to twelve Native American tribal groups and individuals. The only response came from Louse Ramirez, the Chairwoman of the Ohlone Costanoan Esslen Nation. Ms. Ramirez stated that the area is in the homeland of the Muwekma Ohlone and advised the Army to contact Monica Arellano, the Vice Chairwoman of the Muwekma Ohlone. The Army emailed Ms. Arellano. No response was forthcoming.

Having reviewed project description and supporting documentation, SHPO has the following comments:

- 1) The APE appears adequate to account for direct and indirect effects to historic properties;
- 2) SHPO concurs that the undertaking will not affect historic properties.
- 3) Be reminded that in the event of change in the scale or scope of the undertaking, the Army may have additional consultation responsibilities under 36 CFR Part 800.

Direct any questions or comments to State Historian Tristan Tozer at (916) 445-7027 or at [Tristan.Tozer@parks.ca.gov](mailto:Tristan.Tozer@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized 'J' followed by a horizontal line that extends to the right.

Julianne Polanco  
State Historic Preservation Officer

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## **Appendix B: Cumulative Projects**

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**Table B-1. Projects in the City of Mountain View**

Address/Title	Use	Description	Status
Charleston East (2000 North Shoreline Boulevard)	Commercial	Construction of a 595,000 sq. ft., two-story, office building under a canopy structure on a vacant 18.6 acre project site.	Approved
Broadreach (1625 Plymouth Street)	Commercial	Construction of a new six story, 224,505 sq. ft. office building and a 4.5 tier parking structure on a vacant 5.15 acre project site.	Under Construction
Shashi Hotel (1625 North Shoreline Boulevard)	Commercial	Demolition of an existing commercial building and construction of a five story, 104,750 sq. ft. 200-room hotel and five-level parking structure on a 1.39 acre project site.	Approved
1255 Pear Avenue (The Sobrato Organization)	Mixed Use	Construction of 650 Residential Units, 234,000 sq. ft. of new office space, and demolition of a 103,500 sq. ft. industrial-office building on a 15.5 acre site.	Under review
Microsoft (1045-1085 La Avenida Street)	Commercial	Demolition of three office buildings, renovation of two existing office buildings, and construction of two new two story office buildings and a four-level parking garage, with an increase of 128,000 sq. ft. of office space on a 32 acre site.	Approved
Prometheus (400 San Antonio Rd.)	Mixed Use	Construction of 583 apartment units and 11,100 sq. ft. of ground floor commercial space in two five-story and one seven-story building with underground parking to replace seven existing retail, office, and industrial buildings.	Approved
Merlone Geier Partners (MGP) Phase II (405 San Antonio Rd.)	Mixed Use	Construction of a mixed-use development on 9.9 acres. The project consists of office (360,909 sq. ft.), retail/commercial (107,835 sq. ft.), cinema (approx. 1410 seats) and hotel (167 rooms) totaling approximately 1,080,800 sq. ft.	Under Construction
The DeNardi Group (2645 & 2655 Fayette Drive)	Residential	Construction of a four story, 24-unit residential condominium with underground parking to replace a commercial building and six residential units.	Approved
250 San Antonio Circle (Community School of Music and Art)	Commercial	Demolition of two auto repair buildings and construction of 3,350 sq. ft. building for the Community School of Music and Arts.	Under review
East San Antonio Center Master Plan	Commercial	Informal review of a Master Plan for long-term redevelopment of the east side of the San Antonio Center.	Under review
2580 and 2590 California Street and 201 San Antonio Circle	Mixed Use	Construction of 642 residential units, 16,600 sq. ft. of commercial space with below grade parking to replace an existing 70,000 sq. ft. office building and 53,000 sq. ft. of existing retail, a Lot Line Adjustment to merge two lots into one lot on 8.63 acres.	Under review
2700 West El Camino Real	Mixed Use	Construction of 211 apartment units and 2,000 sq. ft. of ground floor commercial space with underground parking to replace an existing motel and vacant restaurant buildings on a 2.2 acre project site.	Under review
2300 West El Camino Real	Commercial	Construction of four-story, 157 room hotel with underground parking.	Under review
Lennar Multi Family Communities (2268 W. El Camino Real)	Mixed Use	Construction of 3 to 4 story, 204-unit residential apartment project with parking and four single-story commercial structures to replace the 21,026 sq. ft. Olive Tree Shopping Center on a 2.6 acre project site.	Approved
Residence Inn Gatehouse (1854 W. El Camino Real)	Commercial	Construction of an 8,940 sq. ft. hotel on a 3.22 acre project site.	Approved
1701 W. El Camino Real	Residential	Construction of a 67-unit affordable studio apartment development on a 0.49-acre vacant lot.	Approved
1313 and 1347 W. El Camino Real	Mixed Use	Construction of a four-story mixed-use project with 24 apartment units, commercial space, and two levels of underground parking on a 0.45 acre project site.	Under review

**Table B-1. Projects in the City of Mountain View**

Address/Title	Use	Description	Status
Harv's Car Wash - Regis Homes (1101 W. El Camino Real)		Construction of a four-story, 52 unit condominium to replace Harv's Carwash on a 0.98 acre site.	Under Construction
Greystar (801 W. El Camino Real)	Mixed Use	Construction of 164 apartments, 10,800 sq. ft. of commercial space on a 2.39 acre site.	Under Construction
Wonder Years Preschool (86 W. El Camino Real)	Commercial	Construction of 2-story, 4,800 sq. ft. preschool building to replace existing one-story building that currently houses a car-stereo business, adjacent to their current preschool site.	Approved
Loop Convenience Store (790 E. El Camino Real)	Commercial	Construction of a car wash, 3,000 sq. ft. convenience store, and 8 fueling stalls to replace existing gas station, car wash, and convenience store on a 0.6-acre project site.	Under Construction
840 East El Camino Real	Commercial	Construction of an 18,750 sq. ft. four-story addition with 40 new guest rooms and 4,100 sq. ft. commercial space to an existing four-story, 160-room hotel, a Provisional Use Permit for roof top amenities above the third floor on a 2.3-acre project site.	Under review
The Quad / Lovewell (369 N. Whisman Rd.)	Mixed Use	Construction of a three-story 70,846 sq. ft. office building, a four-story 109,927 sq. ft. office building and two four-story parking structures on a 29.3-acre site. The approval also included a parking reduction of 143 spaces or 6.9 percent of the required parking.	Approved but Inactive
Renault & Handley (580 – 620 Clyde Avenue)	Commercial	Construction of a 178,477 sq. ft., 5-story office building and a three-story parking garage on a 5.15 acre site. The project would replace two one-story light industrial buildings totaling approximately 75,000 sq. ft.	Approved
Symantec (575 E. Middlefield Rd.)	Commercial	Construction of a 102,419 sq. ft., four-story office building on a 10.7-acre site with three existing office buildings. The approval includes upgrades to the existing parking lot and landscaping, a parking reduction of 62 spaces or 7.9 percent of the total required parking.	Approved but Inactive
LinkedIn – Campus Redevelopment (700 and 800 E. Middlefield Road and 1100 W. Maude Avenue)	Commercial	Construction of a three, six-story office buildings, two, six-level parking structures (with one-level below grade) and retain three, two-story office buildings resulting in 1.08 million sq. ft. of office at a 28.7-acre campus for LinkedIn Corporation, to replace two existing office buildings and surface parking lots.	Under review
Prometheus (100 Moffett Blvd.)	Residential	Construction of a 184-unit apartment project. The project includes three new residential buildings on an approximately 2.68 acre site. Also includes conversion of an existing vehicle on-ramp to a bicycle/pedestrian-only paseo connecting Stierlin Road to the corner of Central Expressway and Moffett Boulevard.	Under Construction
Minkoff Office Building (938-954 Villa Street)	Commercial	Construction of a 41,876 sq. ft. building with 2,922 sq. ft. of restaurant and 38,954 sq. ft. of office to replace two existing restaurants in historic structures.	Under review
Hope Street Investors (231-235 Hope St.)	Residential	Construction of a four story, 9-unit condominium project replacing three apartment units on a 0.26-acre project site.	Approved
Residential Condominium Project (325, 333 & 339 Franklin Street)	Residential	Replace 13 existing rental units with a 15-unit residential condominium project on a 0.52 acre project site.	Under review
St. Joseph's Church (582 Hope Street, corner of Castro & Church)	Mixed Use	Construction of a mixed use development with (1) a 3- to 4-story, 96,500 sq. ft. commercial building along Castro Street with 8,000 sq. ft. of ground-floor retail and 3-levels of underground parking; (2) 12 residential units and a 3,400 sq. ft. church parish office along Hope Street. This project will replace an existing surface parking lot at the northeast corner of Castro and Church Streets and an existing one-story, 7,400 sq. ft. church parish building on Hope Street.	Under Construction

**Table B-1. Projects in the City of Mountain View**

Address/Title	Use	Description	Status
Fairmont Mixed Use Project (881 Castro Street)	Mixed Use	Construction of a 4-story, mixed-use building with 8,500 sq. ft. of ground-floor commercial space and 18 condominium units with two levels of underground parking. Project would merge four lots into one lot with condominium lots to replace three existing commercial buildings and a four-unit apartment building on a 0.41-acre project site.	Approved
2019 Leghorn Street	Mixed Use	Construction of a new two story, 12,050 square-foot office building and demolition of five existing residential units and associated accessory structures on an 0.86 acre project site.	Under review
Windsor Academy (908 N. Rengstorff Ave.)	Commercial	Construction of a new 2-story, 8,088-square-foot, 84 child daycare center on a 0.43 acre project site.	Under Construction
Paul Ryan (858 Sierra Vista Ave.)	Residential	Construction of four small-lot, single-family homes to replace an existing home on a 0.52 acre project site.	Approved
Paul Ryan (2392 Rock St.)	Residential	Construction of a 3-unit small-lot single-family development on a 0.38 acre project site.	Under Construction
647 Sierra Vista Ave.	Residential	Construction of a 29-rowhome project on a 1.6 acre site.	Under Construction
333 North Rengstorff Avenue	Residential	Construction of a 31-unit row house development to replace an existing 32-unit apartment complex on a 1.8 acre project site.	Under review
2044 and 2054 Montecito Avenue	Residential	Construction of a 52-unit row house development on a 2.8 acre project site.	Under review
California Communities/Peninsula Communities (2025 and 2065 San Luis Avenue)	Residential	Construction of new 33-unit row house development on a vacant 0.93-acre project site.	Under Construction
1998-2024 Montecito Avenue	Residential	Construction of a 3-story 17-unit condominium development with underground parking on 0.93 acre project site. The project would replace three apartments and a single-family home. The project includes a two-unit Density Bonus request and includes one very low income unit.	Approved
1968 Hackett Avenue & 208-210 Sierra Vista Avenue	Residential	Construction of a new 24-unit row house development to replace 21 existing apartment units on a 1.60 acre project site.	Under Construction
410-414 Sierra Vista Avenue (Eight Row homes)	Residential	Construction of a new 14-unit row house development on a 0.84 acre project site.	Under review
Shorebreeze Apartments (460 North Shoreline Boulevard)	Residential	Amend the P-5 (460 Shoreline Boulevard) Precise Plan to increase the allowable units from 125 to 170 units, Planned Community Permit to demolish 12 affordable townhouse units and replace them with 62 affordable units on a 5.32 acre project site.	Under review
1185 Terra Bella Avenue	Commercial	Construction of a new two-story, 9,700 sq. ft. commercial office building to replace two existing commercial buildings on a 0.43-acre project site.	Under review
Calvano Development/CPR Mountain View – (1001 N. Shoreline Boulevard)	Commercial	Construction of a 4-story, 111,443 sq. ft. office building and Lot Merger to combine 9 lots into one lot on a 7.3-acre project site.	Under Construction
Calvano/CPR Mountain View Development – (1001 N. Shoreline Boulevard)	Mixed Use	Construction of a new seven-story residential structure with two levels of podium parking and 203 apartment units, new seven-story residential structure with two levels of podium parking and 100 condominium units, and a six story office parking structure to accommodate parking for the existing on-site office building on a 7.8- acre project site.	Under review

**Table B-1. Projects in the City of Mountain View**

Address/Title	Use	Description	Status
1075 Terra Bella	Commercial	Construction of a new 2-story, 19,301 square-foot office building on a 1.3 acre project site.	Under review
777 West Middlefield Road	Residential	Demolition of 208 existing apartment units and construction of 711 new apartment units (including 144 affordable units).	Under review
555 West Middlefield Road	Residential	Construction of a 341-unit addition to an existing 402-unit residential development with three new underground garages, a new leasing office for the entire development, and a new 1.48-acre public park on a 14.5-acre project site.	Under review
750 Moffett Boulevard (Moffett Gateway)	Commercial	Construction of a 255 room hotel and 200,000 sq. ft. office building on a vacant 10 acre project site.	Approved
Linde Hydrogen Fueling Station (830 Leong Dr.)	Commercial	Construction of a new hydrogen fueling station tank, enclosure and site improvements at an existing gas station.	Under Construction
Holiday Inn Express (870 Leong Dr.)	Commercial	Construction of a new 41,039 sq. ft., 78-room hotel on a 0.85-acre project site.	Under review
660 Tyrella Avenue	Residential	Construction of a new 37 unit row house development to replace 52 apartment units on a 1.84 acre project site.	Approved
133-149 Fairchild Dr.	Residential	Construction of a 35-unit row house development on a 1.8 acre project site	Under Construction
Warmington Residential (277 Fairchild Dr.)	Residential	Construction of a 22-unit row house development on a 1.47 acre site to replace two single-family homes, a motel, and a small convenience store.	Approved
Hetch-Hetchy Property (450 N. Whisman Dr.)	Residential	Construction of a 37-unit row house development and a public trail on a vacant 6.4 acre project site.	Under Construction
DeNardi Homes (186 East Middlefield Rd.)	Residential	Construction of an 8-unit condominium project over a shared parking podium, replacing several small residential structures.	Approved
167 North Whisman Rd.	Residential	Construction of two single family homes.	Under review
Antenna Farm (Pacific Dr.)	Residential	Allow small-lot single-family homes where rowhomes are required and construction of 16 small-lot single-family homes on a vacant 2-acre project site.	Under Construction
100 and 420-430 Ferguson Drive (Pulte Homes)	Residential	Construction of a 198-unit row house development, a 2.76-acre public park, and new public streets.	Under Construction
500 Ferguson Drive (EFL Development)	Mixed Use	Construction of 394 residential apartments and 3,000 sq. ft. of commercial space, in two four-story buildings over an underground parking garage.	Approved
Prometheus (1696 – 1758 Villa Street)	Residential	Construction of a 240-unit apartment complex over one level of underground parking to replace a 16-unit apartment building and 3 single family homes.	Under review
Mountain View Academy Staff Housing (360 South Shoreline Boulevard)	Residential	Construction of three buildings with seven apartment units on a 2.95 acre project site	Under review
2296 Mora Drive	Residential	Demolition of 15 existing industrial buildings on 17 lots in order to construct 75 attached rowhomes and a 0.45-acre public park on a 5.13 acre project site.	Approved
Anton Caltega (394 Ortega Avenue)	Residential	Construction of a 4-story, 144-unit apartment building with 2 levels of underground parking to replace a single-family home and accessory structures on a 1.62-acre project site.	Approved

**Table B-1. Projects in the City of Mountain View**

<b>Address/Title</b>	<b>Use</b>	<b>Description</b>	<b>Status</b>
Barry Swenson Builder (1958 Latham Street)	Residential	Construction of a 6-unit row house development to replace a single-family home and large garage structure on a 0.39-acre project site.	Approved
El Camino Real Hospital Campus Update (2500 Grant Rd.)	Commercial	Construction of a new 2-story, 56,000 sq. ft. behavioral health building, a new 7-story, 265,000 sq. ft. medical office building, a new 5-level, 390-stall parking structure adjacent to the new medical office building, and 4-level, 430-stall addition to the existing North Parking Garage on the 40-acre hospital campus.	Under Construction
982 Bonita Avenue	Residential	Demolition of 4 existing residential units to construct eight condominiums with below grade parking on 0.47 acre project site.	Under review
Evelyn Family Apartments (779 E. Evelyn Avenue)	Residential	Construction of a 4-story, 116-unit apartment building for low- and very-low income households and one-level of underground parking.	Under Construction
344 Bryant Avenue	Residential	Subdivision of a 0.9-acre lot into four single-family lots, and construction of four new single-family homes replacing one existing single-family home.	Approved
Adachi Project (1991 Sun Mor Avenue)	Residential	Development of 11 single family homes and a subdivision of the 5-acre lot into 12 lots.	Under Construction

**Table B-2. Projects in the City of Sunnyvale**

Address/Title	Use	Description	Status
1010 Sunnyvale-Saratoga Rd.	Commercial	Construction of new child care center within a new 18,800 sq. ft. one-story commercial building on an existing vacant site.	Under Review
1040 Sunnyvale-Saratoga Rd.	Commercial	A new 3,180 sq. ft. convenience store and trash enclosure for an existing fueling station.	Pending Review
1080 Stewart Drive	Commercial	Redevelop a hotel site (Residence Inn) to add 109 rooms for a total 357 guest rooms. The new 7-story building will contain 133 rooms (24 of the 248 existing guest rooms are to be demolished, resulting in a net increase of 109 rooms).	Approved
1100 N. Mathilda Ave.	Commercial	Hotel expansion of existing 173 room hotel to 342 rooms in a new 9 story building and parking structure.	Approved
1101 Elko Dr.	Commercial	Allow a 51 unit room hotel and Variance from front setback requirement.	Approved
1120 Innovation Way	Commercial	A new nine-story, 147,000 sq. ft. hotel with 217 rooms including 6,300 sq. ft. ground floor retail/restaurant and one and a half levels of underground (subsurface) parking. Project includes demolition of the former Fire Station 5 building.	Under Review
1205 W. El Camino Real	Commercial	Demolition of an existing 2,829 sq. ft. shopping center and construction of a new 16,797 sq. ft. retail/office building.	Under Review
1235 Bordeaux Dr.	Commercial	Construction of two new hotels, including one 8-story, 200 room hotel and one 8-story hotel with 150 rooms with four-level above grade parking structure.	Approved
1313 S. Wolfe Rd.	Commercial	Construction of a new 8,973 sq. ft. two-story retail auto parts store (Auto Zone) and associated parking lot and landscaping improvements on a vacant lot.	Under Review
1313 S. Wolfe Rd.	Commercial	Facade improvements and a 638 sq. ft. addition to an existing fast food restaurant building.	Under Review
160 Aries Way	Commercial	Specific Plan Amendment, rezone, environmental review and a Special Development Permit for site and architectural review to consider amending the Downtown Specific Plan (DSP) land use designation from high density residential to retail and office, as well as increase the allowable height from 85 feet to 111 feet. Including a proposal for a 104,440 sq. ft. seven story building with underground parking.	Pending Review
250 E. Java Dr.	Commercial	Construction of new 5-story hotel with 180 guest rooms and 6,000 sq. ft. of ground floor retail.	Under Review
590 W. El Camino Real	Commercial	Demolition of an existing auto repair and sales facility and construction of an 85-room hotel.	Under Review
696 N. Mathilda Ave.	Commercial	Combine two parcels, demolish existing structures and construction of a 4,387 sq. ft. restaurant with drive thru.	Under Review
696 W. El Camino Real	Commercial	New one-story commercial building with 9,836 sq. ft. (replacing Bubbles Car Wash Site).	Approved
725 S. Fair Oaks Ave.	Commercial	Construction of a 182 room, 5-story hotel.	Approved
750 Lakeway Drive	Commercial	Redevelopment of a 232 room hotel with a partial demolition of 32 rooms and construction of a new 7-story hotel with 111 guest rooms and parking including 32 structured parking spaces and associated site modifications.	Approved
767 N. Mathilda Ave.	Commercial	Redevelopment of a commercial site with a 6-story 238-room hotel with surface parking	Approved

**Table B-2. Projects in the City of Sunnyvale**

Address/Title	Use	Description	Status
777 Sunnyvale-Saratoga Rd.	Commercial	Construction of 11,600 sq. ft. new commercial building (grocery store) on existing commercial site. The project replaces a portion (approx. 7,600 sq. ft.) of the Orchard Supply Hardware building and storage area.	Approved
830 E. El Camino Real	Commercial	Demolition of an existing single story restaurant (Crazy Buffet) and construction of a new 127-unit, four-story hotel with underground parking garage on a 2.56-acre parcel.	Under Review
840 E. El Camino Real	Commercial	Combination of two commercial properties and construction of an approximately 10,350-sq. ft. single-story multi-tenant commercial building (retail, office and restaurant uses) with surface parking.	Pending Review
861 E. El Camino Real	Commercial	Construction of a 162-room hotel (Hampton Inn), including underground parking.	Approved
898 E. Fremont Avenue	Commercial	Demolition and reconstruction of an existing gas service station and add a new 3,725 square building consisting of a 2,398 sq. ft. convenience store and restaurant tenant improvements.	Under Review
1050 Kifer Rd.	Industrial	Redevelopment of a 21.7-acre site (Intuitive Surgical), including construction of two new four-story office/R&D buildings and two parking structures resulting in 755,144 sq. ft.	Approved
106 Lawrence Station Rd.	Industrial	Construction of a three story storage building at an existing self-storage site.	Under Review
1081 Innovation Way	Industrial	Construction of new 2.43 million sq. ft. office campus.	Approved
1111 Lockheed Martin Way	Industrial	Develop 47-acre parcel with five, 8-story office buildings, 4 parking structures and one amenity building for a total floor area of 1,651,795 sq. ft.	Approved
1152 Bordeaux Dr.	Industrial	Construction of 1.77 million sq. ft. of office with parking structures and amenities building.	Approved
1184 N. Mathilda Ave.	Industrial	Construction of 248,259 sq. ft., 5-story office/R&D building over a 3-level parking structure attached to the building (including one-level of underground basement parking). Project includes reconfiguration of existing surface parking lot.	Approved
1190 Bordeaux Dr.	Industrial	Subdivision of an existing 13.9-acre parcel into three (Parcel 1 - 5.37 acres, Parcel 2 - 7.98 acres, Parcel 4 - 0.94 acres) and modify the property line for existing Parcel 3.	Under Review
1190 Borregas Ave.	Industrial	Construction of a new 64,354 sq. ft. 3-story office building with a new parking lot and site landscaping.	Under Review
1212 Bordeaux Dr.	Industrial	Demolition of an existing 79,091 sq. ft. one-story industrial building and construction of a new 100,091 sq. ft. two-story office building.	Approved
1221 Crossman Ave.	Industrial	Redevelop an existing office park with two new 7-story office buildings (541,214 sq. ft.) and one 3-level parking structure.	Approved
1230 Oakmead Pkwy	Industrial	Renovate four existing office buildings. Includes architectural modifications and other site improvements.	Under Review
1240 Crossman Ave.	Industrial	Expansion of the NetApp campus for a total of 554,082 sq. ft. Two 4-story buildings and a 5-level parking garage would be built.	Pending Review
1260 N. Mathilda Ave.	Industrial	Construction of a new 60,862 sq. ft. office and manufacturing building.	Pending Review
1400 Kifer Rd.	Industrial	Allowance of a 2-lot subdivision.	Approved
215 Moffett Park Drive	Industrial	Construction of an 86,400 sq. ft. R&D building, 5,000 sq. ft. restaurant, and 3-level parking garage.	Approved

**Table B-2. Projects in the City of Sunnyvale**

Address/Title	Use	Description	Status
221 N. Mathilda Ave.	Industrial	Redevelopment of a 4.3-acre site (former Mellow's Nursery) into a three-story office/R&D building with a four-level parking structure with partial sub-grade parking, resulting in 145,516 sq. ft. The project includes a request for a Resource Alteration Permit for modifications to a Heritage Resource.	Under Review
265 Sobrante Way	Industrial	Construction of a 120,740 sq. ft., 4-story office/R&D building with a detached parking structure.	Under Review
280 Santa Ana Ct.	Industrial	Construction of three 6-story office buildings with a total of 777,170 sq. ft. and 30,000 sq. ft. of amenities.	Approved
445 N. Mary Ave.	Industrial	New 6-story office building, 5-level parking structure on existing campus.	Under Review
495 E. Java Dr.	Industrial	Expansion of the Netapp campus to provide 1,496,971 sq. ft. of additional office space. Previously approved buildings 5 and 6 will increase by 120,993 sq. ft. including a fifth story. A new 4-level parking garage is also proposed.	Approved
520 Almanor Ave.	Industrial	Construction of a 207,620-sq. ft., four-story corporate/R&D office building and a 7-level, partially underground parking structure with attached ground floor retail of up to 4,000 sq. ft. on a 4.4-acre site. The project includes outdoor dining/recreation areas and a pedestrian/bicycle path for public use.	Approved
549 Baltic Way	Industrial	Expansion of the NetApp campus (site 3) 483,326 sq. ft. Site would be redeveloped with two 5-story buildings (15 &16).	Approved
589 W. Java	Industrial	Yahoo! campus expansion to add a new, 6-story 315,000 sq. ft. office building, 24,000 sq. ft. special use amenities building and one parking structure.	Approved
610 N. Mary Ave.	Industrial	Demolition of 28 existing office/industrial buildings totaling 768,665 sq. ft. and construction of nine three-story and three four-story office buildings totaling 1,471,400 sq. ft.; a one-story and two, two-story amenity buildings totaling 40,000 sq. ft.; a four-level, and three six-level above-grade parking structures; an east-west private street with public access; abandonment of Maude Ct; pedestrian and bicycle routes; & site and offsite improvements.	Under Review
615 N. Mathilda Ave.	Industrial	Redevelop 8 parcels by combining the site into one site and construction of two new 4-story office R&D buildings with a total of 330,353 sq. ft. and a new 5-level parking garage.	Approved
623 Pastoria Ave.	Industrial	Construction of a 56,817 sq. ft. three-story office building with one level of underground parking. The two existing industrial buildings totaling 23,520 sq. ft. will be demolished.	Under Review
684 W. Maude Ave.	Industrial	Construction of a 174,545 sq. ft. four-story corporate/R&D office building and a 6-level parking structure on a 4.01-acre site.	Complete
830 Stewart Dr.	Industrial	Construction of a new one-story retail building.	Under Review
840 W. California Ave	Industrial	Demolish 10 existing R&D office buildings totaling 623,456 sq. ft. and construction of a 1,039,834 sq. ft. R&D office complex consisting of six new industrial buildings and two parking structures on a 29.4 acre site.	Under Review
1120 Kifer Rd.	Mixed Use	Redevelop a 7.99-acre industrial property with mixed-use, including 7,400 sq. ft. of retail and 520 apartment units.	Approved

**Table B-2. Projects in the City of Sunnyvale**

Address/Title	Use	Description	Status
1250 Lakeside Dr.	Mixed Use	Allow two new buildings: 1) a 6-story, 263 room hotel with an attached 3,000 sq. ft. restaurant and an attached 3-level above grade parking structure, and 2) 5-story, 250 unit apartment building over a 2-level podium parking garage.	Approved
2502 Town Center Ln.	Mixed Use	Mixed-use project, including 292 residential units, 315,000 sq. ft. of office use, a 200-room hotel, and 1,000,000 sq. ft. of retail use.	Approved
311 S. Mathilda Ave.	Mixed Use	Redevelop commercial site into a five-story mixed-use building consisting of 5,000 sq. ft. of restaurant floor area and 75 residential units.	Pending Review
675 Almanor Ave.	Mixed Use	Construction of a 150,651 sq. ft. four-story office/R&D building and a detached five-level and partial underground parking structure. The project includes a 2,500 sq. ft. retail space on the ground floor.	Under Review
803 W. El Camino Real	Mixed Use	Construction of 49 residential units, 5,662 sq. ft. of commercial space, and a 51 room expansion of the Grand Hotel.	Approved
871 and 895 E. Fremont Ave.	Mixed Use	Redevelopment of a 5.49-acre site with 138 residential units (39 townhomes and 99 apartments) plus 6,934 sq. ft. of retail/office use with surface and underground parking.	Approved
1 AMD Place	Residential	Construction of 1,076 dwelling units (136 townhomes, 651 mid-rise apartments, 289 walk up apartments) including extension of a public street, internal private streets and dedication of a 6.5 acre public park.	Pending Review
1008 E. El Camino Real	Residential	Rezone the property at 1314-1320 Poplar Ave. from R-1/ECR (Low Density Residential/Precise Plan for El Camino Real) to C-2/ECR (Highway Business Commercial/Precise Plan for El Camino Real) and redevelop former mobile home park (Conversion Impact Report certified and closure approved in January 2016) and existing duplex property comprising a project site of 2.1 acres into a 108-unit, 5-story mixed income (20% of units will be affordable to very low income households) rental housing complex with associated site improvements.	Under Review
1023 N. Fair Oaks	Residential	Demolition of an existing 6,968 sq. ft. restaurant and construction of 15 townhouses.	Under Review
1050 Helen Ave.	Residential	Subdivision of 2 existing lots into 7 lots plus one common lot and construction of 7 two-story homes.	Approved
1111 Karlstad Dr.	Residential	Development of 18 three-story townhomes in the Tasman Crossing Industrial to Residential area. Project includes demolition of the existing industrial building and site improvements.	Under Review
1122 Aster Ave.	Residential	Redevelopment of a 1.66-acre site into 34 three-story townhomes.	Approved
1130 Prunelle Ct.	Residential	4-lot subdivision and development of 4 single-family homes.	Approved
1139 Karlstad Dr.	Residential	Demolition of an existing 100,517 sq. ft. one-story industrial building and construction of a four-story, 250-unit rental apartment building above a podium parking structure.	Under Review
1142 Dahlia	Residential	Construction of 70 to 80 new single family homes at the Corn Palace Site. Includes a park of 1.5 to 2 acres in size.	Under Review
1162 Sunnyvale-Saratoga Rd.	Residential	Redevelopment of an existing 11-unit apartment complex into 14 three-story townhomes.	Pending Review
1236 Hollenbeck Ave.	Residential	Construction of a 4-unit townhome subdivision (3 attached and one detached unit).	Under Review

**Table B-2. Projects in the City of Sunnyvale**

Address/Title	Use	Description	Status
160 Persian Dr.	Residential	Redevelop existing commercial center into 32 attached 3-story townhomes on a 1.57-acre site.	Under Review
160 Persian Drive	Residential	Redevelop an existing commercial site into an 18-unit residential townhome project.	Under Review
1640 Albatross Drive	Residential	Allow conversion of a duplex to a child care center for up to 24 children.	Under Review
210 W. Awhanee Ave	Residential	General Plan Amendment to change the land use designation from Industrial to Residential High Density (210, 214, and 220 W. Awhanee Ave).	Under Review
245 W. Weddell Dr.	Residential	Partial demolition and construction of 25 net new affordable units, totaling 87 units at an existing apartment complex.	Under Review
305 Beemer Ave.	Residential	Construction of two new 2-story single family homes.	Pending Review
331 Beemer Ave.	Residential	Subdivide one lot into two lots, and build two new single-family homes. Includes demolition of existing single-family home.	Under Review
333 W. Iowa Ave.	Residential	Allow three residential projects on three different sites (five-story, 75-unit apartment building on F-1 site, three-story, 8-unit rental townhomes on N-1 site, and three-story, 11-unit rental townhomes on T-1 site).	Under Review
364 Beemer Ave.	Residential	Construction of 2 new two -story single-family homes resulting in 2,000 sq. ft. and demolition of existing home.	Under Review
365 Beemer Ave.	Residential	Subdivide one lot into two lots and a Use Permit for one single family home.	Approved
370 San Aleso Ave.	Residential	Redevelop an existing industrial site with 16 two-story duet units and 47 three-story townhomes for a total of 63 residential units.	Pending Review
388-394 E. Evelyn Ave	Residential	Construction of a 67 unit apartment building.	Approved
423 E. Maude Ave.	Residential	Development of 11 townhouse units on a 0.59 acres lot.	Approved
457-475 E. Evelyn Ave.	Residential	Construction of a 117-unit apartment building.	Approved
460 Persian Dr.	Residential	Demolition of a 24,014 sq. ft. one-story commercial building and construction of a four-story, 66-unit affordable rental apartment building, including parking and site improvements.	Approved
520-550 E Weddell	Residential	General Plan Amendment and Rezone from Industrial to Residential High Density for 550 Weddell and Special Development Permit to allow redevelopment with 465 apartment units for 550 and 520 Weddell.	Approved
523 E. Homestead Rd.	Residential	Subdivide 3 lots into 7 lots and allow 7 detached single-family homes.	Approved
528 E. Washington Ave.	Residential	Demolition of an existing triplex and construction of four new townhomes.	Pending Review
528 S. Mathilda Ave.	Residential	Demolition of 8 apartments and construction of a new 38-unit apartment building and associated site improvements.	Under Review
554 W. Fremont Ave.	Residential	Allow a 2-lot subdivision and rezoning from R-1 to R-0-PD or R-2.	Pending Review
603 Old San Francisco Rd.	Residential	Request for a General Plan Amendment Initiation for an existing 0.74 acre site to change from Neighborhood Commercial to High Density Residential.	Pending Review

**Table B-2. Projects in the City of Sunnyvale**

Address/Title	Use	Description	Status
610 E. Weddell Dr.	Residential	General Plan Amendment Initiation request to study a change from Industrial to High Density Residential; Rezone from M-S/PD to R-4/PD; and Special Development Permit to allow development of 205 apartment units.	Approved
617 E. Evelyn Ave	Residential	Redevelop the Blue Bonnett Mobile Home Park (54-units) to a 62-unit townhouse development with associated site improvements.	Pending Review
625 E. Taylor Ave.	Residential	Construction of 20 three-story townhome-style condominiums in the Fair Oaks Junction Sense of Place neighborhood (industrial to residential transition site) and subdivide two existing lots into one common lot and 20 condominium lots. Project includes site improvements and demolition of the existing industrial uses.	Approved
640 Lakehaven	Residential	Demolition 11 existing townhouses and subdivide to construct 7 new single-family homes.	Under Review
669 Old San Francisco Rd.	Residential	Construction of a 3-story 6-unit townhome development.	Under Review
680 E. Taylor Ave.	Residential	Allow 18 new townhomes and community room located at 680 E Taylor.	Approved
688 Morse Ave.	Residential	Rezoning to Planned Development and redevelopment of a property containing one existing single-family home to two attached single-family homes; subdivision of the 1 existing lot into 2 lots.	Pending Review
697 Iris Ave.	Residential	Addition of three residential units to an existing single story 4-plex.	Pending Review
698 E. Taylor Ave.	Residential	Redevelopment of industrial sites with 48 townhome-style condominium units and subdivision to create 13 ground lots.	Approved
701-729 E. Evelyn Ave.	Residential	Allow 204 townhome units.	Approved
711 E. Evelyn Ave.	Residential	Allow 215 townhome units on 11.41 acres.	Approved
728, 740, 750, 760 and 814 San Aleso Ave.	Residential	Redevelop industrial property into 118 multi-family units, including 96 townhome condominiums and 22 duets.	Pending Review
755 E. Evelyn Ave.	Residential	Construction of 42 townhomes (3-story),	Approved
842 Sunnyvale-Saratoga Rd.	Residential	Development of four new single family homes. Two single family homes are proposed to be demolished as part of the application.	Pending Review
845 Maria Lane	Residential	Construction of 5-unit townhouse.	Approved
900 Henderson Ave.	Residential	Create 112 condominium units in place of 112 mobile home spaces.	Under Review
915 De Guigne Dr.	Residential	General Plan Amendment and Rezone from Industry to ITR Medium Density.	Approved
915 De Guigne Dr.	Residential	450 townhouse units and demolition of the existing manufacturing site.	Approved
954 Henderson Ave.	Residential	Construction of 166 condominium units in place of 166 mobile home spaces.	Under Review

**Table B-3. Projects in the City of Palo Alto**

Address/Title	Use	Description
Wireless Project – Verizon Wireless	Commercial	Deployment of 18 small cell wireless communication equipment on utility poles.
693 Arastradero Road	Commercial	Construction of day care facilities for up to 60 children and additional enrichment classes for existing students at Bowman's Terman site.
1310 Bryant Street	Schools	Increase in permit allowance for student size from 438 students to 540 students, adding no more than 27 student per year in the R-1(10,000) Single Family Residential zone district.
3600 West Bayshore	Public	Pedestrian and cyclist trail bridge construction. The proposal is for a 14-foot wide bridge spanning Highway 101 and connecting to the eastern Bay Trail and the proposed new western Adobe Creek Reach Trail servicing pedestrians and cyclists.
1451 – 1601 California Avenue	Residential	Construction of a 180 unit housing development on approximately 17 acres.
900 N. California Avenue	Residential	Construction of three single family homes.
380 Cambridge Avenue	Residential	Renovation of two existing buildings, demolition of a third building, and construction of a 3-story, 35,000 sq. ft. residential structure.
190 Channing Avenue	Mixed Use	Construction of a mixed use facility, including 3,000 feet of commercial space and four residential units, replacing the existing automotive service use (DM Motors).
2600 El Camino	Commercial	Demolition of six story building and construction of 4-story, approximately 62,000 sq. ft. office building
2755 El Camino Real	Commercial	Construction of a 4-story, approximately 41,000 sq. ft. building on the current site of a vacant parking lot formerly used as a Valley Transportation Authority (VTA) Park and Ride facility.
3001 El Camino Real	Mixed Use	Construction of two mixed use buildings with one level of underground parking, with approximately 19,000 sq. ft. of commercial space and 50 residential units to replace an existing one story commercial building.
3200 El Camino Real	Commercial	Demolition of existing structures and construction of a 97-room hotel with two levels of underground parking.
3265 El Camino Real	Mixed Use	Construction of a 4-story, mixed used project with approximately 2,500 sq. ft. of office space and three residential units.
3877 El Camino Real	Mixed Use	Construction of a mixed use development with approximately 5,000 sq. ft. of commercial space and 18 residential units.
4146 El Camino Real	Residential	Construction of three story, multi-family residential condominium building with one level of below grade parking.
799 Embarcadero Road	Public	Demolition of the existing 3,454 square foot fire station facility and construction of a new 6,663 square foot fire station facility and associated site improvements.
1700 Embarcadero Road	Commercial	Demolition of existing building and construction of a 62,000 sq. ft. automobile dealership.
1925 Embarcadero Road	Commercial	Replacement of existing perimeter fencing at the City of Palo Alto Airport.
901 High Street	Mixed Use	Construction of an approximately 20,000 sq. ft. mixed-use building with retail, office space, and six residential units.
3251 Hanover Street	Commercial	Construction of a new 110,000 sq. ft. office building that would replace the existing buildings with the same square footage on a site located in the Stanford Research Park
411 and 437 Lytton Avenue	Mixed Use	Construction of a 3-story, 20,000 sq. ft. mixed used building with two levels of underground parking.
567 Maybell Avenue	Residential	Demolition of 4 existing homes and construction of 16 detached single family homes.

**Table B-3. Projects in the City of Palo Alto**

Address/Title	Use	Description
1470 Monte Bello	Public	Replacement of an existing 24-foot long bridge across a Creek with a new 45 to 50-foot long steel bridge and to construct a new 45-foot long steel bridge.
1050 Page Mill Road	Commercial	Demolition and construction of four buildings with approximately 287,000 sq. ft. of office space.
240 Pasteur Drive		Construction of a new 215,000 sq. ft. Biomedical Innovations Building for the Stanford University School of Medicine.
744 San Antonio Avenue	Commercial	Demolition of existing buildings (including a building that is eligible for listing on the California Register of Historical Resources) on two properties; merging of the two lots; the construction of two five-story hotels that would include a Marriott AC hotel with 143 rooms and a Marriott Courtyard with 151 rooms. In addition, the project includes two levels of basement garage parking with valet spaces to support the project. New landscaping, driveways, utilities and other ancillary facilities would be constructed as part of the project.
250 and 350 Sherman Avenue	Public	Construction of a new Public Safety Building and parking structure
429 University Avenue	Mixed Use	Demolition of two one-story commercial structures and construction of a four-story, approximately 32,000 sq. ft. mixed use building with retail, office, and residential uses.

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## Appendix C: Traffic Calculations

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**Table C-1. AM Peak Hour Trip Generation Rates**

Scenario	Land Use Category		AM			
	Name	Number	Peak Road		Peak Generator	
			trips/hr/du average	% to_from	trips/hr/du average	% to_from
Future	Mid Rise Apts	223	0.30	31_69	0.35	29_71
	High Rise Apts	222	0.30	25_75	0.34	22_78
	High-Rise Residential Condominium/Townhouse	232	0.34	19_81	0.34	17_83
	Average		0.31	25_75	0.34	23_77
Existing	Residential Condo/ Townhouse	230	0.44	17_83	0.44	18_82

**Table C-2. PM Peak Hour Trip Generation Rates**

Scenario	Land Use Category		PM			
	Name	Number	Peak Road		Peak Generator	
			trips/hr/du average	% to_from	trips/hr/du average	% to_from
Future	Mid Rise Apts	223	0.39	58_42	0.44	59_41
	High Rise Apts	222	0.35	61_39	0.40	62_38
	High-Rise Residential Condominium/Townhouse	232	0.38	62_38	0.38	68_32
	Average		0.37	60_40	0.41	63_37
Existing	Residential Condo/ Townhouse	230	0.54	67_33	0.54	65_35

Source: ITE, 1997 & 2008

**Existing Average Trip Generation - Inputs**

AM		PM	
trips/du/hr	0.44	trips/du/hr	0.54
% to	17%	% to	62%
% from	83%	% from	38%

Dwelling units	126
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**Table C-3. Existing (2017) Average Trip Generation**

Time Period	Scenario	Average Peak Hour Trips for Shenandoah Square		Average Peak Hour Trips for Shenandoah Square Discounted 8%	
		TO	FROM	TO	FROM
AM	exist	9	46	9	42
PM	exist	46	22	42	21

**Future Average Trip Generation - Inputs**

AM		PM	
trips/du	0.31	trips/du	0.37
% to	25%	% to	60%
% from	75%	% from	40%

dwelling units	low	615
	high	1367

**Table C-3. Future Average Trip Generation**

Time Period	Scenario	Average Peak Hour Trips for Shenandoah Square as Redeveloped		Average Peak Hour Trips for Shenandoah Square as Redeveloped Discounted 25%	
		TO	FROM	TO	FROM
AM	low	48	145	36	108
	high	107	321	80	241
PM	low	138	92	103	69
	high	306	204	230	153

**Table C-4. Net Increase Trip Generation**

Time Period	Scenario	Number of Trips	
		TO	FROM
AM	615 du	27	66
	1367 du	72	199
PM	615 du	61	48
	1367 du	188	132