



1696–1758 Villa Street Residential Project

Revised Final Environmental Impact Report – Responses
to Comments Document

SCH#2017122039

prepared by

City of Mountain View
Community Development Department
500 Castro Street
Mountain View, California 94039

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

May 2019

Responses to Comments on the Draft EIR

1 Introduction

1.1 Purpose of the Responses to Comments on the Draft EIR

This document has been prepared to respond to comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the proposed 1696-1758 Villa Street Residential Project (project). The Draft EIR identifies the likely environmental consequences associated with development of the proposed project, and recommends mitigation measures to reduce potentially significant impacts. This Response to Comments (RTC) Document provides a response to comments on the Draft EIR and makes revisions to the Draft EIR, as necessary, in response to those comments or to make clarifications to material in the Draft EIR. This document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

1.2 Environmental Review Process

Pursuant to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

On December 8, 2017, the City of Mountain View circulated a Notice of Preparation (NOP) for a 30-day comment period to help identify the types of impacts that could result from the proposed project, as well as potential areas of controversy. The NOP was filed with the County Clerk, published in a local newspaper (the Mountain View Voice), and mailed to public agencies (including the State Clearinghouse). Comments received by the City on the NOP were taken into account during the preparation of the Draft EIR, as described in Table 2 in Section 1, *Introduction*, of the Draft EIR.

The Draft EIR was made available for public review on November 16, 2018. The Notice of Availability of a Draft EIR was posted with the County Clerk, mailed to local and state agencies, and published in a local newspaper (the Mountain View Voice). The Draft EIR and an announcement of its availability were posted electronically on the City's website, and a paper copy was available for public review at the City of Mountain View Community Development Department and the Mountain View Public Library.

The Draft EIR public comment period began on November 16, 2018 and ended on January 4, 2019, for a total of 49 days. The City received four comment letters on the Draft EIR. Copies of written comments received during the comment period and a summary of the oral comments received at the public hearing are included in Chapter 2 of this document.

1.3 Document Organization

This document consists of the following chapters:

- **Chapter 1: Introduction.** This chapter discusses the purpose and organization of this RTC Document and the Final EIR and summarizes the environmental review process for the project.
- **Chapter 2: Comments and Responses.** This chapter contains reproductions of all comment letters received on the Draft EIR and summarizes verbal comments provided at the public hearings. A written response for each CEQA-related comment received during the public review period is provided. Each response is keyed to the corresponding comment.
- **Chapter 3: Draft EIR Revisions.** Corrections to the Draft EIR that are necessary in light of the comments received and responses provided, or necessary to correct, amplify, or clarify material in the Draft EIR, are contained in this chapter.

2 COMMENTS AND RESPONSES

This section includes comments received during the circulation of the Draft EIR prepared for the 1696-1758 Villa Street Residential Project, and responses to those comments relevant to the Draft EIR or CEQA process.

The Draft EIR was circulated for a 49-day public review period that began on November 16, 2018 and ended on January 4, 2019. The City of Mountain View received four comment letters on the Draft EIR. The commenters and the page number on which each commenter's letter appear are listed below.

Letter No. and Commenter	Page No.
1 Matt Cervantes, Utilities Engineer, California Public Utilities Commission	4
2 Ellen Talbo, AICP, County Transportation Planner, County of Santa Clara	6
3 Krishnan Yegnashankaran	10
4 Michael R. Lozeau, Lozeau Drury LLP	16

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number (e.g., Comment 1.1). The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates the response for Comment 1.1).

In one instance, the text of the EIR has been modified in response to comments received. The modified text in the responses to comments is shown as ~~striketrough~~ (for deleted text).

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



December 10, 2018

Matthew VanOosten
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039

Sent by email to: matthew.vanoosten@mountainview.gov

**Re: 1696-1758 Villa Street Multi-Family Residential Project
SCH 2017122039 — Draft Environmental Impact Report**

Dear Mr. VanOosten:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed 1696-1758 Villa Street Multi-Family Residential Project (Project). City of Mountain View (City) is the lead agency.

1 The Project would consist of demolition of existing single- and multi-family residences and the construction of a 226-unit apartment complex. The Caltrain Peninsula Mainline right-of-way (ROW) borders the project site to the north. The project site would include dedication for a potential multi-use trail along the west side of the site, which may connect to neighborhoods north of Central Expressway via a tunnel under the Expressway and railroad tracks.

Construction of new public crossings, vehicular or pedestrian, requires authorization from the Commission. The Commission generally supports construction of grade separated crossings, consistent with Commission General Orders. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

If you have any questions, please contact Matt Cervantes at (213) 266-4716, or mci@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Cervantes".

Matt Cervantes
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov

Letter 1

COMMENTER: Matt Cervantes, Utilities Engineer, California Public Utilities Commission (CPUC)

DATE: December 10, 2018

Comment 1.1

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed 1696-1758 Villa Street Multi-Family Residential Project (Project). City of Mountain View (City) is the lead agency.

The Project would consist of demolition of existing single- and multi-family residences and the construction of a 226-unit apartment complex. The Caltrain Peninsula Mainline right-of-way (ROW) borders the project site to the north. The project site would include dedication for a potential multiuse trail along the west side of the site, which may connect to neighborhoods north of Central Expressway via a tunnel under the Expressway and railroad tracks.

Construction of new public crossings, vehicular or pedestrian, requires authorization from the Commission. The Commission generally supports construction of grade separated crossings, consistent with Commission General Orders. Please continue to keep RCEB informed of the project's development. More information can be found at: <http://www.cpuc.ca.gov/crossings>.

Response 1.1

The commenter states that the CPUC has jurisdiction over rail crossings, summarizes the proposed project, and states that construction of new public crossings require authorization from CPUC.

As described in Section 2, *Project Description*, of the Draft EIR, while the project site is located adjacent to the Caltrain rail line, the project does not include construction, removal, encroachment, or alteration of a rail crossing. The proposed dedication of an area along the western boundary of the site for a future multi-use trail is intended to provide connectivity for potential future development of a pedestrian tunnel across the Caltrain tracks. Should a tunnel be proposed in the future, authorization from CPUC would be obtained prior to construction.

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400



January 4, 2019

Matthew Van Oosten
Community Development Department
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540

SUBJECT: Draft Environmental Impact Report – 1696-1758 Villa Street Multifamily Residential Project

Dear Mr. Van Oosten:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Draft Environmental Impact Report (DEIR). County staff has been aware of this project through requests for information from consultant staff regarding the feasibility of a possible pedestrian bridge from the project site, crossing under the Caltrain tracks and Central Expressway, to Meridian Way. We note that the DEIR specifies that the proposed project does not directly include a pedestrian tunnel, and we also note that a future pedestrian tunnel is not precluded from future consideration. We are providing comments as they relate to the project and specifically the feasibility of the pedestrian tunnel. In addition, CEQA related comments in response to reviewing the DEIR are provided at the end of this letter.

1
County staff provided utility information and reviewed the “Villa Street to Meridian Way Pedestrian and Bicycle Tunnel Feasibility Study for Prometheus Real Estate Group” (the Study) issued in June 2018. In the Executive Summary of the Study, it is stated that *“the bicycle and pedestrian tunnel was stipulated as a required mitigation measure to allow additional for bicycle and pedestrian traffic, unless proven to be technically or physically infeasible.”* Since the DEIR specifies that implementation of the pedestrian tunnel is not considered part of the proposed project, and also specifies that the pedestrian tunnel is not included in the City’s 2015 Bicycle Transportation Plan, we do not view the tunnel as a required environmental or CEQA mitigation measure.

The Study concludes that a tunnel concept is feasible because applicable Federal, State, Local, and urban design safety criteria were applied to the project and a conceptual design was tested against these criteria. The Study acknowledges conflicts with existing utilities and that engineering solutions are available for protection of all utilities in the area. However, the County would not concur that this is an adequate conclusion. Furthermore, without further technical details about geotechnical/groundwater quality and contaminant levels, especially considering the proximity of the former superfund site to the proposed tunnel location, the County would not concur that a tunnel is conceptually feasible relative to the cost-benefit of the needed funding for utility coordination, remediation, construction, and traffic control impacts.

1
cont.

Neither the Study or the DEIR discuss pedestrian circulation volumes or frequency in a context that iterates the degree of benefit that the tunnel would provide. We understand and support the City's General Plan goals and objectives regarding pedestrian circulation. However, we believe that the 1696-1758 Villa project achieves these principles with its proposed project features and without the pedestrian tunnel. We believe that the future planned pedestrian improvements associated with the Rengstorff Ave/Caltrain and Castro/Caltrain grade separation projects provide greater benefits in terms of vehicle and pedestrian/bicyclist safety and more directly achieves the City's General Plan goals over the location of the pedestrian tunnel. We look forward to continue working with you on these two grade separation projects.

To that end we are supportive of the 1696-1758 Villa Street project. But for a future pedestrian tunnel crossing under Central Expressway at this location, we would not issue an encroachment permit for such infrastructure without further discussion and an agreement with Caltrain and the City of Mountain View about its funding, planning and implementation.

Related to the DEIR, we offer the following comments specific to the Transportation section:

2

- Please ensure that the DEIR provides project trip assignment diagram as currently is missing this detail.
- Please provide construction Traffic Control Plan (TCP) for The County to review, if County facilities are used during construction.

Thank you for reaching out and considering these comments. If you have any questions or concerns about these comments, please contact me at (408) 573-2482 or ellen.talbo@rda.sccgov.org.

Sincerely,



Ellen Talbo, AICP
County Transportation Planner

cc: Ananth Prasad, *Senior Traffic Engineer*
Daniel Krause, *Caltrain*

Letter 2

COMMENTER: Ellen Talbo, AICP, County Transportation Planner, County of Santa Clara

DATE: January 4, 2019

Comment 2.1

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Draft Environmental Impact Report (DEIR). County staff has been aware of this project through requests for information from consultant staff regarding the feasibility of a possible pedestrian bridge from the project site, crossing under the Caltrain tracks and Central Expressway, to Meridian Way. We note that the DEIR specifies that the proposed project does not directly include a pedestrian tunnel, and we also note that a future pedestrian tunnel is not precluded from future consideration. We are providing comments as they relate to the project and specifically the feasibility of the pedestrian tunnel. In addition, CEQA related comments in response to reviewing the DEIR are provided at the end of this letter.

County staff provided utility information and reviewed the “Villa Street to Meridian Way Pedestrian and Bicycle Tunnel Feasibility Study for Prometheus Real Estate Group” (the Study) issued in June 2018. In the Executive Summary of the Study, it is stated that *“the bicycle and pedestrian tunnel was stipulated as a required mitigation measure to allow additional for bicycle and pedestrian traffic, unless proven to be technically or physically infeasible.”* Since the DEIR specifies that implementation of the pedestrian tunnel is not considered part of the proposed project, and also specifies that the pedestrian tunnel is not included in the City's 2015 Bicycle Transportation Plan, we do not view the tunnel as a required environmental or CEQA mitigation measure.

The Study concludes that a tunnel concept is feasible because applicable Federal, State, Local, and urban design safety criteria were applied to the project and a conceptual design was tested against these criteria. The Study acknowledges conflicts with existing utilities and that engineering solutions are available for protection of all utilities in the area. However, the County would not concur that this is an adequate conclusion. Furthermore, without further technical details about geotechnical groundwater quality and contaminant levels, especially considering the proximity of the former superfund site to the proposed tunnel location, the County would not concur that a tunnel is conceptually feasible relative to the cost-benefit of the needed funding for utility coordination, remediation, construction, and traffic control impacts.

Neither the Study or the DEIR discuss pedestrian circulation volumes or frequency in a context that iterates the degree of benefit that the tunnel would provide. We understand and support the City's General Plan goals and objectives regarding pedestrian circulation. However, we believe that the 1696-1758 Villa project achieves these principles with its proposed project features and without the pedestrian tunnel. We believe that the future planned pedestrian improvements associated with the Rengstorff Ave/Caltrain and Castro/Caltrain grade separation projects provide greater benefits in tens of vehicle and pedestrian/bicyclist safety and more directly achieves the City's General Plan goals over the location of the pedestrian tunnel. We look forward to continue working with you on these two grade separation projects.

To that end we are supportive of the 1696-1758 Villa Street project. But for a future pedestrian tunnel crossing under Central Expressway at this location, we would not issue an encroachment

permit for such infrastructure without further discussion and an agreement with Caltrain and the City of Mountain View about its funding, planning and implementation.

Response 2.1

The commenter discusses the potential construction of a pedestrian tunnel between Villa Street and Meridian Way and expresses support for the proposed project.

As noted by the commenter, the pedestrian tunnel is not included as a part of the proposed project; accordingly the commenter's discussion regarding the tunnel is acknowledged but no specific response is required here in relation to the Draft EIR. It should be noted that the project does include a future bicycle and pedestrian access route along the western boundary of the property, as noted on Figure 9, which is intended to provide connectivity for potential future development of a pedestrian tunnel across the Caltrain tracks.

Comment 2.2

Related to the DEIR, we offer the following comments specific to the Transportation section:

- Please ensure that the DEIR provides project trip assignment diagram as currently is missing this detail.
- Please provide construction Traffic Control Plan (TCP) for The County to review, if County facilities are used during construction.

Response 2.2

The commenter requests that the Draft EIR provide a project trip distribution diagram and construction Traffic Control Plan (TCP) for County review.

Project trip distribution is shown on Figure 24 (Page 221) of the Draft EIR (please refer to the black arrows and percentages on this figure for the distribution along local streets) and project trip assignment is shown on Figure 8 in the project Traffic Impact Analysis which is included in Appendix L of the Draft EIR.

As required by the County, a TCP will be prepared and submitted if it is determined that County transportation facilities will be used during construction. For the proposed project, it is not anticipated this will be the case, as local streets are within the City's jurisdiction, and no mitigation on County roadways was determined to be necessary (refer to Section 4.11, *Transportation and Traffic*, of the Draft EIR).

From: Krishnan Yegnashankaran [EMAIL ADDRESS REDACTED FOR PRIVACY]
Sent: Thursday, January 03, 2019 9:41 PM
To: VanOosten, Matthew
Subject: Review comments on 1696 - 1758 Villa Street Residential Project Draft EIR

Comments below pertain to the 1696 - 1758 Villa Street Residential Project Draft EIR.

1) As is amply evident from the Draft EIR and Appendix H to it there is still active contamination at the 1710 Villa Street property which was formerly the home for JASCO Chemical Corporation. As detailed on p.135 of the Draft EIR,

During the course of site investigations, the PCE [Tetrachloroethene (PCE or perc)] detected in groundwater was attributed to an off-site source and therefore *was not addressed in the final site cleanup evaluation*. The EPA transferred the oversight of the PCE in groundwater investigation to the DTSC [California Department of Toxic Substances Control]. *DTSC has not been available to identify the responsible party for the PCE plume, and according to conversation with DTSC and Tetra Tech, DTSC has no further action planned regarding remediation of the plume. PCE contamination of soil vapor and groundwater persists beneath the site.* [Emphasis mine.]

On p.140 of the Draft EIR,

Nonetheless, as noted above under Setting, PCE contamination of soil vapor and groundwater persists beneath the site. A soil vapor survey and human health risk assessment was performed across the Jasco property in 2002. The sample results indicate that PCE soil vapor impacts are concentrated along the eastern and northeastern property boundary. The assessment found potential vapor intrusion exposure shows a risk above the accepted 1x10-6 (one-in-a-million) for a slab-on-grade residential construction. [Emphasis mine.]

Despite all the assurances of "mitigative measures" the fact remains that the PCE contamination persists and remains beneath the 1710 Villa Street JASCO site; moreover, there are no plans to trace the source of the contamination leave alone clean it up.

I am a resident at the neighboring Avalon Mountain View apartments and it is a grave concern to me (and I am sure it would be to other residents if they came to know about this), that the PCE plume looks to be adjacent to the Avalon property. We would not want to be exposed to contaminants like PCE from construction activity on the JASCO site.

The section on Cumulative Impacts on p.144 states,

Cumulative development has potential to expose future area residents, employees, and visitors to current and historical use of hazardous materials. Continued urban development as described in Section 3, Environmental Setting, will cumulatively increase

1

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the potential for exposure to existing hazards associated with hazardous materials. Therefore, an overall increase in the potential for human health hazards will occur as intensification of development occurs.

2,
cont.

This would no doubt be true not just for "future area residents" but also for residents in the current neighboring properties.

Given this major issue of persistent contamination I would urge Mountain View City Hall to opt for Alternative 1 as mentioned in the Draft EIR: no development here, please.

3

2) If this development were to go ahead it would be tantamount to adding a small village on Villa Street: at 2 people per apartment in a 226-apartment building (or set of buildings) it would total almost 500 people and would totally destroy this relatively quiet, peaceful part of Villa Street.

4

3) There has not been adequate time to review this Draft EIR and the relevant appendices to it. The review period from late November through December coincided with the Holiday Season - Thanksgiving, Christmas and New Year. Requests to relevant people at City Hall to extend the review period were either denied outright or weren't attended to (admittedly late as it was.)

Thanks,
Krishnan.

Letter 3

COMMENTER: Krishnan Yegnashankaran

DATE: January 3, 2019

Comment 3.1

As is amply evident from the Draft EIR and Appendix H to it there is still active contamination at the 1710 Villa Street property which was formerly the home for JASCO Chemical Corporation. As detailed on p.135 of the Draft EIR,

During the course of site investigations, the PCE [Tetrachloroethene (PCE or perc)] detected in groundwater was attributed to an off-site source and therefore was not addressed in the final site cleanup evaluation. The EPA transferred the oversight of the PCE in groundwater investigation to the DTSC [California Department of Toxic Substances Control]. DTSC has not been available to identify the responsible party for the PCE plume, and according to conversation with DTSC and Tetra Tech, DTSC has no further action planned regarding remediation of the plume. PCE contamination of soil vapor and groundwater persists beneath the site. [Emphasis mine.]

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Nonetheless, as noted above under Setting, PCE contamination of soil vapor and groundwater persists beneath the site. A soil vapor survey and human health risk assessment was performed across the Jasco property in 2002. The sample results indicate that PCE soil vapor impacts are concentrated along the eastern and northeastern property boundary. The assessment found potential vapor intrusion exposure shows a risk above the accepted 1×10^{-6} (one-in-a-million) for a slab-on-grade residential construction. [Emphasis mine.]

Despite all the assurances of "mitigative measures" the fact remains that the PCE contamination persists and remains beneath the 1710 Villa Street JASCO site; moreover, there are no plans to trace the source of the contamination leave alone clean it up.

I am a resident at the neighboring Avalon Mountain View apartments and it is a grave concern to me (and I am sure it would be to other residents if they came to know about this), that the PCE plume looks to be adjacent to the Avalon property. We would not want to be exposed to contaminants like PCE from construction activity on the JASCO site.

Response 3.1

The commenter expresses concerns regarding the existing tetrachloroethane (also known as perchloroethylene or PCE) contamination on the project site.

As stated in Section 4.6, *Hazards and Hazardous Materials*, of the Draft EIR on Page 135 and quoted by the commenter, PCE contamination was detected in the groundwater beneath the project site. The source of this PCE is an off-site location and does not originate from the project site. Because this contamination is present, construction activities have the potential to expose sensitive receptors (including nearby residences) to this preexisting contamination. Impact HAZ-3 (Page 139 of the Draft EIR) discusses this potential impact in depth and provides mitigation measures to ensure that impacts do not occur during construction. This includes the preparation of a Soil

Management Plan (SMP), which would require collecting soil samples prior to excavation, monitoring air quality, treating PCE-contaminated groundwater, and profiling soil cuttings prior to disposal. Please refer to Section 4.6 and Appendix H of the Draft EIR for additional details regarding the SMP. Adherence to the approved SMP would reduce potential impacts relating to disturbance and removal of potentially contaminated soils and exposure to soil vapor. Further, a vapor barrier would be installed beneath all on-site structures to mitigate the potential release of PCE vapors at the site.

Adherence to the SMP and the mitigation measures outlined in the EIR would reduce potential impacts with regard to fugitive dust and VOCs generated during ground disturbance that could pose a temporary risk to human health due to inhalation. Lastly, pursuant to the existing Covenant on the property, no soil disturbance (defined as excavating, grading, removal, trenching, earthmoving, or mining) can take place on the site without prior approval of RWCQB. Mitigation Measure HAZ-3(a) would ensure that the project would adhere to the provisions of the SMP. As stated in the EIR, adherence to the Covenant and SMP and implementation of Mitigation Measures AQ-2 and HAZ-3(a) would reduce the potential for construction workers, nearby residents, and future occupants to be exposed to groundwater and soil vapor contaminants.

In addition, as described under Impact HAZ-1 on pages 136-138 of the Draft EIR, the project would involve the transport and disposal of hazardous materials as they are unearthed and removed from the site. However, the transport, storage, use, or disposal of hazardous materials would be subject to federal, state, and local regulations pertaining to the transport, use, storage, and disposal of hazardous materials, which would assure that risks associated with hazardous materials are minimized. In addition, construction activities that transport hazardous materials would be required to transport such materials along designated roadways in the city and county, thereby limiting risk of upset.

For these reasons, as stated in the Draft EIR, the prescribed measures would reduce the potential for contaminants to affect construction workers, nearby residents, and future occupants to a less than significant level.

Comment 3.2

The section on Cumulative Impacts on p.144 states,

Cumulative development has potential to expose future area residents, employees, and visitors to current and historical use of hazardous materials. Continued urban development as described in Section 3, Environmental Setting, will cumulatively increase the potential for exposure to existing hazards associated with hazardous materials. Therefore, an overall increase in the potential for human health hazards will occur as intensification of development occurs.

This would no doubt be true not just for "future area residents" but also for residents in the current neighboring properties.

Given this major issue of persistent contamination I would urge Mountain View City Hall to opt for Alternative 1 as mentioned in the Draft EIR: no development here, please.

Response 3.2

The commenter states that cumulative impacts related to hazardous materials would also affect existing area residents. The commenter requests that Alternative 1 be selected, involving no development on the project site.

To provide clarification in response to this comment, the cumulative discussion of hazardous materials impacts has been revised as follows (Page 144 of the Draft EIR):

Cumulative development has potential to expose future-area residents, employees, and visitors to current and historical use of hazardous materials.

The overall impact discussion and conclusion regarding cumulative impacts remains the same.

A discussion of project alternatives is included in Section 6, *Alternatives*, of the Draft EIR. The commenter's preference for the selection of Alternative 1 (No Project/No Development) is noted, and will be forwarded to the City's decision-makers for consideration.

Comment 3.3

If this development were to go ahead it would be tantamount to adding a small village on Villa Street: at 2 people per apartment in a 226-apartment building (or set of buildings) it would total almost 500 people and would totally destroy this relatively quiet, peaceful part of Villa Street.

Response 3.3

The commenter expresses concerns regarding the potential for increased noise associated with the increase in population at the project site that would occur with the project.

A noise analysis is provided in Section 4.9, *Noise*, of the Draft EIR. As stated therein, "on-site activities during operation of the residential project would generate noise that may periodically be audible to noise-sensitive receptors near the project site, but would not exceed the city's standards for stationary noise sources. Therefore, on-site operational noise impacts would be less than significant." While general activity on the site would increase, noise levels would not exceed applicable thresholds or standards. Please refer to Section 4.9.2 of the Draft EIR for the full analysis of this potential project impact.

Comment 3.4

There has not been adequate time to review this Draft EIR and the relevant appendices to it. The review period from late November through December coincided with the Holiday Season - Thanksgiving, Christmas and New Year. Requests to relevant people at City Hall to extend the review period were either denied outright or weren't attended to (admittedly late as it was.)

Response 3.4

The commenter states an opinion that adequate review time was not provided for the Draft EIR, and notes that the review period included holidays. The commenter further suggests that requests for an extension of the review period were denied or ignored.

City staff did receive one request to extend the comment period. The request was reviewed by the City and no circumstances were identified that merited an extension of the comment period. Pursuant to CEQA Guidelines §21091(a), the review period for Draft EIRs is at least 45 days when the

document is submitted through the State Clearinghouse. The Draft EIR was published for review on November 16, 2018 and the review period ended on January 4, 2019, which is 49 days. These additional four days beyond the 45-day minimum were added in consideration of the holidays occurring during the review period. Therefore, the comment period lasted longer than what is required by CEQA.



Letter 4

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410 12th Street, Suite 250
Oakland, Ca 94607

www.lozeaudrury.com
michael@lozeaudrury.com

Via Email and U.S. Mail

January 4, 2019

Matt VanOosten, Project Planner
Community Development
City of Mountain View
500 Castro Street, 1st Floor
Mountain View, CA 94039-7540
matthew.vanoosten@mountainview.gov

Re: **Comment on Draft Environmental Impact Report for 1696-1758 Villa Street,
aka PL-2017-354 for the Prometheus Real Estate Group, SCH 2017122039**

Dear Mr. VanOosten,

1 I am writing on behalf of Laborers International Union of North America, Local Union No. 270 and its members living in and around the City of Mountain View ("LIUNA") regarding the Draft Environmental Impact Report ("DEIR") prepared for the project known as 1696-1758 Villa Street, aka PL-2017-354 for the Prometheus Real Estate Group, SCH 2017122039, including all actions related or referring to the request for a General Plan Amendment from Medium-Density Residential and Low-Density Residential to High Density Residential, a Zoning Map Amendment from R3-2 and R1 to P-17, a Precise Plan Amendment to the Villa-Mariposa Precise Plan, a Development Review Permit to construct a 226-unit apartment complex over two levels of underground parking to replace a 16-unit apartment building and 3 single family homes, and a Heritage Tree Removal permit to remove 26 Heritage trees located at 1696-1758 Villa Street on APNs: 154-02-001, 154-02-002, and 154-03-019 to 154-03-022 in the City of Mountain View ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. LIUNA requests that the Planning Division address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

A handwritten signature in blue ink that reads "Michael R. Lozeau".

Michael R. Lozeau
Lozeau | Drury LLP

Letter 4

COMMENTER: Michael R. Lozeau, Lozeau Drury LLP

DATE: January 4, 2019

Comment 4.1

I am writing on behalf of Laborers International Union of North America, Local Union No. 270 and its members living in and around the City of Mountain View ("LIUNA") regarding the Draft Environmental Impact Report ("DEIR") prepared for the project known as 1696-1758 Villa Street, aka PL-2017-354 for the Prometheus Real Estate Group, SCH 2017122039, including all actions related or referring to the request for a General Plan Amendment from Medium-Density Residential and Low-Density Residential to High Density Residential, a Zoning Map Amendment from R3-2 and R1 to P-17, a Precise Plan Amendment to the Villa-Mariposa Precise Plan, a Development Review Permit to construct a 226-unit apartment complex over two levels of underground parking to replace a 16-unit apartment building and 3 single family homes, and a Heritage Tree Removal permit to remove 26 Heritage trees located at 1696-1758 Villa Street on APNs: 154-02-001, 154-02-002, and 154-03-019 to 154-03-022 in the City of Mountain View ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. LIUNA requests that the Planning Division address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Response 4.1

The commenter states they are writing on behalf of the Laborers International Union of North America, Local Union No. 270 and its members regarding the Draft EIR for the project. The commenter summarizes the project characteristics and states an opinion that the Draft EIR fails as an informational document and fails to impose all feasible mitigation measures.

The comment does not identify specific shortcomings of the Draft EIR analysis or mitigation measures, and no specific response is therefore possible or required. Furthermore, and contrary to this comment, the Draft EIR complied fully with all CEQA requirements. The commenter does not present substantial evidence to the contrary about any specific impact area. As provided in CEQA Guidelines Section 15064(f)(5), unsubstantiated opinion or narrative does not constitute substantial evidence. Since the commenter does not provide substantial evidence regarding the adequacy of the Draft EIR, the claims contained in the comment letter would provide no basis for changes to the Draft EIR. Nevertheless, the general assertions in this comment will be forwarded to the decision-makers for consideration.

3 DRAFT EIR TEXT REVISIONS

Chapter 3 presents specific changes to the text of the Draft EIR that are being made to correct errors or omissions or clarify information presented in the Draft EIR. In no case do these revisions result in a greater number of impacts or impacts of a substantially greater severity than those set forth in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Deleted text is indicated with ~~strikeout~~ and added text is indicated with underline. Page numbers correspond to the page numbers of the Draft EIR.

Page 5 of the Draft EIR in Table 1 of the Executive Summary and Page 72 of the Draft EIR in Section 4.2, *Air Quality*, are revised as follows:

AQ-2 BAAQMD Basic Construction Measures. The applicant shall implement the following BAAQMD Basic Construction Mitigation Measures:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified ~~visible emissions evaluator~~ mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Page 33 of the Draft EIR (Section 2, *Project Description*), is revised as follows:

The proposed project would involve the removal of 65 non-heritage trees (including four street trees) and ~~28~~26 heritage trees from the project site. Two heritage trees adjacent to the eastern boundary of the project site that are dead would also be removed through agreement with the neighboring property owner.

Page 49 of the Draft EIR (Section 4.1, *Aesthetics*), is revised as follows:

As discussed in Section 2, Project Description, site preparation for project construction would involve removal of an estimated 26 heritage trees on-site. This includes 15 coast live oaks, eight coast redwoods, one holly oak, one edible fig, and one box elder. Mature, heritage trees serve as scenic resources. However, existing one-story buildings on the project site largely obstruct public views of these trees from the perspective of pedestrians and motorists on Villa Street. Southbound Caltrain passengers also have brief and narrow views of a grove of heritage redwood trees at the rear of the site, as trains pass by approximately 175 feet of frontage with the project site. Motorists on the Central Expressway have similar views that are obstructed further by roadside vegetation. Because the heritage trees on-site are not substantially visible from public viewpoints, the removal of 26 heritage trees from the site would not substantially damage scenic resources. There are no rock outcroppings on the project site, and the buildings to be demolished are not historic resources, as discussed in Section 4.4, Cultural Resources. In addition, construction of the off-site path improvement would involve the removal of two additional trees. However, generally, the off-site path area is not visible from public viewpoints. The removal of two trees near the path would not damage scenic resources. Therefore, this impact would be less than significant.

Page 144 of the Draft EIR (Section 4.6, *Hazards and Hazardous Materials*, Subsection 4.6.2(c), Cumulative Impacts) is revised as follows:

Cumulative development has potential to expose ~~future~~-area residents, employees, and visitors to current and historical use of hazardous materials.

Page 204 of the Draft EIR (Section 4.10, *Public Services and Recreation*, in the discussion under Impact PS-3) is corrected as follows:

The proposed project would add an estimated ~~592~~ 543 residents with development of 226 multi-family residential dwellings. Based on this population growth, the proposed project would need to provide ~~1.78~~ 1.63 acres of open space in order to meet the City's standard.

Page 215 of the Draft EIR (Table 26 in Section 4.11, *Transportation and Traffic*) is revised as follows:

Table 1 Existing Intersection Levels of Service

Intersection Number	Intersection	LOS Standard	Existing Control ¹	Peak Hour	Average Delay ²	LOS
1	Rengstorff Avenue and Central Expressway*	E	Signal	AM	62.8	E
				PM	62.1	E
2	Rengstorff Avenue and Leland Avenue/Crisanto Avenue	D	Signal	AM	10.2	B+
				PM	10.4	B+
3	Escuela Avenue and Villa Street	D	AWSC	AM	8.6	A
				PM	8.7	A
4	Escuela Avenue and California Street	D	Signal	AM	38.3	D+
				PM	25.5	C
5	Chiquita Avenue and Villa Street	D	TWSC	AM	9.8	A
				PM	9.5	A
6	Mariposa Avenue and Villa Street	D	TWSC	AM	13.3	B
				PM	12.2	B
7	Shoreline Boulevard and Wright Street	D	Signal	AM	20.8	C+
				PM	24.5	C
8	Shoreline Boulevard and Central Expressway (West)*	E	Signal	AM	4.7	A
				PM	5.9	A

Intersection Number	Intersection	LOS Standard	Existing Control ¹	Peak Hour	Average Delay ²	LOS
9	Shoreline Boulevard and Central Expressway (East)*	E	Signal	AM	8.5	A
				PM	7.4	A
10	Shoreline Boulevard and Villa Street	D	Signal	AM	33.2	C-
				PM	31.7	C
11	Shoreline Boulevard and California Street	D	Signal	AM	35.0	D+
				PM	37.5	D+
12	Shoreline Boulevard and Latham Street/Church Street	D	Signal	AM	18.6	B-
				PM	19.9	B-
13	Shoreline Boulevard and El Camino Real*	E	Signal	AM	53.5	D-
				PM	49.1	D
14	Moffett Boulevard and Central Expressway*	E	Signal	AM	54.5	D-
				PM	63.3	E
15	Castro Street and Villa Street**	E	Signal	AM	23.5	D-
				PM	23.7	E-

*VTA CMP intersection

**Intersection located in Downtown Mountain View Planning Area

¹ Intersection control under existing conditions

Signal = signalized intersection, AWSC = all-way stop controlled intersection, TWSC = two-way stop-controlled intersection

²Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.

AWSC = all way stop control, TWSC = two way stop control

Source: Hexagon 2018

Page 215 of the Draft EIR (Table 35 in Section 4.11, *Transportation and Traffic*) is revised as follows:

Table 2 Cumulative Intersection Levels of Service

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Existing Cumulative			Existing Cumulative plus Project			Significant impact?
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay	Increase in V/C	
1	Rengstoff Avenue and Central Expressway*	E	Signal	AM	72.4	E	72.6	E	0.2	0.004	No
				PM	75.2	E-	75.5	E-	0.5	0.005	No
2	Rengstoff Avenue and Leland Avenue/Crisanto Avenue	D	Signal	AM	6.7	A	7.5	A	1.0	0.007	No
				PM	6.4	A	6.6	A	0.3	0.007	No
3	Escuela Avenue and Villa Street	D	AWSC	AM	8.9	A	9.1	A	-	-	No
				PM	9.1	A	9.2	9-2A	-	-	No
4	Escuela Avenue and California Street	D	Signal	AM	38.6	D+	38.6	D+	0.0	0.003	No
				PM	25.9	C	26.0	C	0.0	0.003 0.004	No
5	Chiquita Avenue and Villa Street	D	TWSC	AM	9.9	A	10.3	B	-	-	No
				PM	9.6	A	10.4	B	-	-	No
6	Mariposa Avenue and Villa Street	D	TWSC	AM	14.2	B	14.9	B	-	-	No
				PM	12.8	B	13.4	B	-	-	No
7	Shoreline Boulevard and Wright Street	D	Signal	AM	21.1	C+	22.1	C+	0.0	0.003	No
				PM	28.3	C	28.4	C	0.2	0.002	No
8	Shoreline Boulevard and Central Expressway (West)*	E	Signal	AM	4.8	A	4.9	A	0.0	0.002	No
				PM	6.1	A	7.9 6.1	A	0.0	0.000	No
9	Shoreline Boulevard and Central Expressway (East)*	E	Signal	AM	8.9	A	9.4	A	0.8	0.008	No
				PM	7.7	A	7.9	A	0.3	0.008	No
10	Shoreline Boulevard and Villa Street	D	Signal	AM	35.2	D+	36.2	C-D+	1.5	0.023	No
				PM	32.9	C-	33.7	C-	0.9	0.016	No
11	Shoreline Boulevard and California Street	D	Signal	AM	35.4	D+	35.3	C-D+	0.0	0.000	No
				PM	38.4	D+	38.4	D+	0.0	0.001	No
12	Shoreline Boulevard and Latham Street/Church Street	D	Signal	AM	20.0	B-	20.0	B-	0.0	0.000	No
				PM	20.9	C+	20.8	B-C+	0.0	0.001	No
13	Shoreline Boulevard and El Camino Real*	E	Signal	AM	57.8	E+	57.9	D-E+	0.0	0.000	No
				PM	51.9	D-	51.9	D	0.0	0.000	No
14	Moffett Boulevard and Central Expressway*	E	Signal	AM	61.5	E	61.9	E	0.4	0.004	No
				PM	84.5	F	85.8	F	1.2	0.005	No

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Existing Cumulative		Existing Cumulative plus Project			Significant impact?	
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay		Increase in V/C
15	Castro Street and Villa Street**	E	Signal	AM	24.3	C	24.3	C	0.0	0.000	No
				PM	24.3	C	24.3	C	0.0	0.005	No

*VTA CMP intersection

**Intersection located in Downtown Mountain View Planning Area

¹Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.

AWSC = all way stop control, TWSC = two way stop control

Bold indicates a substandard level of service

Source: Hexagon 2018, see Appendix L



1696–1758 Villa Street Residential Project

Draft Environmental Impact Report SCH#2017122039

prepared by

City of Mountain View
Community Development Department
500 Castro Street
Mountain View, California 94039

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

November 2018

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This report prepared on 50% recycled paper with 50% post-consumer content.

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Appendix A Notice of Preparation (NOP) and NOP Comments

Appendix B Air Quality Modeling Results

Appendix C Biological Resources Assessment

Appendix D Arborist Report

Appendix E Historical Resources Study

Appendix F Greenhouse Gas Emissions Modeling Results

Appendix G Phase I Environmental Site Assessments

Appendix H Land Use Covenant and Soil Management Plan

Appendix I Utility Impact Study

Appendix J Geotechnical Report

Appendix K Noise Measurement Data and Noise Modeling Sheets

Appendix L Traffic Impact Analysis

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Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed 1696–1758 Villa Street Residential Project (proposed project). This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Project Synopsis

Project Applicant

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Lead Agency Contact Person

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Project Description

The project site is located at 1696–1758 Villa Street in the city of Mountain View, Santa Clara County. The project site comprises six contiguous assessor's parcels, totaling approximately 3.29 acres (APNs 154-02-001, 154-02-002, 154-03-019, 154-03-020, 154-03-021, and 154-03-022). The project site is located on the northern side of Villa Street, between Higdon Avenue and Mariposa Avenue. Caltrain tracks are adjacent to the site's northern boundary.

The proposed project would involve demolition of the existing on-site residential buildings and the construction of a 226-unit, multi-family apartment complex. The project would also include development of a 0.4-acre public park along its frontage on Villa Street. Parking would be provided in a two-level subterranean parking garage with 318 vehicle parking stalls and 226 bicycle parking stalls. Other project features include two interior courtyards, an outdoor pool, fitness center, rooftop deck with a spa, and landscaping.

Section 2, *Project Description*, provides additional information on the project. Figure 2 shows the regional location; Figure 3 shows an aerial view of the project site and immediate surroundings. Figure 8 shows the site plan for the proposed project, and Table 3 summarizes the project characteristics.

Project Objectives

The applicant’s objectives for the proposed project are to:

1. Construct new residential units to help Mountain View better balance the job to housing ratio in the city
2. Develop residential units that are close to transit services, the downtown area, and major employment sectors in the city, and include transportation demand amenities that reduce vehicle trips and instead promote walking, biking, carpooling, and increased transit use
3. Design and construct a project in accordance with the City’s Green Building Ordinance that incorporates energy, water, and natural resource conservation features and a construction program that minimizes waste and the use of toxic and hazardous materials
4. Redevelop a former Superfund¹ site that has been vacant for over 20 years.
5. Dedicate land to Mountain View that will be developed as a public park.

Alternatives

Pursuant to CEQA Guidelines §15126.6(c), the City considered the following alternatives to the proposed project:

- **Alternative 1:** No Project/No Development
- **Alternative 2:** Development Consistent with Existing General Plan Land Use Designations
- **Alternative 3:** Reduced Disturbance Alternative

The No Project Alternative assumes that the proposed project is not implemented and the project site remains in its current condition. Alternative 2 would involve a residential building with surface and podium parking that is consistent with the density of the current General Plan land use designations for the project site and involves 71 residential units. Alternative 3 would involve 119 units and a smaller development footprint and disturbance area.

Alternative 1, No Project/No Development, would be the overall environmentally superior alternative since it would avoid all project impacts. However, the No Project Alternative would not achieve the basic project objectives as stated in Section 2, Project Description. Among the development options, Alternative 2 (Development Consistent with Existing General Plan Land Use Designations) would be environmentally superior to the project as it would involve fewer emissions of air pollutants and GHGs, would reduce hazards related to disturbance of contaminated groundwater and soils, and would reduce project-generated trips and associated traffic. Furthermore, Alternative 2 would meet all of the project objectives. However, Alternative 2 would fulfill objectives 1 and 2 (provide new residential units to assist the city in achieving optimal jobs/housing balance (Objective 1), develop new housing units near existing public transit lines (Objective 2)) to a lesser degree than the proposed project.

¹ “Superfund,” also known as the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), allows the EPA to clean up contaminated sites and forces responsible parties to either perform cleanup or reimburse the government for EPA-led cleanup work.

Areas of Known Controversy/Issues to be Resolved

The EIR scoping process did not identify any areas of known controversy or issues to be resolved for the proposed project. Responses to the Notice of Preparation of the Draft EIR are summarized in Section 1, *Introduction*.

Summary of Impacts and Mitigation Measures

Table 1 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures; such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per California Environmental Quality Act (CEQA) Guidelines §15093.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under CEQA Guidelines §15091.
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** No effect on environmental conditions or would reduce existing environmental problems or hazards.

Table 1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure(s)	Residual Impact
Aesthetics		
Impact AES-1. The proposed project would not adversely affect scenic vistas as no scenic vistas are visible from the project site. No impact would occur.	None required	Less than significant without mitigation.
Impact AES-2. The proposed project would involve removal of heritage trees that are not substantially visible from public viewpoints near the project site. Therefore, tree removal would not substantially damage scenic resources as seen from public viewpoints. The impact on scenic resources would be less than significant.	None required	Less than significant without mitigation.
Impact AES-3. The proposed height and massing of the project would substantially increase the intensity of development on the project site, replacing vacant land and single-story structures with a five-story multi-family complex. However, the design of the new apartment building would be compatible with the surrounding neighborhood after design review, and landscaping would buffer public views of the building. Therefore, the project would be visually compatible with existing development in the surrounding area. Impacts related to visual character and quality would be less than significant.	None required	Less than significant without mitigation.
Impact AES-4. The proposed project would introduce new sources of light and glare on the project site. However, these new sources would not substantially increase the amount of light and glare relative to existing conditions in the neighborhood. Impacts related to light and glare would be less than significant.	None required	Less than significant without mitigation.
Impact AES-5. The proposed project would cast new shadows on residences to the west, north, and east of the site. However, nearby residences would retain substantial sun exposure, resulting in a less than significant impact.	None required	Less than significant without mitigation.
Air Quality		
Impact AQ-1. The proposed project would be consistent with BAAQMD’s 2017 Clean Air Plan. This impact would be less than significant.	None required	Less than significant without mitigation.
Impact AQ-2. The proposed project would result in temporary emissions of air pollutants during construction, which would affect local air quality, and would need to comply with BAAQMD construction control measures to reduce emissions. Impacts would be significant but mitigable.	<p>AQ-2 BAAQMD Basic Construction Measures. The applicant shall implement the following BAAQMD Basic Construction Mitigation Measures:</p> <ul style="list-style-type: none"> ▪ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times 	Less than significant.

Impact	Mitigation Measure(s)	Residual Impact
	<p>per day.</p> <ul style="list-style-type: none"> ▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered. ▪ All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. ▪ All vehicle speeds on unpaved roads shall be limited to 15 mph. ▪ All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. ▪ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points. ▪ All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator. ▪ Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. 	
<p>Impact AQ-3. The proposed project would not generate substantial emissions of TACs or PM_{2.5} and would not expose sensitive receptors to substantial pollutant concentrations of TAC or PM_{2.5} sources in the project vicinity. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact AQ-4. The proposed project involves residential uses and would not generate any consistent objectionable odors affecting a substantial number of people. Odor impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Biological Resources</p>		
<p>Impact BIO-1. The proposed project would not directly affect sensitive plant communities or special-status plant species, but construction activities could indirectly affect special-status plant species through the spread of invasive, non-native plant species. Furthermore, the proposed project could directly or indirectly affect special-status bat species. These potential impacts to special-status plant and animal species would be</p>	<p>BIO-1a Invasive Weed Prevention. The applicant and or/construction manager shall implement appropriate best management practices to curtail the spread of invasive plant species during construction. These include the following:</p> <ul style="list-style-type: none"> ▪ Limit the use of imported soils for fill. Soils existing currently on-site should be used for fill material. If the use of imported fill material is 	<p>Less than significant.</p>

Impact	Mitigation Measure(s)	Residual Impact
significant but mitigable.	<p>necessary, it must be obtained from a source that is known to be free of invasive plant species.</p> <ul style="list-style-type: none"> ▪ Equipment and vehicles shall be free of caked on mud and weed seeds/propagules before accessing the project site. ▪ As the site already contains several invasive species as identified by the California Invasive Plant Council, all equipment and vehicles shall be free of caked on mud and weed seeds/propagules before leaving the project site. <p>BIO-1b Special-status Bat Species Avoidance and Minimization. Focused surveys to determine the presence/absence of roosting bats shall be conducted prior to the initiation of construction activities, including vegetation clearance. If active maternity roosts are identified, at a minimum, no construction activities shall occur within 500 feet of the roost until the young are able to fly from the roost. If active day or night roosts are found on the project site, measures shall be implemented to safely flush bats from the roosts prior to the onset of construction activities. Such measures may include removal of roosting site during the time of day the roost is unoccupied or the installation of one-way doors, allowing the bats to leave the roost but not to re-enter.</p>	
Impact BIO-2. No riparian habitats or sensitive natural communities are located on the project site or the off-site path area. No impact would occur.	None required	No impact.
Impact BIO-3. No federally protected wetlands are located on the project site or the off-site path area. No impact would occur.	None required	No impact.
Impact BIO-4. The proposed project would not interfere with established native residents or migratory wildlife corridors due to the existing conditions of the area where the project site is located. No impact would occur.	None required	No impact.
Impact BIO-5. The proposed project would involve removal of approximately 28 heritage trees. However, with approval of a Heritage Tree Removal permit and compliance with City of Mountain View Standard Conditions of Approval, the proposed project would not conflict with local policies or ordinances protecting biological resources, including the City’s tree preservation ordinance. This impact would be less than significant.	None required.	Less than significant without mitigation.
Impact BIO-6. No conservation plans occur within the area of the project site or off-site path area. No impact would occur.	None required	No impact.

Impact	Mitigation Measure(s)	Residual Impact
Cultural and Tribal Cultural Resources		
<p>Impact CR-1. The four existing properties on the project site are ineligible for listing on federal, state, or local-historic resources lists and are not considered historical resources under CEQA. Therefore, demolition of these structures would not result in substantial adverse change in the significance of a historic resource. Impacts to historic resources would be less than significant.</p>	<p>None.</p>	<p>Less than significant without mitigation.</p>
<p>Impact CR-2. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to unearth or adversely impact previously unidentified subsurface archaeological resources. Impacts would be less than significant with mitigation incorporated.</p>	<p>CR-2a Worker’s Environmental Awareness Program. A qualified archaeologist shall be retained to conduct a WEAP training for archaeological sensitivity for all construction personnel prior to the commencement of any ground disturbing activities. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.</p> <p>CR-2b Archaeological Resources Site Visit. A qualified archaeologist shall conduct an archaeological resources site visit(s) during initial ground disturbance to identify any subsurface archaeological deposits that may be present on the project site. Multiple site visits may be required based on the project grading schedule. If archaeological resources are encountered, the procedures described in the City of Mountain View Standard Condition of Approval related to the discovery of archeological resources shall be followed and all future ground disturbance at the project site shall be subject to archaeological monitoring.</p>	<p>Less than significant.</p>
<p>Impact CR-3. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to directly or indirectly destroy a unique paleontological resource. However, with adherence to the City of Mountain View Standard Conditions of Approval, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant without mitigation.</p>
<p>Impact CR-4. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to disturb human remains. However, with adherence to the City of Mountain View Standard Conditions of Approval, this impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant without mitigation.</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact CR-5. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to affect tribal cultural resources. Impacts would be less than significant with mitigation incorporated.</p>	<p>CR-5 Unanticipated Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, the City shall consult with a qualified archaeologist and begin Native American consultation procedures. If the City determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative. Potential options for the treatment of tribal cultural resources may include but not be limited to heritage recovery excavation or capping. The find shall be appropriately mitigated in accordance with the mitigation plan.</p>	<p>Less than significant.</p>
<p>Greenhouse Gas Emissions</p>		
<p>Impact GHG-1. The proposed project would be consistent with the Mountain View Greenhouse Gas Reduction Program and would not conflict with state policies or regulations to reduce GHG emissions. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Hazards and Hazardous Materials</p>		
<p>Impact HAZ-1. Implementation of the proposed project would include construction and operation of residential uses that could involve the use, storage, disposal or transportation of hazardous materials. In addition, upset or accident conditions could involve the release of hazardous materials into the environment. However, required adherence to existing regulations, programs, deed restrictions, and 2030 General Plan policies would ensure impacts are less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact HAZ-2. The project site is not located within one-quarter mile of an existing school. The off-site path area is adjacent to a school, but would not involve activities that would emit or handle hazardous materials This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact HAZ-3. A portion of the project site has been designated as a federal Superfund site by the USEPA and construction activities could expose the public and environment to contaminated groundwater and soils. Cleanup and remediation have been completed and the site has been deemed safe for residential and commercial uses. Adherence to established land use restrictions, applicable federal, state and local</p>	<p>HAZ-3(a) Soil Management Plan Compliance. Prior to issuance of grading permit, the prepared Soil Management Plan (SMP) dated August 11, 2017, as amended on July 10, 2018, shall be reviewed by the City of Mountain View and updated as necessary to ensure that the SMP is fully consistent with planned grading and excavation activities and with the project plans. Revisions or amendments to the SMP shall be reviewed and approved by</p>	<p>Less than significant.</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>policies and regulations, implementation of the approved soil management plan during excavation, and implementation of mitigation measures AQ-2, HAZ-3(a), and HAZ-3(b) would ensure less than significant impacts concerning use of a hazardous material site. This impact would be less than significant with mitigation.</p>	<p>the San Francisco Bay Regional Water Quality Control Board and the City of Mountain View prior to commencement of ground disturbance. The project applicant shall comply with the provisions of the SMP including:</p> <ul style="list-style-type: none"> ▪ Soil samples shall be collected prior to the excavation of the below-grade parking garage to profile the soil for offsite disposal or recycling. ▪ Air monitoring shall be performed on a daily basis using hand-held instruments and continuous dust monitors. ▪ The results for the air monitoring shall be compared to screening levels published by the Regional Water Quality Environmental Screening levels (ESLs). If the screening levels are exceeded, then additional dust suppression measures shall be applied to the soil to reduce fugitive emissions. ▪ Extracted groundwater shall either be discharged to the sanitary sewer or storm drain system and shall comply with all applicable permit requirements. ▪ Groundwater impacted by PCE shall be treated to remove PCE and other potential contaminants prior to discharge. ▪ Soil cuttings generated from drilling the dewatering wells shall be consolidated in one area and profiled separately for off-site disposal. ▪ A summary report documenting the implementation of the SMP will be prepared and will include following elements: <ul style="list-style-type: none"> ▫ Description of field monitoring and field instrument readings ▫ Photographic log ▫ Copies of disposal manifests and/or landfill weight tags ▫ Laboratory analytical data sheets and chain of custody forms for samples <p>HAZ-3(b) Soil Vapor Intrusion Mitigation. In accordance with the Covenant and Environmental Restriction on Property dated March 29, 2010, a vapor barrier shall be installed beneath all structures to mitigate issues associated with the potential presence of PCE vapors at the site. The specifications for the vapor barrier shall be reviewed and approved by the San Francisco Bay Regional Water Quality Control Board or other appropriate agency providing regulatory oversight (such as USEPA, DTSC, or the Santa Clara County Department of Environmental Health). Specifications for the vapor barrier shall include thickness, type, durability, and diffusion rates for the compounds of concern. The specifications shall also describe the effectiveness of the liner over the life of the building.</p>	

Impact	Mitigation Measure(s)	Residual Impact
Impact HAZ-4. The proposed project site is not located within an airport land use plan or vicinity of a private airstrip. No impact related to airport hazards would occur.	None required	No impact.
Impact HAZ-5. Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.	None required	Less than significant without mitigation.
Impact HAZ-6. Wildlands are not located within or adjacent to the proposed project site. No impact would occur.	None required	No impact.
Hydrology and Water Quality		
Impact HWQ-1. Construction and operation of the proposed project could result in an increase in pollutant discharges that would affect water quality. Construction activities may encounter groundwater, in which case groundwater dewatering may be required. However, compliance with the project’s Soil Management Plan, City of Mountain View standard conditions of approval, and existing regulatory requirements would avoid significant impacts to water quality. Therefore, the proposed project would not violate water quality standards or waste discharge requirements, result in substantial erosion or siltation, or otherwise substantially degrade water quality. Impacts would be less than significant.	None required	Less than significant without mitigation.
Impact HWQ-2. The proposed project would not directly extract groundwater or otherwise deplete groundwater supplies, and would not substantially interfere with groundwater recharge. If project construction activities expose groundwater, dewatering may be required. However, dewatering would only occur to the extent that it was necessary for construction, and any resulting lowering of the groundwater table would be temporary and localized. Additionally, the project would comply with the city standard conditions of approval. This impact would be less than significant.	None required	Less than significant without mitigation.
Impact HWQ-3. The proposed project would alter the existing drainage pattern of the site. However, the proposed stormwater control and drainage plans for the project and compliance with existing regulations would ensure that impacts would be less than significant.	None required	Less than significant without mitigation.
Impact HWQ-4. The project site is not located within a 100-year flood zone or a dam inundation area. No impact would occur.	None required	No impact.

Impact	Mitigation Measure(s)	Residual Impact
Impact HWQ-5. The project would not expose people or structures to inundation. No impact would occur.	None required	No impact.
Land Use and Planning		
Impact LU-1. The proposed project would not involve development of new structures, roads, or infrastructure that would divide or separate existing communities. No impact would occur.	None required	No impact.
Impact LU-2. Assuming the requested General Plan amendment and rezone are approved, the proposed project would be consistent with the City's Zoning Ordinance, 2030 General Plan, and Villa-Mariposa Precise Plan. This impact would be less than significant.	None required	Less than significant without mitigation.
Impact LU-3. The project site is not located within an area governed by a conservation plan. No impact would occur.	None required	No impact.
Noise		
Impact NOI-1. Construction of the project would temporarily generate high noise levels on and near the project site. However, construction activity would be restricted to the City's allowed daytime hours and subject to standard conditions of approval to minimize construction noise. Therefore, the impact from construction noise would be less than significant.	None required	Less than significant without mitigation.
Impact NOI-2. Construction of the project would temporarily generate vibration levels that would not exceed FTA criteria for human annoyance or structural damage. The impact from vibration would be less than significant.	None required	Less than significant without mitigation.
Impact NOI-3. On-site activities during operation of the residential project would generate noise that may periodically be audible to noise-sensitive receptors near the project site, but would not exceed the City's standards for stationary noise sources. Therefore, on-site operational noise impacts would be less than significant.	None required	Less than significant without mitigation.
Impact NOI-4. Vehicle trips associated with the project would incrementally increase traffic volumes on nearby roadways, resulting in greater traffic noise audible to existing noise-sensitive uses. However, the increase in traffic noise would not exceed applicable thresholds. Therefore, the impact would be less than significant.	None required	Less than significant without mitigation.

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact NOI-5. New outdoor recreational areas on the project site would be exposed to noise levels exceeding City standards. Recent CEQA case law has confirmed analyses of impacts of the environment on the project are not required for CEQA compliance. Therefore, this impact is less than significant. Nonetheless, additional noise attenuation measures are recommended at the proposed northern courtyard.</p>	<p>Mitigation Measures are not required. The following mitigation measure is recommended.</p> <p>NOI-5 Recommended Exterior Noise Reduction. The applicant shall construct a sound barrier along the entire frontage of the project site with the Caltrain right-of-way. This barrier shall have sufficient height to block line of sight between residents using the northern courtyard on the project site and Caltrain rail cars. The barrier shall be constructed of a solid material that has high transmission loss (i.e., low transmittal of noise through the barrier), such as concrete masonry units.</p>	<p>Less than significant without mitigation.</p>
<p>Impact NOI-6. The project is not located within an airport land use plan or within the vicinity of a private airstrip. Therefore, no impact would occur.</p>	<p>None required</p>	<p>No impact.</p>
<p>Public Services and Recreation</p>		
<p>Impact PS-1. The proposed project would intensify use of the site and may increase the demand for fire protection and police services compared to existing conditions. However, compliance with the City’s Fire Code, Municipal Code, and 2030 General Plan policies would ensure impacts to fire and police protection services would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact PS-2. The proposed project would add an estimated 52 students to the Mountain View Whisman School District and Mountain View-Los Altos Union High School District. However, with payment of state-mandated school impact fees, impacts related to public school operating capacity would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact PS-3. The proposed project would increase the service population of the Mountain View Public Library. However, the project would not increase demand for library services such that the construction of new library facilities would be required. Impacts to the mountain view public library would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact PS-4. Implementation of the proposed project would increase the area population by an estimated 543 residents, which would increase use of City park and recreational facilities and contribute to their physical deterioration. However, payment of in-lieu public park fees and the establishment of an on-site public park would reduce impacts to parks and recreational facilities to a less than significant level.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>

Impact	Mitigation Measure(s)	Residual Impact
Transportation and Traffic		
<p>Impact T-1. The proposed project would generate additional traffic at study area intersections. However, project-generated traffic would not exceed City standards at any intersections or conflict with applicable plans, polices, or programs under Existing plus Project traffic conditions and Background plus Project conditions. Impacts associated with the proposed project would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact T-2. The proposed project would generate traffic on neighborhood streets. However, project-generated traffic would not require traffic calming devices and would be compatible with the Mountain View Neighborhood Traffic Management Plan. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact T-3. The project is not located within an airport land use plan. There would be no impact on air traffic patterns.</p>	<p>None required</p>	<p>No impact.</p>
<p>Impact T-4. The proposed project would exacerbate queuing issues at the intersection of Villa Street and Shoreline Boulevard, and project access and circulation patterns may create hazards. This impact would be less than significant with mitigation incorporated.</p>	<p>T-4a Site Access and Circulation Considerations. The following recommendations included in the Traffic Impact Analysis prepared by Hexagon Transportation Consultants in October 2018 (Appendix L in this EIR) shall be incorporated into the project plans:</p> <ul style="list-style-type: none"> ▪ The project applicant shall label the parking spaces next to a wall or at a corner with no door buffer space “compact” and assign them to residents with compact vehicles. ▪ Convex mirrors shall be installed on the access ramp for inbound vehicles to assist drivers in identifying upcoming vehicles. <p>T-4b Shoreline Boulevard/Villa Street Intersection Improvements. The project applicant shall contribute 25 percent of the cost of the planning improvements to the west leg of the intersection of Shoreline Boulevard and Villa Street. Payment shall be made prior to issuance of a building permit and the improvements should be made prior to occupancy clearance.</p>	<p>Less than significant.</p>
<p>Impact T-5. The proposed project does not include design features that would impede emergency vehicle access. Impacts associated with the proposed project would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact T-6. Project construction activities and the associated truck and worker trips would temporarily disrupt the local roadway system. However, because truck and worker trips during construction would be less than the project’s estimated operational trips, and with adherence to Mountain View standard conditions of approval, impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact T-7. The proposed project would not adversely affect the local active transportation system. Further, with implementation of mitigation to increase on-site short-term bicycle parking and provide a pedestrian crosswalk on Villa Street, the proposed project would not conflict with applicable policies associated with public transit, pedestrians facilities, or bikeways and would not decrease the performance or safety of such facilities. This impact would be less than significant with implementation of mitigation.</p>	<p>T-7a Pedestrian Facilities. The project applicant shall install Americans with Disabilities Act (ADA) compliant ramps and a raised, high-visibility lighted crosswalk with pedestrian activated LED enhanced signs on Villa Street at Chiquita Avenue. Installation shall occur prior to issuance of occupancy clearance.</p> <p>T-7b Short-Term Bicycle Parking. To ensure adequate short-term bicycle parking on the project site, publicly accessible bicycle parking for short-term use shall be incorporated into the design of the park facility and apartment building. All such bicycle parking facilities shall be designed and constructed to the City’s guest bicycle parking requirements.</p>	<p>Less than significant.</p>
<p>Utilities and Service Systems</p>		
<p>Impact UTIL-1. The proposed project would generate additional wastewater, which would flow through the existing wastewater conveyance system to the RWQCP. The wastewater treatment plant has adequate capacity to serve the proposed project. In addition, local conveyance infrastructure would be sufficient to serve the proposed project. Therefore, impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact UTIL-2. The proposed project would increase the amount of impervious surface area on the project site, which may lead to increased stormwater runoff. With construction of improvements identified in the 2017 Storm Drain Master Plan, the proposed project would not exceed the capacity of the City’s existing stormwater drainage system. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact UTIL-3. The proposed project would increase water demand. Existing and projected water supply would be adequate to serve the proposed project. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact UTIL-4. The proposed project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>

1 Introduction

This document is an EIR for a proposed multi-family residential development located at 1696–1758 Villa Street, Mountain View, California. The proposed 1696–1758 Villa Street Multi-Family Residential Project (hereafter referred to as the “proposed project” or “project”) would be constructed on a site occupied currently by single-family and multi-family residences. The proposed project would involve demolition of the existing residential buildings on-site and the construction of a 226-unit multi-family apartment complex. Other components of the proposed project include two levels of subterranean parking and an approximately 0.4-acre public park.

This section discusses (1) the proposed project and EIR background; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) the lead, responsible, and trustee agencies; and (5) the environmental review process required under the California Environmental Quality Act CEQA. The proposed project is described in detail in Section 2, *Project Description*.

1.1 Environmental Impact Report Background

The City of Mountain View distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on December 15, 2017 and ending on January 15, 2018. The City received letters from public agencies in response to the NOP. Appendix A presents the NOP, along with the NOP responses received. Table 2 summarizes the content of the letters and where the EIR addresses the issues raised.

Table 2 NOP Comments and EIR Response

Commenter	Comment/Request	Where Comment Addressed
Agency Comments		
County of Santa Clara Roads and Airports Department	<p>The Traffic Impact Assessment (TIA) should include all signalized, unsignalized, Congestion Management Plan (CMP), and non-CMP intersections along Central Expressway between San Antonio Road and Mary Avenue. Also include pedestrian and bicycle volumes along Rengstorff Avenue and Shoreline Boulevard in the TIA along with a discussion of existing pedestrian and bicycle circulation surrounding the project site.</p> <p>The traffic analysis should be conducted using County signal timing for expressway intersections and the most recent CMP count and Level of Service (LOS) data for CMP intersections.</p> <p>Contact Roads Department Traffic Engineering and Operations Senior Engineer, Ananth Prasad, for appropriate signal timing settings and current intersection counts.</p>	Comments are addressed in Section 4.11, <i>Transportation and Traffic</i> .
	Clarify the location of the undercrossing in the project description and indicate if the City of Mountain View or another city will lead the undercrossing project.	Comment addressed in Section 2, <i>Project Description</i> .

Commenter	Comment/Request	Where Comment Addressed
<p>Santa Clara Valley Transportation Authority (VTA)</p>	<p>States the project will be 2,000 feet from the new VTA Local Route 21 stop.</p> <p>Recommends that final off-site pedestrian improvements be included in the Draft EIR and TIA analysis of the pedestrian network.</p> <p>Supports the new crosswalks on Villa Street, which will shorten pedestrian crossing distances.</p> <p>Would like to know more about the potential multi-use trail off-site improvement, which could include a tunnel under Caltrain and Central Expressway.</p> <p>Supports the proposed 226 biking stalls as part of the project. Recommends providing further clarity on the number of short-term and long-term spaces in the Draft EIR and TIA analysis.</p> <p>Guidance for estimating bicycle parking facilities supply, siting, and design can be found in the VTA’s Bicycle Technical Guidelines. For questions, please contact Brent Pearse of the VTA Planning and Program Development Division.</p> <p>Recommends the City take a multimodal approach to transportation analysis in the Draft EIR and TIA analysis, including meaningful analysis of impacts and mitigation measures for pedestrian, bicycle, and transit modes in addition to automobiles.</p> <p>Clarify in the Draft EIR and TIA analysis how the project will include Transportation Demand Management (TDM) measures.</p> <p>Recommends a comprehensive TDM program for the project to reduce the number of single occupant vehicle trips. Such programs can be more effective when they include a vehicle reduction target, third party monitoring of trip generation upon project completion and a Lead Agency enforcement/penalty structure.</p> <p>Effective TDM programs that may be applicable to the project include parking pricing, unbundled parking, or parking cash-out programs, transit fare incentives, such as free or discounted transit passes on a continuing basis, bicycle lockers and racks, and parking for car-sharing vehicles.</p>	<p>Comments are addressed in Section 4.11, <i>Transportation and Traffic</i>.</p>

1.2 Purpose and Legal Authority

The proposed project requires the discretionary approval of the City of Mountain View Planning Commission and the project is subject to the environmental review requirements of CEQA. In accordance with CEQA Guidelines §Section 15121 (California Code of Regulations [CCR], Title 14), the purpose of this EIR is to serve as an informational document that “...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

This EIR has been prepared as a Project EIR pursuant to CEQA Guidelines §Section 15161. A Project EIR is appropriate for a specific development project. The CEQA Guidelines state “this type of EIR

should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation.”

This EIR serves as an informational document for the public and Mountain View decision-makers. The process will include public hearings before the Environmental Planning Commission and City Council to consider certification of a Final EIR and approval of the proposed project.

1.3 Scope and Content

This EIR addresses impacts identified in the NOP to be potentially significant. The following issue areas were determined to include potentially significant impacts and have been studied in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services and Recreation
- Transportation and Traffic
- Utilities and Service Systems

Section 4.13, *Effects Found not to be Significant* discusses the issue areas found to be less than significant.

In preparing the EIR, pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents were used. Section 7, *References and Preparers* provides the full reference list.

The alternatives section of the EIR (Section 6) was prepared in accordance with CEQA Guidelines § 15126.6, and focuses on alternatives capable of eliminating or reducing significant adverse effects associated with the proposed project while feasibly attaining most of the basic project objectives. In addition, the alternatives section identifies the “environmentally superior” alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required “No Project” alternative and two alternative development scenarios for the project area.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. CEQA Guidelines §15151 provides the standard of adequacy on which this document is based. The Guidelines state:

“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.”

1.4 Lead, Responsible, and Trustee Agencies

The *CEQA Guidelines* define lead, responsible and trustee agencies. The City of Mountain View is the lead agency for the proposed project because it holds principal responsibility for approving the project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the proposed project. There are no responsible agencies for the project.

A trustee agency refers to a state agency having jurisdiction over natural resources affected by a project. There are no trustee agencies for the proposed project.

1.5 Environmental Review Process

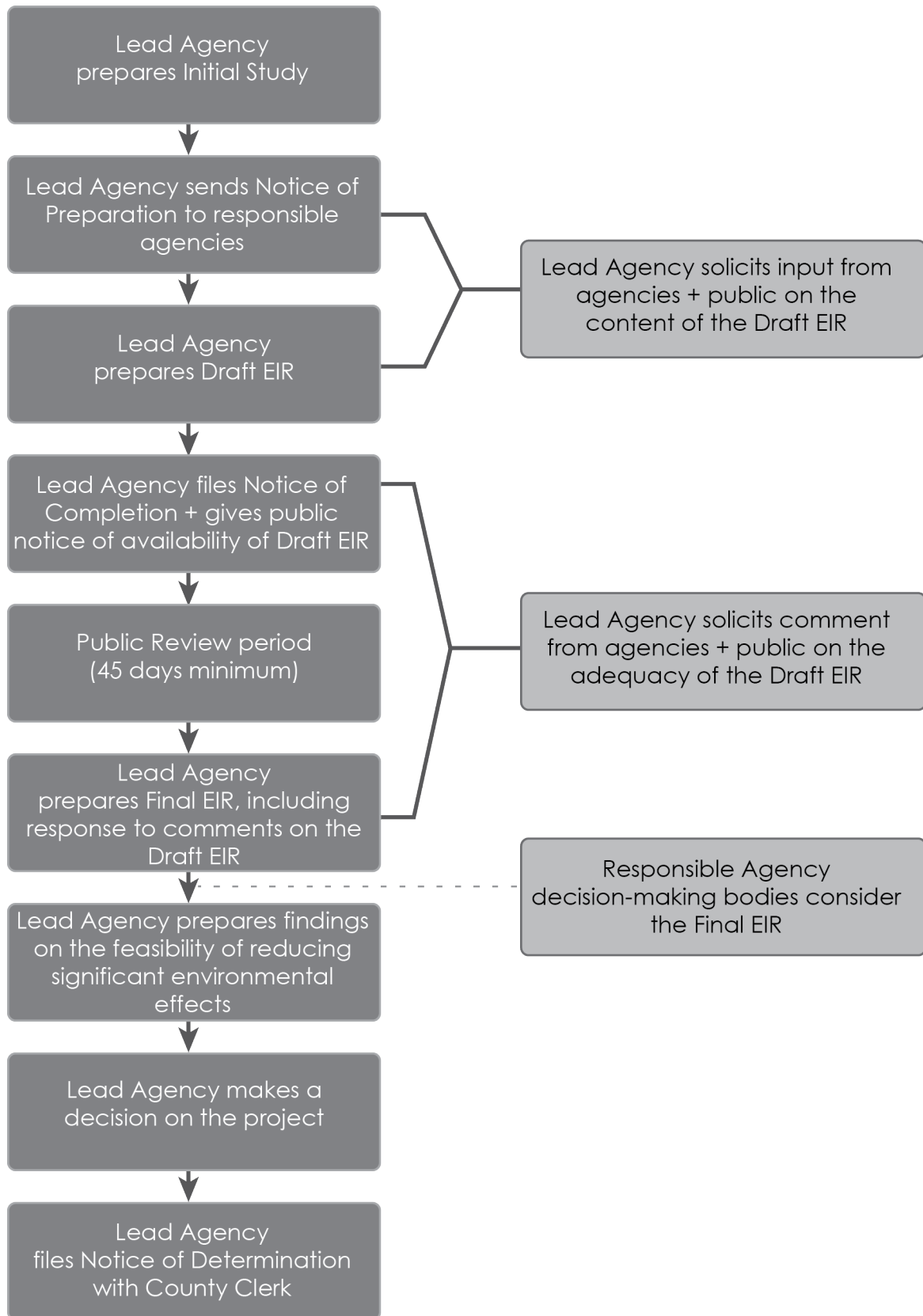
The environmental impact review process, as required under CEQA, is summarized below and illustrated on Figure 1. The steps appear in sequential order.

1. **Notice of Preparation (NOP) and Initial Study.** After deciding that an EIR is required, the lead agency (City of Mountain View) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code §21092.2). The NOP must be posted in the County Clerk’s office for 30 days and may be accompanied by an Initial Study that identifies the issue areas for which the project could create significant environmental impacts.
2. **Draft EIR Prepared.** The Draft EIR must contain a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing, and unavoidable); f) discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion (NOC).** The lead agency must file a NOC with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the NOC in the County Clerk’s office for 30 days (Public Resources Code Section 21092) and send a copy of the NOC to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public, and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the State Clearinghouse approves a shorter period (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid

significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* §§15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are under another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* §15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* §15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code §21167[c]).

Figure 1 Environmental Review Process



2 Project Description

This section describes the proposed project, including the project applicant, the project site and surrounding land uses, major project characteristics, project objectives, and discretionary actions needed for approval.

2.1 Project Applicant

Prometheus Real Estate Group, Inc.
1900 South Norfolk Street, Ste. 150
San Mateo, California 94403
(650) 931-3457

2.2 Lead Agency and Contact Person

City of Mountain View
Community Development Department
500 Castro Street
Mountain View, California 94039
Contact: Matthew VanOosten, AICP, Senior Planner, (650) 903-6119

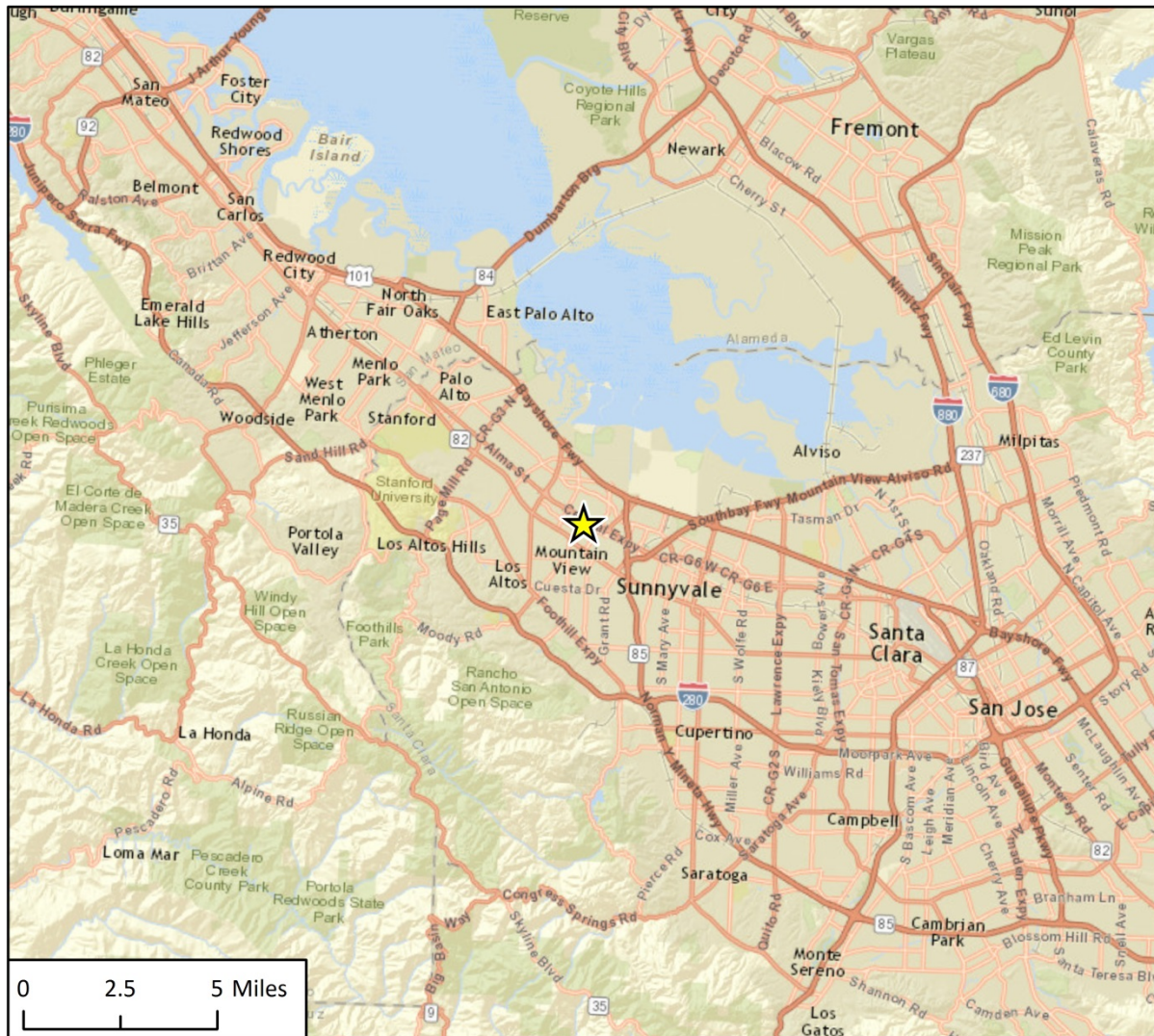
2.3 Project Location

The project site is located at 1696–1758 Villa Street in the city of Mountain View, Santa Clara County. The project site comprises six contiguous assessor’s parcels, totaling approximately 3.29 acres (APNs #154-02-001, 154-02-002, 154-03-019, 154-03-020, 154-03-021, and 154-03-022). The project site is located on the northern side of Villa Street, between Higdon Avenue and Mariposa Avenue. Caltrain tracks are adjacent to the site’s northern boundary. Figure 2 shows the regional location and Figure 3 shows an aerial view of the project site and immediate surroundings.

2.4 Existing Site Characteristics

The project site is an irregular shape and encompasses approximately 3.29 acres. The site is generally flat and is about one-third paved. The site is developed currently with a 16-unit, one-story apartment complex and three single-family residences, all with vehicular access from Villa Street. The remainder of the site is undeveloped but contains vegetation and trees. Ninety-eight trees are on or adjacent to the site, including 50 heritage trees and nine City-owned trees in the City sidewalk right-of-way. Figure 6 includes photographs of the project site. The northern approximately 2.05-acre portion of the project site (APN #154-02-001) was previously utilized by the Jasco Corporation for repackaging and formulating chemical products from 1976 until December 1995 and has been vacant for approximately 20 years. The Jasco parcel has the address of 1710 Villa Street and is designated as a “Superfund” site by the United States Environmental Protection Agency (USEPA).

Figure 2 Regional Location



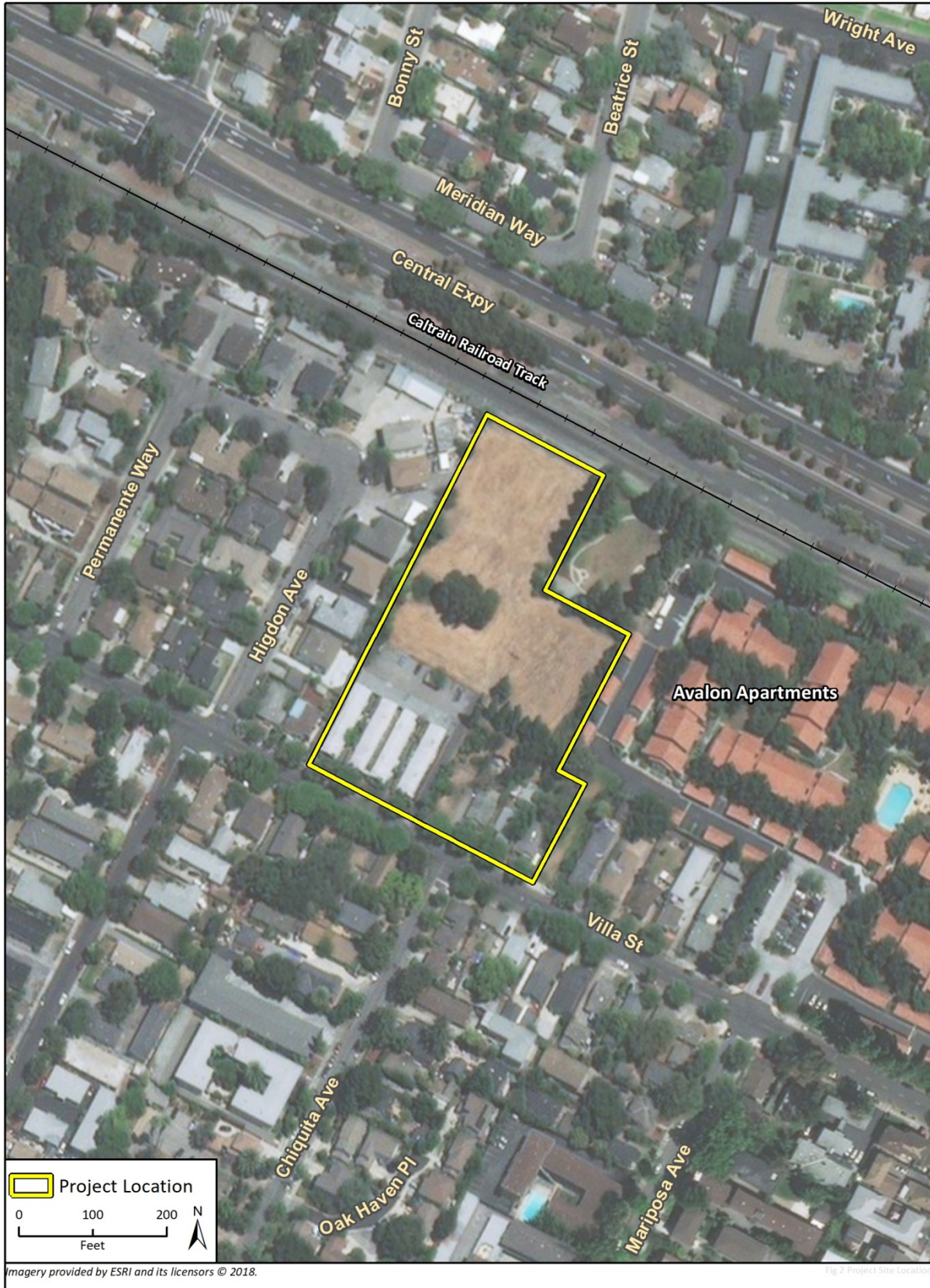
Imagery provided by ESRI and its licensors © 2017.

★ Project Location



Fig 1 Regional Location

Figure 3 Project Site Location



2.4.1 Existing General Plan Land Use Designation and Zoning

As shown on Figure 4, as defined in the Land Use and Design Element of the City’s 2030 General Plan, most of the project site has a General Plan land use designation of Medium-Density Residential (APNs 154-02-001 and 154-02-002). The southeastern corner of the project site has a land use designation of Low-Density Residential (APNs 154-03-019, 154-03-020, 154-03-021, and 154-03-022). The proposed project would require a General Plan amendment to change the designation to High-Density Residential, which is intended for multi-family housing such as apartments and condominiums close to transit, shopping, and public facilities.

As shown on Figure 5, the site is zoned R1 (Single-Family), R3-2 (Multiple Family), and P(17) (Planned Community/Precise Plan) which refers to the Villa-Mariposa Area Precise Plan. Uses permitted in R1 include detached, single-family dwellings and similar and related uses compatible with a quiet, family living environment. Permitted R3-2 uses include multiple-family housing including apartments, condominium development, rowhouse development, townhouse development, small-lot single-family development and similar and related compatible uses.

P(17) uses include those allowed in the Villa-Mariposa Area Precise Plan, which serves to preserve and enhance the residential character of the area (City of Mountain View 1992). The Precise Plan, originally adopted in 1983 and last updated in 1992, provided for the transition of the area from industrial to residential as the Pacific Press operation was relocating. Specific objectives of the plan include the following:

1. To facilitate a large-scale, integrated approach to development on the site by encouraging aggregation of lands and coordinated planning and development.
2. To facilitate to the maximum extent possible residential development on the property, if the low-intensity Pacific Press operation ceases.
3. To allow continued use of existing buildings, or development of new buildings, for nonresidential use on the east end of the Plan Area, if such allowance facilitates the residential development on the west end of the Plan Area.

The principally permitted use in the Precise Plan area is residential at a maximum density of 30 dwelling units per acre.

2.4.2 Surrounding Land Uses

The project site is bordered by Caltrain tracks and Central Expressway to the north, multi-family residences (Avalon Mountain View Apartments) and single-family residences to the east, one- and two-story single-family and multi-family residences to the west, and Villa Street to the South. Across Villa Street are one- and two-story single-family residences. Photos of the area surrounding the site are included on Figure 7.

Figure 4 Project Site General Plan Land Use Designations



Figure 5 Project Site Zoning



Figure 6 Photographs of Project Site



Photo 1: Frontage view of the existing residences along Villa Street.



Photo 2: View of the northern portion of the project site from center of site looking north.

Figure 7 Photographs of Surrounding Development



Photo 3: Eastward view of Villa Street adjacent to project site.



Photo 4: Westward view of Villa Street adjacent to project site.

2.5 Project Characteristics

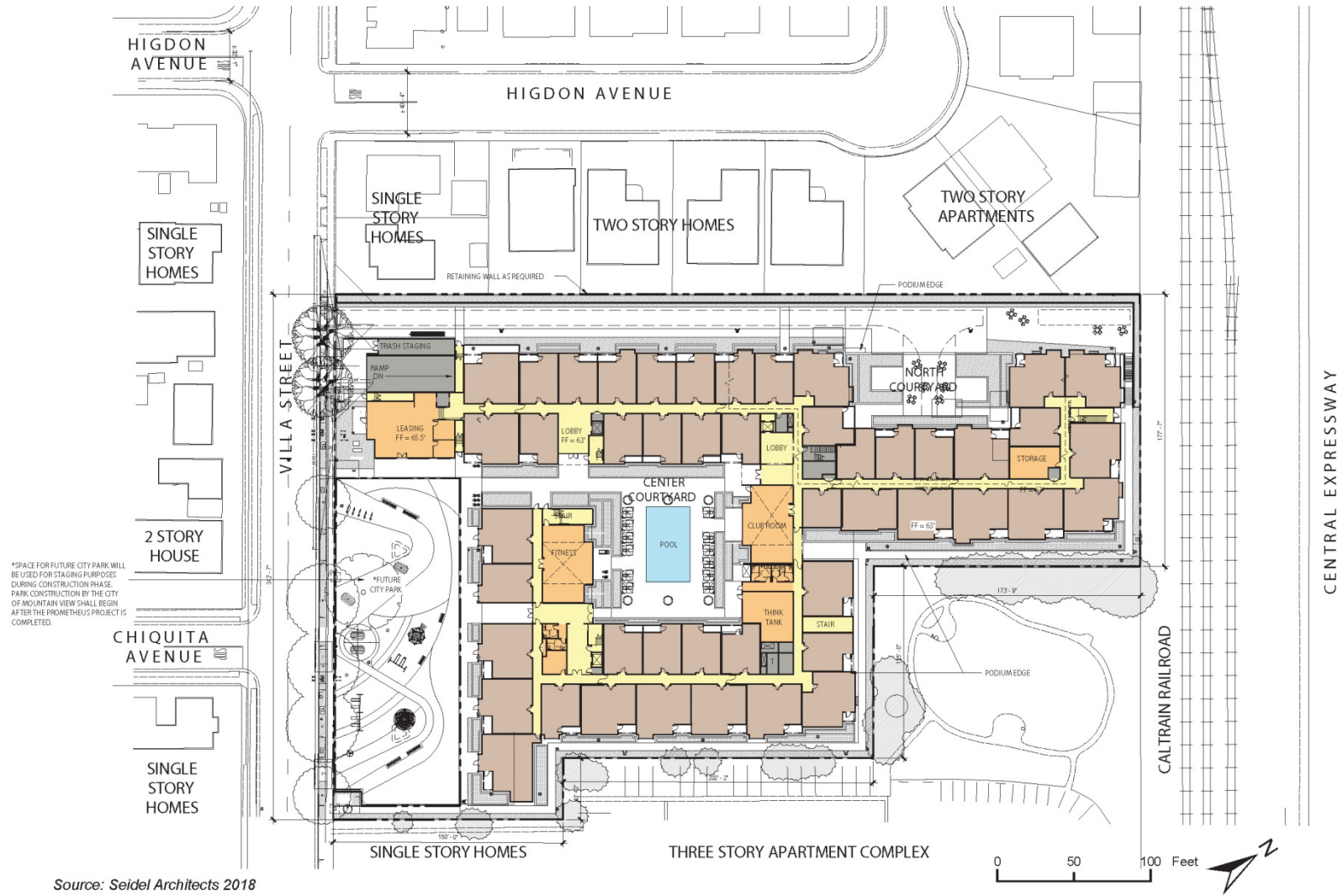
The proposed project would involve demolition of the existing on-site residential buildings and the construction of a 226-unit, multi-family apartment complex. The project would also include development of a 0.4-acre public park along its frontage on Villa Street. Parking would be provided in a two-level subterranean parking garage with 318 vehicle parking stalls and 226 bicycle parking stalls. Other project features include two interior courtyards, an outdoor pool, fitness center, rooftop deck with a spa, and landscaping.

The site plan for the proposed project is shown on Figure 8. Table 3 summarizes the project characteristics.

Table 3 Project Characteristics

Feature	Details
Project Site Size	
Square feet	143,315 square feet
Acres	3.29 acres
Building Dimensions	
Floor Area	298,069 square feet
Approximate Maximum Height	65 feet (up to 5 stories)
Floor Area Ratio (FAR)	2.08
Building Coverage	69,523 square feet (48.5%)
Residential Units	(units)
Junior Bedroom	15
One Bedroom	124
Two Bedroom	82
Three Bedroom	5
Total	226
Open Space	(square feet)
Private Common	43,759
Private Unit Decks	14,348
Publicly Accessible	24,552
Total	82,659
Vehicle Parking	(spaces)
Resident Spaces	270
Guest Spaces	48
Total	318
Bicycle Parking	226 spaces

Figure 8 Project Plan



2.5.1 Building Dimensions and Architecture

The 69,523 square-foot building footprint would occupy approximately 48.5 percent of the 143,315 square-foot project site. The proposed building would have a total floor area of 298,069 square feet of residential space (not including parking areas, elevator and stair shafts, and mechanical rooms housing operating equipment or machinery) for a floor area ratio (FAR) of 2.08. The proposed building would have a maximum height of 57 feet, 3 inches to the top of the roof.

Architecturally, the project would feature vinyl bay windows, fabric awnings, projected trellises, composite wood siding, and shingled gabled roofs. Fencing and vegetation would be located around the northern, eastern, and western boundaries of the project site to reduce visibility from surrounding residences.

2.5.2 Site Access, Circulation, and Parking

Vehicular access to the project site would be provided from one driveway on Villa Street. The driveway would lead to a ramp down to the subterranean parking garage. The parking garage would be two levels. The upper level would provide 40 guest parking spaces and 90 resident parking spaces. The lower level would include 200 resident parking spaces. In total, 318 parking spaces would be provided, including 13 spaces with electric vehicle charging stations and eight spaces that are Americans with Disabilities Act (ADA) accessible. The upper level of the garage would also include a bike storage room with storage for 226 bicycles. The subterranean garage would include a waterproofing system which would prevent water intrusion into the building.

Pedestrian access to the project site would be available from several access points from Villa Street and the subterranean parking garage.

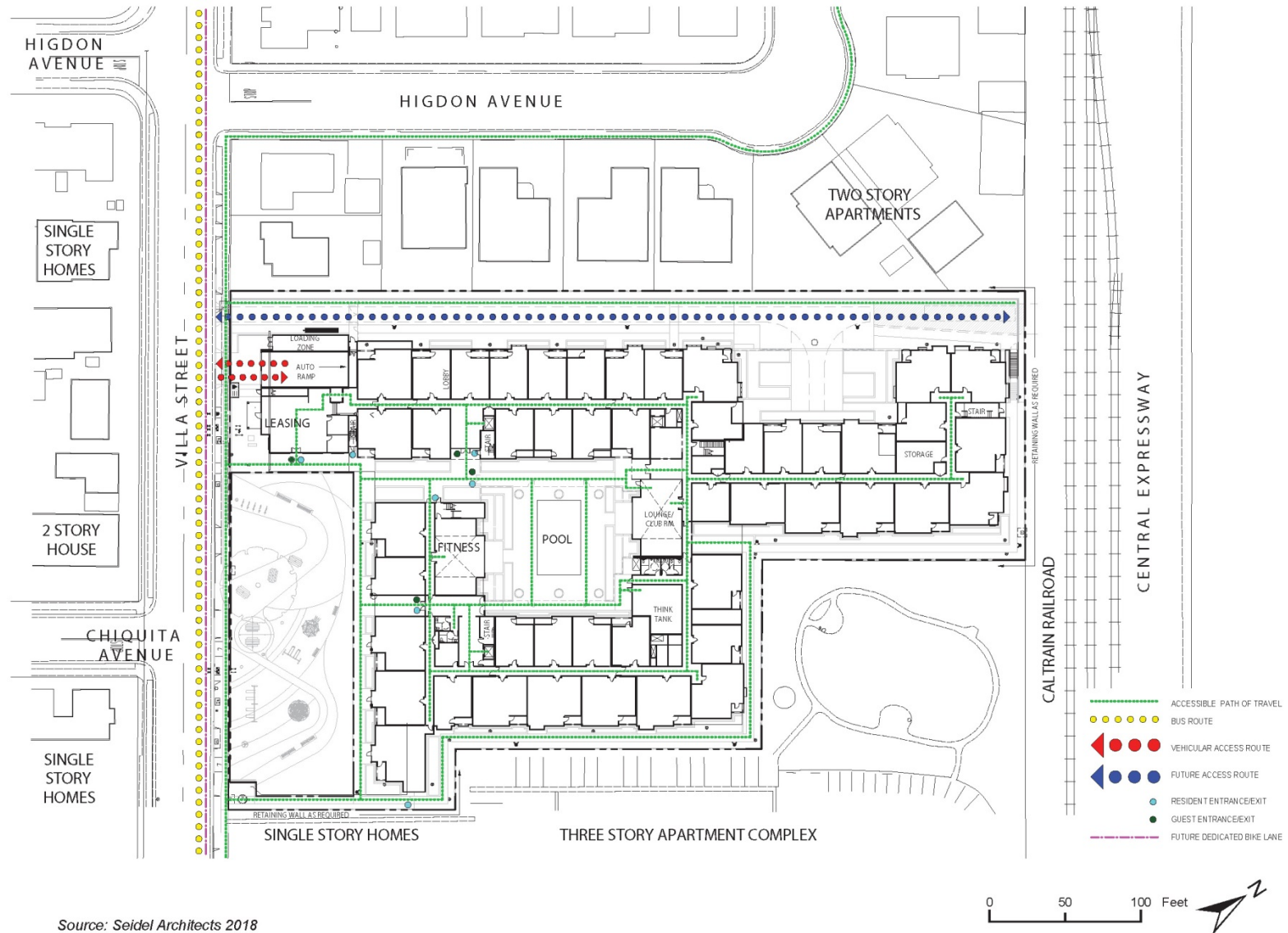
The project proposes dedication of an area along the western boundary of the site for a future bicycle and pedestrian path connection through the project site. A map of the proposed vehicular, bicycle, and pedestrian circulation is included on Figure 9.

2.5.3 Open Space and Amenities

The proposed project would provide 43,392 square feet of private common open space areas including several areas on the lower level and ground floor and a roof deck. The 10,089-square-foot ground floor center courtyard would include an outdoor pool. Adjacent to the center courtyard would be other amenities for residents including a fitness room, club room, and shared workspace. The 7,489-square-foot north courtyard located on the northwestern corner of the site would include a bocce ball court and landscaping. The 2,953-square-foot roof deck would include outdoor seating and dining areas, a spa, and an outdoor kitchen. Approximately 201 of the units would have private open space in the form of approximately 50- to 60-square-foot decks.

A 24,552 square foot, publically accessible area fronting Villa Street would be provided for a future City park. Construction of the City park would not begin until after project construction is complete. The park dedication process is undetermined at this time. Either the applicant will pay the City an agreed upon amount for the City to conduct outreach, design, and construct the park, or the developer will construct the park with City oversight and outreach assistance. In either case, the use and function, as well as the general layout and facilities to be provided at the park, will be the same.

Figure 9 Vehicular, Bicycle, and Pedestrian Circulation Plan



2.5.4 Trees and Landscaping

A total of 98 trees (24 species) were recorded on site or directly adjacent to the site (Arborwell 2018). Of the 98 trees, 50 heritage trees are present on site or directly adjacent to the site, and nine City-owned street trees are present in the City right-of-way directly adjacent to the site. Dominate tree species recorded during the tree inventory included Coast redwood (*Sequoia sempervirens*) and Coast live oak (*Quercus agrifolia*). The proposed project would involve the removal of 65 non-heritage trees (including four street trees) and 28 heritage trees from the project site. A total of 29 existing trees would be maintained in their present location along Villa Street and the eastern border of the project site.

Landscaping for the proposed project would include a variety of bushes and ground cover lining the building perimeter and interior courtyard. Existing and new trees would provide shade and privacy for the proposed residential building. Existing trees maintained in their present locations include five street trees (Chinese pistache), 14 coast redwoods, and eight holly oaks, all located at the east and northeast boundary of the project site. A total of 65 new trees would be installed and would include a mix of Manchurian striped maple/snakebark, tiny tower Italian cypress, taylor juniper, and coast redwood types. New trees would be planted along the perimeter of the project site, on either side of the driveway access road, as well as between the proposed residential building and the future park site. Irrigation systems would be automatic and would be designed to comply with City requirements for the use of low-flow, water efficient landscaping. The landscaping plan for the proposed project is shown on Figure 10.

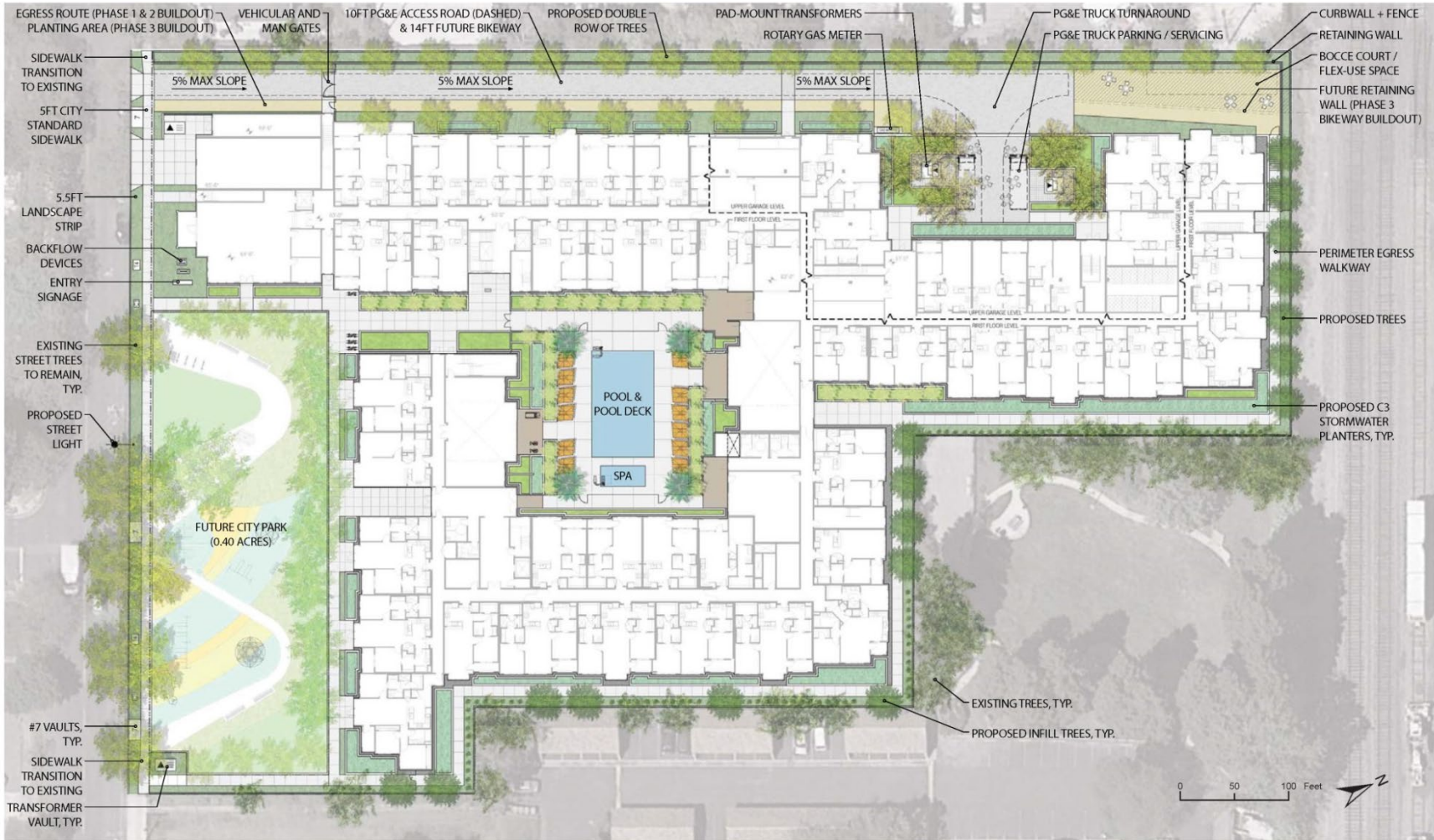
2.5.5 Green Building Features

The proposed project would be Green Point Rated and would include energy and resource efficient features such as: energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, low VOC paints and stains, and enhanced ventilation to improve indoor air quality. The proposed project would also include 11 electric car charging stations. As required by the City's 2030 General Plan Policy LUD 17.2, a Transportation Demand Management program is required and would be created to incentivize walking, biking, and reduced automobile usage. The proposed program would include car sharing-designated spaces in the subterranean garage, a transit coordinator, and a Santa Clara Valley Transportation Authority (VTA) Eco Pass per resident for the first three years of the stabilized development. VTA Eco Passes allow for unlimited free rides on VTA Bus, Light Rail, and Express Bus service seven days a week. As mentioned above, landscaping irrigation would meet the City's water efficiency requirements.

2.5.6 General Plan, Precise Plan, and Zoning Amendments

The project site contains six lots with two different General Plan Land Use Designations and three different zoning districts. The project includes a request for a General Plan Amendment to change the General Plan Land Use Designation of the entire project site to High-Density Residential, which has an allowed density of 36-80 residential units per acre. The project also includes a request for a Zoning Map Amendment to encompass the whole site under the Villa-Mariposa Area Precise Plan boundaries, rezoning the site P-17 (Villa-Mariposa) Precise Plan. In addition, the project includes a proposed amendment to the Villa-Mariposa Area Precise Plan to accommodate the above changes. The amendment would include changes to the Precise Plan including but not limited to: Precise Plan objectives, boundaries, allowed densities, and public benefit requirements.

Figure 10 Proposed Landscaping Plan – Ground Level



Source: 2.ink Studio Landscape Architecture 2018

2.5.7 Off-Site Improvements

As mentioned in subsection 2.5.2, the project includes an area along the western boundary of the site that would be dedicated for a future bicycle and pedestrian path connection. The bicycle and pedestrian path could eventually connect to an underpass under the Caltrain tracks to the north side of the tracks. However, the City's 2015 Bicycle Transportation Plan does not include plans for installation of a bike path in this location, and construction of this bike path would not occur as part of implementation of the proposed project.

In addition, the project may also involve off-site transportation improvements such as:

- New pedestrian/bicycle path from the northwest corner of Shoreline Boulevard/Villa Street to the terminus of West Evelyn Avenue.
- New crosswalks, traffic calming devices, or traffic controls on Villa Street near the project site.

The proposed new path is illustrated on Figure 11. The proposed new path would connect to the existing sidewalk at the northwest corner of Shoreline Boulevard/Villa Street to the existing sidewalk on West Evelyn Avenue. Construction of the path would involve the removal of two trees. The exact details for the traffic calming devices on Villa Street have not been finalized at this time. Nonetheless, the EIR analyzes potential effects associated with the installation of traffic calming devices and assumes the improvements would only occur within the existing Villa Street right-of-way near the project site.

2.5.8 Construction and Grading

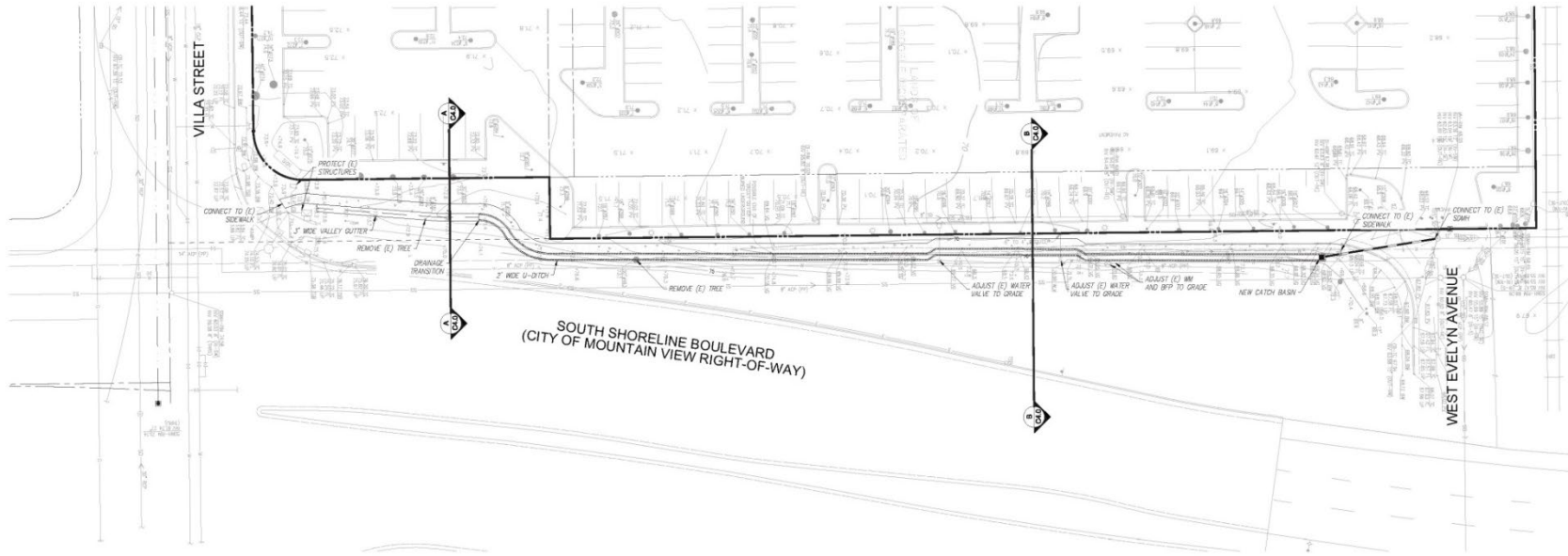
Construction of the proposed project is expected to occur over approximately 26 months. Approximately 14,000 square feet of existing structures on-site would be demolished. The maximum depth of excavation would be approximately 25 feet. Construction of the project would involve the export of approximately 60,000 cubic yards of soil and import of approximately 300 cubic yards of soils.

2.6 Project Objectives

The applicant's objectives for the proposed project are to:

1. Construct new residential units to help Mountain View better balance the jobs to housing ratio in the city.
2. Develop residential units that are close to transit services, the downtown area, and major employment sectors in the city, and include transportation demand amenities that reduce vehicle trips and instead promote walking, biking, carpooling, and increased transit use.
3. Design and construct a project in accordance with the City's Green Building Ordinance that incorporates energy, water, and natural resource conservation features and a construction program that minimizes waste and the use of toxic and hazardous materials.
4. Redevelop a former Superfund site that has been vacant for over 20 years.
5. Dedicate land to Mountain View that will be developed as a public park.

Figure 11 Proposed Off-Site Path Improvement



Source: 2.ink Studio Landscape Architecture 2018



2.7 Required City Approvals

The approvals that would require discretionary actions by the City include:

- General Plan Amendment
- Rezone
- Development Review Permit
- Demolition Permit
- Grading Permit
- Heritage Tree Removal Permit

2.8 Approvals by Other Agencies

No discretionary approvals from other agencies are required.

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3 Environmental Setting

This section provides a general overview of the environmental setting for the proposed project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 Regional Setting

Mountain View is located at the north end of State Route (SR) 85, where it intersects with U.S. Route 101 (US 101). SR 82 follows the route of the historic El Camino Real through Mountain View. The City is bounded to the northwest by Palo Alto, to the north by the San Francisco Bay, to the south and southwest by Los Altos, and to the east by Sunnyvale and Moffett Federal Airfield. To the west lie the Santa Cruz Mountains, views of which are the origin of the city's name and which separate it from the Pacific Ocean. To the east lies the Diablo Range. Both ranges, which together form the boundaries of the Santa Clara Valley, are visible from many parts of the city. Most of Mountain View consists of residential neighborhoods. Business parks are located mostly in the North Shoreline neighborhood, north of US 101, and east of SR 85.

Mountain View is located approximately 17 miles inland from the coastline of the Pacific Ocean. Mountain View's semiarid climate is temperate year-round. The average temperature is 58°F, with an average low of 47°F and an average high of 69°F. Rainfall in Mountain View averages 15 inches per year with most rainfall occurring between November and April. Over the past four years, California endured the most severe drought in the state's recorded history. Lower-than-average precipitation, coupled with increased temperatures, greatly impacted the state's water supply and prompted historic actions to reduce water demand throughout California (City of Mountain View 2016). Although air quality in the area has steadily improved in recent years, the San Francisco Bay Area remains a nonattainment area for ozone and particulate matter.

3.2 Project Site Setting

The project site is located along the northern side of Villa Street, between Higdon Avenue and Mariposa Avenue, in a neighborhood characterized by residential uses. Figure 2 in Section 2, *Project Description*, shows the regional location, and Figure 3 in Section 2, *Project Description*, shows an aerial view of the project site and immediate surroundings.

The project site is bordered by Caltrain tracks and Central Expressway to the north, multi-family residences (Avalon Mountain View Apartments) and single-family residences to the east, one- and two-story single-family and multi-family residences to the west, and Villa Street to the South. Across Villa Street are one- and two-story single-family residences. Mariposa Park is approximately 0.1 miles to the southeast, Castro Park is approximately 0.3 miles to the southwest, and Rengstorff Park is approximately 0.3 miles to the west of the project site.

The approximately 3.36-acre project site is currently developed with a 16-unit, one-story apartment complex, three single-family residences, and vacant land. The site is generally flat and is about one-third paved. The undeveloped area of the project site contains vegetation and trees. Ninety-eight

trees are found on or adjacent to the site, including 50 heritage trees and nine City-owned trees in the City sidewalk right-of-way. Photos of the project site and surrounding land uses are shown on Figure 6 and Figure 7 in Section 2, *Project Description*.

The existing on-site residential buildings access their parking spaces directly from Villa Street. Regional access to the site is provided by Shoreline Boulevard and Central Expressway.

The project site has a General Plan land use designation of Medium Density Residential. The site is zoned R-1 (Residential – Single-Family), R-3-2 (Residential – Multiple-Family), and P-17 (Panned Community/Precise Plan) which refers to the Villa-Mariposa Area Precise Plan, as defined by the City’s Zoning Ordinance and the Land Use Element of the General Plan. Uses permitted in R-1 include detached, single-family dwellings and similar and related uses compatible with a quiet, family living environment. Permitted R-3-2 uses include multiple-family housing including apartments, condominium development, rowhouse development, townhouse development, small-lot single-family development and similar and related compatible uses. P-17 uses include those allowed in the Villa-Mariposa Area Precise Plan.

The northern, approximately 2.05-acre portion of the project site (APN #154-02-001), which is currently vacant, was previously utilized by the Jasco Corporation for repackaging and formulating chemical products from 1976 until December 1995 and has been vacant for approximately 20 years. The Jasco parcel has the address of 1710 Villa Street and is designated as a Superfund site by the USEPA. The site was also historically occupied by West Coast Door Manufacturing Company from 1954-1974, and before that was used for dry grain agricultural purposes from at least 1939.

Environmental investigations began on the 1710 Villa Street property in 1983 under the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), and the Jasco site was transferred to EPA oversight when it was listed as a Superfund site on October 4, 1989. On March 29, 2010 a Land Use Covenant was recorded for the Jasco property. The covenant prohibits groundwater extraction from the Property unless it is for environmental cleanup or monitoring purposes, and requires engineering controls. In addition, no soil disturbance can take place without prior approval of the EPA and SFBRWQCB. In 2014, the EPA prepared a 2-page flyer titled “Return to Use Initiative, 2010 Demonstration Project, Jasco Chemical Corporation, Mountain View, California” which states that the site has been approved for commercial and residential and uses as long as the provisions in the deed restriction are followed (Tetra Tech 2015). The 1710 Villa Street property is currently being evaluated by the US EPA for delisting from the Superfund List.

3.3 Cumulative Development

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of the proposed project. CEQA defines “cumulative impacts” as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be less than significant when analyzed separately, but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

For each environmental issue, cumulative impacts may occur over different geographic areas. For example, emissions of regional pollutants affect pollutant concentrations in the San Francisco Bay

Air Basin, whereas aesthetic impacts are more locally realized. As appropriate, geographic considerations will be discussed in individual issue areas, such as transportation and construction noise.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. Currently planned and pending projects within approximately 1.0 mile of the project site are listed in Table 4. The list of projects in Table 4 was used for all cumulative impact discussions in this Draft EIR, with the exception of the cumulative traffic discussion. The cumulative traffic analysis used a growth factor to analyze near-term cumulative traffic impacts, as described in Section 4.11, *Transportation and Traffic*.

Table 4 Cumulative Projects List

Project Name and Location	Land Use	Size in Square Feet or Dwelling Units	Status	Approximate Distance to Project Site
Central Neighborhoods Planning Area				
Mountain View Academy Staff Housing (360 South Shoreline Boulevard)	Residential	21 units	Planned	0.30 miles
Residence Inn Gatehouse (1854 W. El Camino Real)	Hotel	8,940 sf	Approved	0.48 miles
Minkoff Office Building (938-954 Villa Street)	Commercial	38,954 sf office 2,922 sf restaurant	Planned	0.50 miles
Residential Condominium Project (325 - 339 Franklin Street)	Residential	15 units	Planned	0.50 miles
Hope Street Investors (231-235 Hope St.)	Residential	9 units	Approved	0.70 miles
383 Castro Street	Commercial	25,090 sf office 8,701 sf retail	Planned	0.60 miles
St. Joseph's Church (582 Hope Street, corner of Castro & Church)	Mixed-Use	8,000 sf retail 12 units 3,400 sf church	Approved	0.70 miles
Fairmont Mixed Use Project (881 Castro Street)	Mixed-Use	8,500 sf commercial 18 units	Approved	0.80 miles
864 Hope Street	Residential	3 units	Planned	0.80 miles
257, 259, 263, and 265 Calderon Avenue	Residential	16 units	Planned	1.0 mile
Monta Loma/Farley/Rock Planning Area				
1968 Hackett Avenue & 208-210 Sierra Vista Avenue	Residential	24 units	Approved	0.30 miles
California Communities/ Peninsula Communities (2025 and 2065 San Luis Avenue)	Residential	33 units	Approved	0.60 miles
410-414 Sierra Vista Avenue	Residential	14 units	Planned	0.55 miles

City of Mountain View
1696–1758 Villa Street Residential Project

Project Name and Location	Land Use	Size in Square Feet or Dwelling Units	Status	Approximate Distance to Project Site
2044 and 2054 Montecito Avenue	Residential	52 units	Approved	0.53 miles
1998-2024 Montecito Avenue	Residential	17 units	Approved	0.50 miles
333 North Rengstorff Avenue	Residential	31 units	Planned	0.60 miles
647 Sierra Vista Ave	Residential	29 units	Approved	0.75 miles
Shorebreeze Apartments (460 North Shoreline Boulevard)	Residential	62 units	Planned	0.54 miles
San Antonio/Rengstorff/Del Medio Planning Area				
Barry Swenson Builder (1958 Latham Street)	Residential	6 units	Approved	0.42 miles
394 Ortega Avenue	Residential	144 units	Approved	0.83 miles
2300 West El Camino Real	Hotel	157 rooms	Approved	0.82 miles
Lennar Multi Family Communities (2268 W. El Camino Real)	Mixed Use	204 units	Approved	0.76 miles

¹ Cumulative project details were sourced from the City of Mountain View in January 2018 : <http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=25161>

4 Environmental Impact Analysis

This section discusses the possible environmental effects of the 1696–1758 Villa Street Multi-Family Residential Project for the specific issue areas that were identified through the scoping process as having the potential to experience significant effects. “Significant effect” is defined by the CEQA Guidelines §15382 as follows:

“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is listed separately in bold text, with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures; such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per CEQA Guidelines §15093;
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under CEQA Guidelines §15091;
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures; mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable;
- **No Impact.** No effect on environmental conditions or would reduce existing environmental problems or hazards.

A list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s) follows each environmental impact discussion. In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending developments in the area listed in Section 3, *Environmental Setting*. The Executive Summary of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.

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4.1 Aesthetics

This section evaluates the proposed project's potential impacts to scenic vistas, scenic resources, visual character and quality, and light and glare conditions.

4.1.1 Setting

a. Visual Character

The project site is located in an urban area primarily composed of single- and multi-family residential, office/commercial and civic development. The project site lies in the Central Neighborhoods/Downtown Area, as designated in the General Plan (City of Mountain View 2012a). The Central Neighborhoods Area is the civic, commercial, and social hub of the city and is composed of key community facilities and establishments and historic residential areas and buildings. Single-family residences in a variety of architectural styles predominantly characterize the residential sub-areas in the Central Neighborhoods area, including Craftsman and Spanish Mission Revival. Villa Street, on which the project site fronts, is a two-lane street lined with mature trees with branches overhanging into the street, as shown on Figure 4 in Section 2, *Project Description*.

The project site currently has one-story residences lining Villa Street and a vacant two-acre area with ruderal vegetation and mature trees at the rear of the site, as shown by Figure 3 in Section 2, *Project Description*. The scale of the existing single-family and multi-family residential development on-site is consistent with that of surrounding properties, which have residential buildings varying from one to three stories in height. Caltrain railroad tracks abut the rear of the project site. Ninety-eight trees are found on or adjacent to the site, including 50 heritage trees (defined by the City of Mountain View as any tree that has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade) and nine street trees in the City's right-of-way. The project site and surroundings are relatively level, with no hillsides or rock outcroppings in the site vicinity.

b. Scenic Vistas and Resources

No designated or eligible scenic highways in the state Scenic Highway Program are located in Mountain View (Caltrans 2017). The nearest such roadway, Interstate 280, is an eligible scenic highway located three miles southwest of the project site. At this distance and with intervening urban development, Interstate 280 does not offer views of the project site.

The City is named after its views of the Santa Cruz Mountains, which lie more than four miles southwest of the project site. Trees, buildings, and structures block views of the mountains from the project site. Existing development and vegetation also block views from the project site of other natural features such as the Diablo Mountain Range to the southeast, Mission Peak to the east, San Francisco Bay to the north, and Stevens Creek in the eastern portion of Mountain View. However, the Central Expressway provides motorists with brief and narrow views of the Santa Cruz Mountains across the project site to the southwest.

The 50 heritage trees on and adjacent to the project site are scenic resources. As discussed in Section 4.3, *Biological Resources*, dominant tree species observed on-site include coast redwoods and coast live oaks. Despite the abundance of heritage trees on the project site, views of these scenic resources from public viewpoints such as Villa Street, Higdon Avenue, the Central Expressway, and the Caltrain railroad line are limited. Existing residential buildings lining Villa Street obstruct views of most on-site trees from the perspective of motorists and pedestrians on this

roadway. Heritage redwood trees at the rear of the project site are briefly visible to motorists on the Central Expressway.

c. Existing Light and Glare Conditions

The project site is in an urbanized area with relatively high levels of existing lighting. The adjacent residential and roadway uses generate light and glare along all sides of the property. Primary sources of light adjacent to the project site include lighting associated with the existing single- and multi-family residential developments, headlights from vehicles on nearby streets, lights on passing Caltrains at the rear of the site, and street lights. The primary source of glare adjacent to the project site is the sun's reflection from metallic, glass and light-colored surfaces on nearby buildings and on parked vehicles.

d. Regulatory Setting

California Scenic Highway Program

The intent of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the state's scenic resources. The California Department of Transportation (Caltrans) defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a state Scenic Highway is based on vividness, intactness, and unity. Through enforcement of the California Scenic Highway Program, Caltrans protects state scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. As previously discussed in Section 1.1.1, there are no officially designated highways in Mountain View.

Mountain View 2030 General Plan

The Mountain View 2030 General Plan was adopted by the City Council in July 2012 and provides the City with goals and policies that more reflect shared community values, potential change areas, and compliance with state law and local ordinances. The Land Use and Design Element includes the following goal and policies related to aesthetics:

- **LUD 6.1: Neighborhood character.** Ensure that new development in or near residential neighborhoods is compatible with neighborhood character
- **LUD 9.1: Height and setback transitions.** Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods
- **LUD 9.3: Enhanced public space.** Ensure that development enhances public spaces through these measures:
 - Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street
 - Encourage pedestrian-scaled design elements such as stoops, canopies and porches
 - Encourage connections to pedestrian and bicycle facilities
 - Locate buildings near the edge of the sidewalk
 - Encourage design compatibility with surrounding uses
 - Locate parking lots to the rear or side of buildings
 - Encourage building articulation and use of special materials to provide visual interest

- Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design
- Encourage attractive water-efficient landscaping on the ground level
- **LUD 9.5: View preservation.** Preserve significant views throughout the community
- **LUD 9.6: Light and glare.** Minimize light and glare from new development

Mountain View City Code

In the Mountain View City Code (MVCC), the Zoning Ordinance (Title 36) sets forth design guidelines, height limits, building density, building design and landscaping standards, architectural features, sign regulations, and open space and setback requirements. The Zoning Ordinance promotes good design and careful planning of development projects so they enhance the visual environment. The City's development review process includes the review of preliminary plans, the consideration of public input at the Development Review Committee, Zoning Administrator, Environmental Planning Commission and the City Council. The City's Planning Division reviews private and public development applications for conformance with City plans, ordinances, and policies related to zoning, urban design, subdivision, and CEQA. The Zoning Administrator makes recommendations to the City Council for large development projects and makes final decisions for permits and variances, and the Development Review Committee reviews the architecture and site design of new development, and provides project applicants with appropriate design comments. The development review process ensures that the architecture and urban design of new developments protect the City's visual environment.

Other MVCC sections regulate exterior lighting at buildings and protected trees. Title 8 of the MVCC sets exterior lighting standards for multiple-family dwellings. Section 8.242 requires that perimeter lighting devices at multiple-family dwellings are designed and shielded so they do not cause off-site glare or nuisance. Chapter 32, Article 2 of the MVCC protects all trees designated as "Heritage" trees. Under this ordinance, a Heritage tree is defined as any one of the following:

- A tree which has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade;
- A multi-branched tree which has major branches below 54 inches above the natural grade with a circumference of 48 inches measured just below the first major trunk fork;
- Any *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) tree with a circumference of 12 inches or more when measured at 54 inches above natural grade;
- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move, or remove a Heritage tree.

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds

Based on Appendix G of the CEQA Guidelines, an aesthetic impact is considered significant if the proposed project would:

1. Have a substantial adverse effect on a scenic vista
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
3. Substantially degrade the existing visual character or quality of the site and its surroundings
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

The assessment of aesthetic impacts to scenic vistas, scenic resources, and visual character involves qualitative analysis that is inherently subjective in nature. Different viewers react to viewsheds and aesthetic conditions differently. Visual or aesthetic resources are defined generally as both the natural and built features of the landscape that contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would alter the perceived visual character and quality of the environment, a visual or aesthetic impact may occur. This evaluation measures the existing visual resource against the proposed project. The project site was observed and photographically documented in its surrounding context.

In addition to the above Appendix G checklist questions for aesthetics, this section analyzes shadow impacts. The project plans were reviewed to determine if the proposed multi-family apartment complex would create a new source of shade or shadow that would substantially adversely affect existing structures or uses in the area.

In determining shadow effects, several factors are considered:

- Affected land use (i.e., is it a light-sensitive use whereby sunlight is essential to its use);
- Duration (i.e., how many hours per day might a use be shadowed);
- Time of day (i.e., is in shadow at a time of day when sunlight is most important);
- Season (i.e., what time of year might a particular use be in shadow);
- Extent (i.e., what percentage of a particular use may be in shadow);
- Nature of the shadows (i.e., is the shadow more solid or more dappled in nature);
- Pre-existing conditions (i.e., are there existing buildings, landscaping or other features that currently shadow the use)

In order for a shadow impact to be considered significant, a project must substantially increase shadows cast upon shadow-sensitive uses. Facilities and operations sensitive to the effects of shading include: solar collectors; nurseries; primarily outdoor-oriented retail uses (e.g., certain restaurants); or, routinely useable outdoor spaces associated with recreational, institutional (e.g., schools), or residential land uses. These uses are considered sensitive because sunlight is important to their function, physical comfort, and/or commerce.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect on a scenic vista?

IMPACT AES-1 THE PROPOSED PROJECT WOULD NOT ADVERSELY AFFECT SCENIC VISTAS AS NO SCENIC VISTAS ARE VISIBLE FROM THE PROJECT SITE. NO IMPACT WOULD OCCUR.

According to the 2030 General Plan EIR, there are no specifically designated scenic views or vistas in Mountain View. The scenic quality of Mountain View is characterized by extensive views to the Santa Cruz Mountains to the south and west and views of other natural features such as the Diablo

Mountain range to the southeast, Mission Peak to the east, and Stevens Creek in the eastern portion of the City. Views of San Francisco Bay are generally available only from Shoreline Park in the North Bayshore Area. Views of ridgelines are available along the City's edges, streets, and other open areas, which are unimpeded by built structures (City of Mountain View 2012c).

Currently, views of the Santa Cruz Mountains from the project site are blocked by trees, buildings, and structures. Views of other natural features such as the Diablo Mountain Range to the southeast, Mission Peak to the east, San Francisco Bay to the north, and Stevens Creek in the eastern portion of Mountain View are also blocked. No scenic vistas are visible from the project site. No impact would occur.

Mitigation Measures

Mitigation measures are not required.

Threshold 2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

IMPACT AES-2 THE PROPOSED PROJECT WOULD INVOLVE REMOVAL OF HERITAGE TREES THAT ARE NOT SUBSTANTIALLY VISIBLE FROM PUBLIC VIEWPOINTS NEAR THE PROJECT SITE. THEREFORE, TREE REMOVAL WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES AS SEEN FROM PUBLIC VIEWPOINTS. THE IMPACT ON SCENIC RESOURCES WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 2, *Project Description*, site preparation for project construction would involve removal of an estimated 26 heritage trees. This includes 15 coast live oaks, eight coast redwoods, one holly oak, one edible fig, and one box elder. Mature, heritage trees serve as scenic resources. However, existing one-story buildings on the project site largely obstruct public views of these trees from the perspective of pedestrians and motorists on Villa Street. Southbound Caltrain passengers also have brief and narrow views of a grove of heritage redwood trees at the rear of the site, as trains pass by approximately 175 feet of frontage with the project site. Motorists on the Central Expressway have similar views that are obstructed further by roadside vegetation. Because the heritage trees on-site are not substantially visible from public viewpoints, the removal of 26 heritage trees would not substantially damage scenic resources. There are no rock outcroppings on the project site, and the buildings to be demolished are not historic resources, as discussed in Section 4.4, *Cultural Resources*. In addition, construction of the off-site path improvement would involve the removal of two trees. However, generally, the off-site path area is not visible from public viewpoints. The removal of two trees near the path would not damage scenic resources. Therefore, this impact would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Threshold 3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

IMPACT AES-3 THE PROPOSED HEIGHT AND MASSING OF THE PROJECT WOULD SUBSTANTIALLY INCREASE THE INTENSITY OF DEVELOPMENT ON THE PROJECT SITE, REPLACING VACANT LAND AND SINGLE-STORY STRUCTURES WITH A FIVE-STORY MULTI-FAMILY COMPLEX. HOWEVER, THE DESIGN OF THE NEW APARTMENT BUILDING WOULD BE COMPATIBLE WITH THE SURROUNDING NEIGHBORHOOD AFTER DESIGN REVIEW, AND LANDSCAPING WOULD BUFFER PUBLIC VIEWS OF THE BUILDING. THEREFORE, THE PROJECT WOULD BE VISUALLY COMPATIBLE WITH EXISTING DEVELOPMENT IN THE SURROUNDING AREA. IMPACTS RELATED TO VISUAL CHARACTER AND QUALITY WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction of the project would involve demolition, excavation, and building construction on the project site over approximately 26 months. The presence of heavy construction equipment, earth movement, and construction materials on the project would temporarily degrade the existing visual character of the project site, off-site path area, and surrounding areas. However, construction fencing and some existing landscaping would remain around the perimeter of the project site, providing a partial visual screen to adjacent residences. Views of construction activity on the project site from Villa Street also would be blocked partially by mature vegetation and parked vehicles along the roadway. Construction of the off-site path area would be temporary and largely shielded from public views by the South Shoreline Boulevard overpass. Therefore, temporary construction activity would have a less than significant impact on visual character and quality.

Operation

The proposed multi-family apartment complex would intensify the urban character of the project site and surrounding neighborhood. Currently, a one-story apartment complex with 16 units and three, one-story single-family residences occupy the 3.36-acre project site, with a two-acre vacant area at the rear. An apartment complex with 226 units would replace these residences. In contrast to the existing one-story buildings, the proposed apartment complex would range from two to five stories (maximum 65 feet) in height. At a maximum height of five stories, the new apartment building would also be at least two stories taller than the surrounding buildings, which range from one to three stories in height. However, the site layout and stepped back building height would minimize the project's incompatibility in scale with surrounding development. The apartments facing Villa Street would be two to three stories in height, similar to the scale of one-story and two-story residences to the north, south, and west of the project site. The taller portion of the apartment complex, rising to four and five stories, would be set back approximately 130 feet from Villa Street and therefore less visible from the streetscape.

Although the project would substantially increase the intensity and scale of development on the site, the proposed exterior design of the new building has elements that are compatible with the neighborhood context. As discussed in Section 2, *Project Description*, the apartment building would have light brown cement shakes and gray-brown composite wood siding, asphalt shingle roofs, and gray metal panel awnings. Wood siding would have a similar appearance to several nearby single-family residences that have similar exterior materials. The apartment building also would be located in a neighborhood that also has a variety of architectural styles including Craftsman and Spanish Mission Revival, and would be consistent with this eclectic character. Furthermore, the City of Mountain View's Planning Division has a design review process to ensure conformance with City

plans, ordinances, and policies related to urban design. The design review process includes review of preliminary plans and consideration of public input (City of Mountain View 2013). This process would ensure general compatibility of design between the proposed project and surrounding residential land uses.

Proposed changes to landscaping on the project site would involve the removal of heritage trees, but include the addition of a landscaped buffer along Villa Street. During construction, it is estimated that 28 heritage trees that serve as on-site scenic resources would be removed. However, existing one-story buildings on the project site largely obstruct public views of these trees from the perspective of pedestrians and motorists on Villa Street. Motorists on the Central Expressway also have brief and narrow views of a grove of heritage redwood trees at the rear of the site. Therefore, the removal of heritage trees would not substantially alter the site's visual character as seen from public viewpoints. In addition, proposed landscaping with trees, shrubs, grasses, and other ground cover would screen the new building from offsite viewpoints. The future 0.41-acre City park on the site's frontage with Villa Street also would serve as a nearly 100-foot-deep landscaped buffer, reducing the apartment building's visibility from the streetscape.

The existing visual character of the off-site path area is of a narrow vegetated area between a parking lot and roadway overpass. Construction of the path area would involve removal of two trees and paving of a pedestrian and bicycle path. This would not represent a major change in visual character of the site and would be consistent with the visual character of the adjacent parking and roadway uses.

Therefore, the proposed project would not substantially degrade the existing visual character or quality of the project site or its surroundings, and impacts would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Threshold 4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

IMPACT AES-4 THE PROPOSED PROJECT WOULD INTRODUCE NEW SOURCES OF LIGHT AND GLARE ON THE PROJECT SITE. HOWEVER, THESE NEW SOURCES WOULD NOT SUBSTANTIALLY INCREASE THE AMOUNT OF LIGHT AND GLARE RELATIVE TO EXISTING CONDITIONS IN THE NEIGHBORHOOD. IMPACTS RELATED TO LIGHT AND GLARE WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction of the project would involve demolition, excavation, and construction activities on the project site over approximately 26 months. Construction activities would temporarily introduce construction equipment and vehicles at the project site and surrounding area that could create glare from sunlight reflecting off reflective surfaces and materials. The glare could adversely impact neighboring residences and motorists along Villa Street. However, views of the project site from Villa Street are blocked partially by mature trees and parked vehicles along Villa Street. Under the proposed project, five trees along Villa Street would remain, partially screening the project site during construction. In addition, motorists typically only have fleeting views of the project site due to the speeds permitted on Villa Street and the fact that drivers attention is typically towards the road ahead rather than the project site. Therefore, glare from construction equipment and vehicles would be temporary and would be less than significant.

Construction activities would be restricted to daytime hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, which would reduce the need for lighting of the construction site. Although minimal nighttime lighting could be used on-site for security purposes, compliance with MVCC §8.70.1 would reduce light impacts during construction to less than significant.

Operation

The proposed project would eliminate some existing glare sources on-site and introduce new ones. The proposed five-story, 226-unit apartment complex would increase glare on the project site through the use of materials that are more reflective compared to the current low- to moderately reflective building and existing vegetation. Potential sources of glare would consist of glazing (windows) and other reflective materials used in the façade of the proposed building; however, the glare from the proposed building would be similar to glare produced by other structures in the project vicinity.

Lighting is of most concern when it may potentially spill over or trespass from a project site onto properties or areas including residential buildings and the public sidewalk or right-of-way. The project would eliminate some existing residential light sources on-site and introduce new ones. New sources of lighting would include the interior light fixtures visible through windows, exterior lights to illuminate the apartment building and common open space areas, and a proposed streetlight on Villa Street. The subterranean parking garage ingress and egress point along Villa Street would also be lighted, and headlights of vehicles entering and exiting the subterranean garage at night would cast light onto roadways and surrounding properties. The off-site path area would not involve lighting or major sources of glare as it would be used only by pedestrians and bicyclists.

Exterior lighting would be subject to City standards to reduce light spillover to neighboring properties. Pursuant to MVCC §8.242, perimeter lighting at the apartment complex must be designed and shielded to not cause off-site glare or nuisance. In addition, the project would be oriented and designed in accordance with the City's design standards to minimize reflective materials and glare, and would be subject to the City's development approval process. The Planning Division reviews public and private development applications for conformance with City plans, ordinances and policies related to zoning, urban design, subdivision and environmental analysis. The development review process includes review of preliminary plans, the consideration of public input at meetings of the Development Review Committee, Zoning Administrator, Environmental Planning Commission, and City Council. The approval process includes a public hearing with the Development Review Committee to receive recommendations on the design and public hearings before the Environmental Planning Commission and City Council (City of Mountain View 2018a). These reviews would ensure that the project's design, construction materials, and lighting would be consistent with the City's community standards for residential development and would not adversely affect the visual quality of the area or create a substantial new source of light or glare. Therefore, impacts due to light and glare from the proposed project would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Threshold 5: Would the project create a new source of shade or shadow that would adversely affect existing structures or uses in the area?

IMPACT AES-5 THE PROPOSED PROJECT WOULD CAST NEW SHADOWS ON RESIDENCES TO THE WEST, NORTH, AND EAST OF THE SITE. HOWEVER, NEARBY RESIDENCES WOULD RETAIN SUBSTANTIAL SUN EXPOSURE, RESULTING IN A LESS THAN SIGNIFICANT IMPACT.

The proposed apartment complex would have a height of two to three stories on the south side of the project site, facing Villa Street, and four to five stories on the north, west, and east sides of the site. The maximum building height of five stories would exceed by four stories the height of the existing one-story residences on the project site. Because of the apartment complex's greater height, it would cast additional shadows than under existing conditions. Shadow-sensitive land uses that would be subject to new shadows cast by the proposed apartment building include adjacent one- and two-story residences located to the east and west sides of the project site and one- and two-story residences to the north, across the Central Expressway.

In general, shadows cast by buildings are shortest on the summer solstice (June 21) and longest on the winter solstice (December 21). During the winter solstice, the proposed apartment complex would fully shade residences to the west in the morning and partially shade residences to the north and east in the afternoon, as shown by the shadow diagrams in Figure 12. At the spring and autumn equinox, the complex would shade the backyards and rear side of residences to the west in the morning, as shown in Figure 13. During the summer solstice, projected shadows would not reach shadow-sensitive areas on adjacent properties, as shown in Figure 14.

Based on the shadow diagrams, the project would increase the exposure of nearby residences to shadows, especially to the west of the project site. As discussed above, residences to the west would be partially to fully shaded in the morning during the winter, spring, and fall. However, shading would not last the full day, and they would not be shaded by the proposed apartment complex after noon, i.e., during the time of day when residents are typically more likely to spend time in outdoor areas. It is also expected that these residences would not be subject to more than four consecutive hours of shading in a given day. In addition, these residences do not have rooftop-mounted solar panels that depend on exposure to sunlight. Residences to the south, east, and north would not be subject to a substantial increase in shadows. Therefore, given the timing, duration, and extent of new shadows, the project would have a less than significant impact related to shadows.

Mitigation Measures

Mitigation measures are not required.

c. Cumulative Impacts

The cumulative setting for aesthetics is the geographic area visible to and from the project site in Mountain View. In urban places such as the project site, this area typically encompasses a 0.25-mile radius from the project site. As shown in Table 4 in Section 3, *Environmental Setting*, no planned or pending major projects are located closer than 0.3 mile to the project site. Therefore, with the exception of the proposed project, currently planned and pending cumulative projects would not affect the cumulative setting for aesthetics. As discussed in Impact AES-2, the project would have a less than significant impact on visual character and quality because it would be visually compatible with existing development in the surrounding area. Similarly, cumulative projects (i.e., the proposed

Figure 12 Winter Shadow Diagrams



WINTER SOLSTICE (12/21) - 9 AM



WINTER SOLSTICE (12/21) - 12 PM



WINTER SOLSTICE (12/21) - 4 PM

Source: Seidel Architects, August 2018

Figure 13 Spring/Fall Equinox Shadow Diagrams

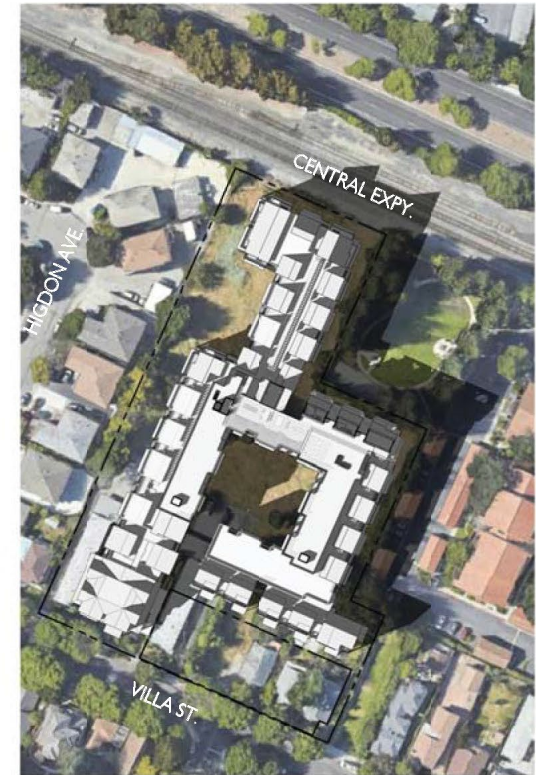


SPRING/AUTUMN EQUINOX (3/21 & 9/21) - 9 AM

Source: Seidel Architects, August 2018



SPRING/AUTUMN EQUINOX (3/21 & 9/21) - 12 PM



SPRING/AUTUMN EQUINOX (3/21 & 9/21) - 4 PM

Figure 14 Summer Shadow Diagrams



SUMMER SOLSTICE (6/21) - 9 AM

Source: Seidel Architects, August 2018



SUMMER SOLSTICE (6/21) - 12 PM



SUMMER SOLSTICE (6/21) - 4 PM

project) would have a less than significant visual impact. The project would not have a considerable contribution to a significant cumulative impact.

d. Summary of Impact Conclusions

Impact Statement	Mitigation Measure(s)	Residual Impact
Impact AES-1. The proposed project would not adversely affect scenic vistas as no scenic vistas are visible from the project site. No impact would occur.	None required	Less than significant without mitigation.
Impact AES-2. The proposed project would involve removal of heritage trees that are not substantially visible from public viewpoints near the project site. Therefore, tree removal would not substantially damage scenic resources as seen from public viewpoints. The impact on scenic resources would be less than significant.	None required	Less than significant without mitigation.
Impact AES-3. The proposed height and massing of the project would substantially increase the intensity of development on the project site, replacing vacant land and single-story structures with a five-story multi-family complex. However, the design of the new apartment building would be compatible with the surrounding neighborhood after design review, and landscaping would buffer public views of the building. Therefore, the project would be visually compatible with existing development in the surrounding area. Impacts related to visual character and quality would be less than significant.	None required	Less than significant without mitigation.
Impact AES-4. The proposed project would introduce new sources of light and glare on the project site. However, these new sources would not substantially increase the amount of light and glare relative to existing conditions in the neighborhood. Impacts related to light and glare would be less than significant.	None required	Less than significant without mitigation.
Impact AES-5. The proposed project would cast new shadows on residences to the west, north, and east of the site. However, nearby residences would retain substantial sun exposure, resulting in a less than significant impact.	None required	Less than significant without mitigation.

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4.2 Air Quality

This section evaluates the project's potential impact to regional and local air quality. Both temporary impacts related to construction and long-term impacts associated with the project are discussed. Traffic projections used in emissions estimates are based on the Traffic Impact Analysis prepared by Hexagon, July 2018, included as Appendix L to this EIR. Section 4.5, *Greenhouse Gas Emissions* addresses greenhouse gas emissions (GHG) and global climate change impacts.

4.2.1 Setting

a. Regional Climate and Meteorology

The project site is located in Santa Clara County on the peninsula region of the San Francisco Bay Area Air Basin (SFBAAB). The Santa Cruz Mountains extend to the center of the peninsula, with elevations above 2,000 feet at the southern end of the peninsula, decreasing to 500 feet around South San Francisco. Coastal towns experience cool, foggy weather during the summer, while cities along the southeastern part of the peninsula experience warmer temperatures and fewer foggy days due to the ridgeline blocking the marine layer. The average summer temperature is in the high 70s, while the average winter temperature is in the high 30s and low 40s. The winds play a large role in controlling climate in the area, and annual average winds range between five and ten miles per hour in this region (Bay Area Air Quality Management District [BAAQMD] 2017a).

Air pollutant emissions in the SFBAAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are distributed widely and include those such as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be operated legally on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment such as when high winds suspend fine dust particles (BAAQMD 2017a).

b. Air Pollutants of Primary Concern

The federal and state Clean Air Acts mandate the control and reduction of certain air pollutants. Under these Acts, the USEPA, and the California Air Resources Board (CARB) have established ambient air quality standards for certain "criteria" pollutants. The rates and distributions of corresponding air pollutant emissions, as well as by the climatic and topographic influences discussed above, affect ambient air pollutant concentrations. Proximity to major sources is the primary determinant of concentrations of non-reactive pollutants (such as carbon monoxide [CO] and suspended particulate matter). Usually, ambient CO levels in particular follow closely the spatial and temporal distributions of vehicular traffic. A discussion of the primary criteria pollutants follows.

Ozone

Ozone is a colorless gas with a pungent odor. Most ozone in the atmosphere forms because of the interaction of ultraviolet light, reactive organic gases (ROG), and oxides of nitrogen (NO_x). ROG (the

organic compound fraction relevant to ozone formation and equivalent sufficiently for the purposes of this analysis to volatile organic compounds, or VOCs) is composed of non-methane hydrocarbons (with some specific exclusions). NO_x is made of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and nitrogen dioxide. A highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high ROG and NO_x levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional rather than local scale, ozone is considered a regional pollutant.

Carbon Monoxide

CO is an odorless, colorless gas. CO causes a number of health problems including fatigue, headache, confusion, and dizziness. The incomplete combustion of petroleum fuels in on-road vehicles and at power plants is a major cause of CO. Wood stoves and fireplaces produce CO during the winter. CO tends to dissipate rapidly into the atmosphere; consequently, violations of the state CO standard are generally associated with major roadway intersections during peak-hour traffic conditions. Localized CO “hotspots” can occur at intersections with heavy peak-hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the National Ambient Air Quality Standards (NAAQS) of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm.

Nitrogen Dioxide

Nitrogen dioxide (NO_2) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2 , creating the mixture of NO and NO_2 commonly called NO_x . NO_2 is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children may occur at concentrations below 0.3 ppm. NO_2 absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of fine particulate matter and acid rain.

Suspended Particulates

Particulate matter (PM_{10}) is small particulate matter measuring no more than 10 microns in diameter, while particulate matter ($\text{PM}_{2.5}$) is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates, and sulfates. They are a by-product of fuel combustion and wind erosion of soil and unpaved roads, and are emitted directly into the atmosphere through these processes. Chemical reactions create suspended particulates in the atmosphere. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates ($\text{PM}_{2.5}$) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are associated generally with combustion processes, and form in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the

body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial sources. Because of the phase-out of leaded gasoline, as discussed below, metal processing currently is the primary source of lead emissions. The highest level of lead in the air is found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers.

In the early 1970s, the USEPA set national regulations to reduce the lead content in gasoline gradually. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The USEPA completed the ban prohibiting the use of leaded gasoline in highway vehicles in December 1995. As a result of the USEPA's regulatory efforts to remove lead from gasoline, lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least in part as a result of national emissions standards for hazardous air pollutants (USEPA 2013).

c. Current Ambient Air Quality

The USEPA and CARB established ambient air quality standards for major pollutants, including ozone, CO, NO₂, sulfur dioxide (SO₂), lead, and PM₁₀ and PM_{2.5}. Standards have been set at levels intended to be protective of public health. California standards are more restrictive than federal standards for each of these pollutants except for lead and the eight-hour average for CO.

CARB provides local control in air quality management through county-level or regional (multi-county) Air Pollution Control Districts (APCD). CARB establishes statewide air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, and the project site is located under the jurisdiction of BAAQMD.

CARB and local air districts monitor ambient air quality to assure that air quality standards are met and, if they are not met, to also develop strategies to meet the standards. Air quality monitoring stations measure pollutant ground-level concentrations (typically, ten feet above ground level). Depending on whether the standards are met or exceeded, the local air basin is classified as in "attainment" or "non-attainment." Some areas are unclassified, which means no monitoring data are available. Unclassified areas are considered to be in attainment. Table 5 summarizes the California Ambient Air Quality Standards (CAAQS) and the NAAQS for each of these pollutants as well as the attainment status of SFBAAB, which is under the jurisdiction of the BAAQMD.

Table 5 Ambient Air Quality Standards and Basin Attainment Status

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8 Hour	0.070 ppm	N	0.070 ppm	N
	1 Hour	0.09 ppm	N		
Carbon Monoxide	8 Hour	9.0 ppm	A	9 ppm	A
	1 Hour	20 ppm	A	35 ppm	A
Nitrogen Dioxide	1 Hour	0.18 ppm	A	0.100 ppm	U
	Annual Arithmetic Mean	0.030 ppm		0.053 ppm	A
Sulfur Dioxide	24 Hour	0.04 ppm	A	0.14 ppm	A
	1 Hour	0.25 ppm	A	0.075 ppm	A
	Annual Arithmetic Mean			0.030 ppm	A
Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	N		
	24 Hour	50 µg/m ³	N	150 µg/m ³	U
Particulate Matter - Fine (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	N	12 µg/m ³	U/A
	24 Hour			35 µg/m ³	N
Sulfates	24 Hour	25 µg/m ³	A		
Lead	Calendar Quarter			1.5 µg/m ³	A
	Rolling 3 Month Average			0.15 µg/m ³	
	30 Day Average	1.5 µg/m ³			A
Hydrogen Sulfide	1 Hour	0.03 ppm	U		
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm	No information available		
Visibility Reducing Particles	8 Hour (10:00 to 18:00 PST)		U		

A=Attainment; N=Nonattainment; U=Unclassified; mg/m³=milligrams per cubic meter; ppm=parts per million; µg/m³=micrograms per cubic meter

Source: BAAQMD 2017b, <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>

As shown in Table 5, the SFBAAB is in nonattainment for the federal standards for ozone and PM_{2.5}. The SFBAAB is also in nonattainment for the state standard for ozone as well as PM₁₀ and PM_{2.5}.

Table 6 summarizes air quality monitoring data for the project area. The Redwood City Monitoring Station is the closest BAAQMD-operated monitoring station to the project site, approximately 8.5 miles to the northwest. Table 6 offers the representative annual air quality data for the project site between the years 2014 and 2016 at the Redwood City Monitoring Station for all criteria pollutants, except PM₁₀ because data was unavailable from that station. Data for PM₁₀ was obtained from the next closest station, the San Jose-Jackson Street Monitoring Station, located approximately 11.1 miles southeast of the project site. Eight-hour ozone levels exceeded federal and state thresholds once in 2014, and PM₁₀ levels exceeded the state threshold once in 2014 and once in 2015.

Table 6 Ambient Air Quality Data

Pollutant	2014	2015	2016
Ozone (ppm), Worst 1-Hour	0.086	0.086	0.075
Number of days of state exceedances (>0.09 ppm)	0	0	0
Ozone (ppm), 8-Hour Average	0.065	0.071	0.060
Number of days of state exceedances (>0.07 ppm)	0	1	0
Number of days of federal exceedances (>0.07 ppm)	0	1	0
Carbon Monoxide (ppm), Highest 8-Hour Average	*	*	*
Number of days of above federal or state standards (>9.0 ppm)	*	*	*
Particulate Matter <10 microns, µg/m ³ , Worst 24 Hours	56.4	58.8	32.2
Number of days above state standard (>50 µg/m ³)	1	1	0
Number of days above federal standard (>150 µg/m ³)	0	0	0
Particulate Matter <2.5 microns, µg/m ³ , Worst 24 Hours	35.0	34.6	19.5
Number of days above Federal standard (>35 µg/m ³)	0	0	0

ppm = parts per million; µg/m³ = micrograms per cubic meter

* There was insufficient (or no) data available to determine the value.

Redwood City Monitoring Station was used for all pollutants except PM₁₀, which used data from the San Jose-Jackson Street Monitoring Station.

Source: CARB 2017a, <https://www.arb.ca.gov/adam/topfour/topfour1.php>

d. Regulatory Setting

The federal Clean Air Act (CAA) governs air quality in the United States. In addition to federal requirements, the California Clean Air Act governs air quality in California more stringently. CARB administers these laws at the state level and the APCD does so at the regional and local levels. The BAAQMD regulates air quality at the regional level, including the nine-county Bay Area.

Federal

The USEPA is responsible for enforcing the federal CAA. The USEPA is also responsible for establishing the NAAQS. NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. The agency has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by the CARB as described below.

State

CARB became part of the California Environmental Protection Agency (CalEPA) in 1991, and is responsible for meeting the state requirements of the federal CAA, administering the California CAA, and establishing the CAAQS. The California CAA, as amended in 1992, requires all air districts in the state to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. The CARB regulates mobile air pollution sources, such as motor vehicles. The agency is responsible for setting emission standards

for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications that became effective on March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts that in turn administer air quality activities at the regional and county level.

Regional

The BAAQMD is primarily responsible for assuring that the federal and state ambient air quality standards are attained and maintained in the Bay Area. The BAAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities.

The BAAQMD adopted the 2017 Clean Air Plan (2017 Plan) on April 19, 2017 as an update to the 2010 Clean Air Plan. The 2017 Plan focuses on protecting public health and the climate and defines an integrated, multi-pollutant control strategy that incorporates all feasible measures to reduce emissions of ozone precursors (including transport of ozone and its precursors to neighboring air basins), fine particulate matter (PM), and toxic air contaminants (TAC). To protect public health, the control strategy will decrease population exposure to PM and TACs in communities most impacted by air pollution with the goal of eliminating disparities in exposure to air pollution between communities. The control strategy will protect the climate by reducing greenhouse gas emissions and developing a long-range vision of how the Bay Area could look and function in a year 2050 post-carbon economy (BAAQMD 2017c).

Local

The City's 2030 General Plan contains the following goal and policies specific to air quality and the proposed project (City of Mountain View 2012a).

Goal INC-20. Clean, breathable air and strongly controlled city sources of air pollution.

Policy INC 20.1: Pollution Prevention. Discourage mobile and stationary sources of air pollution.

Policy INC 20.2: Collaboration. Participate in state and regional planning efforts to improve air quality.

Policy INC 20.3: Pollution-reduction Technologies. Encourage the use of non-fossil fuels and other pollution-reduction technologies in transportation, machinery and industrial processes.

Policy INC 20.6: Air Quality Standards. Protect the public and construction workers from construction exhaust and particulate emissions.

Policy INC 20.7: Protect Sensitive Receptors. Protect the public from substantial pollutant concentrations.

Policy 20.8: Offensive Odors. Protect residents from offensive odors.

e. Sensitive Receptors

Certain population groups are more sensitive to air pollution than the general population. In particular, children, the elderly, and acutely or chronically ill persons, especially those with cardio-respiratory diseases, are considered sensitive receptors. Sensitive receptors that are close to localized sources of particulate matter, toxics, and carbon monoxide are of particular concern. According to BAAQMD, sensitive receptors include residences, schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, and medical facilities (BAAQMD 2017a). Sensitive receptors near the project site include the single-family residences west and south of the project site and the multi-family residences east of the project site. Sensitive receptors near the off-site path area include the adjacent school.

4.2.2 Impact Analysis

a. Significance Thresholds

Based on Appendix G of the CEQA Guidelines, the project would have a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
4. Expose sensitive receptors to substantial pollutant concentrations
5. Create objectionable odors affecting a substantial number of people

Emissions Thresholds

This analysis evaluates air quality using BAAQMD's May 2017 *CEQA Air Quality Guidelines*. The May 2017 Guidelines include revisions made to the 2010 Guidelines, addressing the California Supreme Court's 2015 opinion in the *Cal. Bldg. Indus. Ass'n vs. Bay Area Air Quality Mgmt. Dist.*, 62 Cal. 4th 369 (BAAQMD 2017a).

The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts. If a project meets all of the screening criteria, then the lead agency or applicant would not need to perform a detailed air quality assessment of their project's air pollutant emissions. These screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. For projects that are infill, such as the proposed project, emissions would be less than the greenfield-type project on which the screening criteria are based (BAAQMD 2017b). For mid-rise apartments, the BAAQMD's operational criteria pollutant screening size is 494 dwelling units and the construction-related screening size is 240 units. The proposed project involves 226 units and is below the screening criteria. Nonetheless, this analysis quantifies emissions associated with the project and compares them to BAAQMD's numeric significance thresholds.

The BAAQMD *CEQA Air Quality Guidelines* quantify project-level air quality thresholds with defined numeric values and evaluation criteria for pollutant emissions. These project-level thresholds,

shown in Table 7, represent the levels at which a project’s individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin’s existing air quality conditions. For the purposes of this analysis, the proposed project would result in a significant impact if construction or operational emissions would exceed any of the thresholds in Table 7.

Table 7 Air Quality Thresholds of Significance

Pollutant/Precursor	Construction-Related Thresholds	Operational Related Thresholds	
	Average Daily Emissions (pounds per day)	Maximum Annual Emissions (tpy)	Average Daily Emissions (lbs/day)
ROG	54	10	54
NO _x	54	10	54
PM ₁₀	82 (exhaust)	15	82
PM _{2.5}	54 (exhaust)	10	54

Notes: tpy = tons per year; lbs/day = pounds per day; NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year.

Source: Table 2-1, Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2017

Localized Carbon Monoxide Concentrations

A project’s indirect CO emissions would be significant if they contribute to a violation of the state CO standards (9.0 ppm averaged over eight hours and 20 ppm over one hour).

Toxic Air Contaminate Emissions

TACs, including fine diesel particulates (PM_{2.5}), can have significant health impacts on local communities. The BAAQMD’s *CEQA Air Quality Guidelines* sets thresholds applicable to projects that would site new sensitive receptors in proximity to permitted or non-permitted sources of TAC or PM_{2.5} emissions. If impacts due to emissions of TACs or PM_{2.5} from any individual source would exceed any of the thresholds listed below, the project would result in a significant impact:

- Non-compliance with a Community Risk Reduction Plan
- An excess cancer risk level of more than 10 in one million (10E-06), or a non-cancer (i.e., chronic or acute) hazard index greater than 1.0 from any individual source would be a significant, cumulatively considerable contribution
- An incremental increase of greater than 0.3 micrograms per cubic meter (µg/m³) annual average PM_{2.5} from any individual source would be a significant, cumulatively considerable contribution

The project site is not in an area with a Community Risk Reduction Plan. Therefore, the project is evaluated with respect to criteria 2 and 3 listed above.

b. Methodology

The significance thresholds described in the previous subsection represent the levels at which a project’s individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB’s existing air quality conditions. The California Emissions

Estimator Model (CalEEMod) version 2016.3.2 was used to calculate total project emissions, which include construction and operational emissions.

Short-Term Emissions

Construction-related emissions are generally short-term, but may still cause adverse air quality impacts. Demolition of the existing 14,000 square feet of residences on-site and construction of the proposed project would generate temporary emissions from three primary sources: operation of construction vehicles (e.g., scrapers, loaders, and excavators); ground disturbance during clearing and grading, which creates fugitive dust; and the application of asphalt, paint, or other oil-based substances. The extent of daily emissions, particularly reactive organic gases (ROGs) and nitrogen oxide (NO_x) emissions, generated by construction equipment depend on the quantity of equipment used and the hours of operation for each project. The extent of fugitive dust (PM_{2.5} and PM₁₀) emissions would depend upon the following factors: 1) the amount of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials offsite is necessary. The amount of ROG emissions generated by paints and oil-based substances, such as asphalt, depends upon the type and amount of material utilized.

CalEEMod was used to estimate air pollutant emissions associated with project construction, assumed to begin in January 2019 and end in July 2021 based on a construction schedule provided by the project applicant. Construction would include demolition, site preparation, grading, construction, paving, and architectural coating. Grading associated with the underground parking was assumed to occur over three months and would require approximately 60,000 cubic yards of soil to be exported and 300 cubic yards of soil to be imported, based on applicant provided information. Architectural coating was assumed to begin halfway through building construction, consistent with typical construction schedules. Construction activities would result in temporary air quality impacts that may vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Although some emissions would occur with construction of the off-site path area, these emissions are expected to be minor and incremental compared to emissions associated with construction of the residential project and were not quantified in CalEEMod. Emissions results from CalEEMod were converted from maximum to average daily emissions, assuming a five day work week and no work on State and federal holidays.

Long-Term Emissions

CalEEMod was used to estimate operational emissions from the residential building and proposed park, which included emissions from area sources, energy use, and mobile sources. Area source emissions would be generated by landscape maintenance equipment, consumer products, and architectural coating, were estimated using CalEEMod defaults. The increase in motor vehicle trips to and from the project site would generate more mobile source emissions, compared to existing conditions, indicated by the daily project traffic generation rates from the Traffic Impact Analysis (Appendix L). Emissions from existing development on the project site were subtracted from estimated project emissions to determine the overall net operational emissions of the project. Because the proposed off-site path improvement involves a pedestrian/bicycle path connection, no operational air pollutant emissions associated with operation of the path are expected.

Localized Carbon Monoxide Concentrations

BAAQMD provides a preliminary screening methodology to determine conservatively whether a proposed project would exceed CO thresholds. If the following criteria were met, a project would result in a less than significant impact related to local CO concentrations:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Analysis of the proposed project's traffic impacts (Section 4.11, *Transportation and Traffic*) indicates that the proposed project meets all three criteria listed above. According to the Traffic Impact Analysis, no intersections affected by the project would handle more than 44,000 vehicles per hour; therefore, no intersection-specific CO modeling is required (Appendix L). The project is consistent with the Santa Clara VTA Congestion Management Program and would only affect intersections with traffic flows that peak at 1,000 to 2,000 vehicles per hour. As a result, the project would not result in individually or cumulatively significant impacts from CO emissions and would have a less than significant impact on local CO concentrations.

Toxic Air Contaminant Emissions

Local community risk and hazard impacts are associated with TACs and PM_{2.5} because emissions of these pollutants can have significant health impacts at the local level. BAAQMD's *CEQA Air Quality Guidelines* include risk and hazard thresholds intended to apply to projects that would site new permitted or non-permitted sources in proximity to receptors and for projects that would site new sensitive receptors in proximity to permitted or non-permitted sources of TAC or PM_{2.5} emissions. According to BAAQMD, residential land uses and parks are sensitive land uses. The main sources of TACs for the project site are highways 85 and 101.

The California Supreme Court in a December 2015 opinion (*California Building Industry Association v. Bay Area Air Quality Management District [1st Dist., Div. 5, 2016] 2 Cal.App.5th 1067*) confirmed CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. However, the Supreme Court also confirmed that agencies may voluntarily use the TAC thresholds for guidance. Because the City has policies (e.g.: Policy INC 20.7) related to air quality effects on residents, a TAC analysis is included in this EIR using the thresholds and methodology described above.

c. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

IMPACT AQ-1 THE PROPOSED PROJECT WOULD BE CONSISTENT WITH BAAQMD'S 2017 CLEAN AIR PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

To be consistent with an air quality management plan, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the local jurisdiction's forecasted population. A project may be inconsistent with the air quality management plan if it would generate population, housing, or employment growth exceeding the forecasts used to develop the air quality management plan. Population growth would lead to increased vehicle use, energy consumption, and associated air pollutant emissions. The 2017 Plan is the most recent and applicable adopted air quality plan and the proposed project would result in a significant impact if it would conflict with or obstruct its implementation.

The proposed project would add 226 housing units and increase the population in Mountain View. As discussed in Section 4.13, *Effects Found Not to Be Significant*, the proposed project would add an estimated 543 residents (226 units multiplied by 2.4 persons per household) to the City's population. The California Department of Finance estimates that Mountain View currently has 35,595 housing units and a population of 79,278 (DOF 2017). The addition of 226 residential units and 592 new residents would bring the total number of housing units to 35,861 and the total population to 79,870. BAAQMD uses the Association of Bay Area Government's (ABAG) growth forecast to make assumptions about area growth in the Clean Air Plan. The latest ABAG projections do not include a population forecast, but do include a housing forecast that estimates 58,300 housing units in the city in 2040 (ABAG 2017). The housing growth associated with the project is well within ABAG projections and thus within the BAAQMD 2017 Plan projections. Therefore, the project would not conflict with or obstruct the implementation of an applicable air quality plan and impacts would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Threshold 2: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Threshold 3: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

IMPACT AQ-2 THE PROPOSED PROJECT WOULD RESULT IN TEMPORARY EMISSIONS OF AIR POLLUTANTS DURING CONSTRUCTION, WHICH WOULD AFFECT LOCAL AIR QUALITY, AND WOULD NEED TO COMPLY WITH BAAQMD CONSTRUCTION CONTROL MEASURES TO REDUCE EMISSIONS. IMPACTS WOULD BE SIGNIFICANT BUT MITIGABLE.

Construction Emissions

Project construction would generate temporary air pollutant emissions. Table 8 summarizes the estimated average daily emissions of pollutants during project construction. As shown in the table, emissions from criteria pollutants would not exceed BAAQMD thresholds. However, BAAQMD recommends the implementation of all basic construction mitigation measures listed in the May 2017 *CEQA Air Quality Guidelines*. Therefore, mitigation is required to ensure implementation of BAAQMD control measures. With mitigation, construction-related impacts would be less than significant.

Table 8 Project Construction Emissions

Year	Estimated Average Daily Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)	SO _x
Project Emissions	3.8	31.0	5.0	0.2	0.2	<0.1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Table 2.0 “Overall Construction-mitigated” emissions and Calculation Worksheet. CalEEMod worksheets in Appendix B.

N/A = not applicable; no BAAQMD threshold for CO or SO_x

Operational Emissions

Long-term emissions associated with project operation, as shown in Table 9 and Table 10, would include emissions from vehicle trips (mobile sources), natural gas and electricity use (energy sources), and landscape maintenance equipment, consumer products and architectural coating associated with on-site development (area sources). Emissions from existing development on the project site were subtracted from project emissions to determine the overall net emissions of the project. Table 9 and Table 10 show that emissions would not exceed BAAQMD daily or annual thresholds for any criteria pollutant. Consequently, operational impacts would be less than significant.

Table 9 Project Operational Average Daily Emissions

Sources	Average Daily Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Area	6.5	0.2	18.7	0.1	0.1	<0.1
Energy	0.1	0.5	0.3	<0.1	<0.1	<0.1
Mobile	1.7	7.3	20.7	6.1	1.7	0.1
Project Emissions	8.3	8.0	39.7	6.3	1.8	0.1
Existing Emissions	(10.5)	(1.2)	(17.0)	(2.5)	(2.0)	(<0.1)
Total Project Emissions (Project – Existing)	(2.2)	6.8	22.7	3.8	(0.2)	0.1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Table 2.0 “Overall operational-mitigated” emissions. CalEEMod worksheets in Appendix B. Numbers may not add up due to rounding.

N/A = not applicable; no BAAQMD threshold for CO or SO_x, () denotes subtraction

Table 10 Project Operational Maximum Annual Emissions

Sources	Maximum Annual Emissions (tons/year)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Area	1.1	<0.1	1.7	<0.1	<0.1	<0.1
Energy	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.3	1.3	3.6	1.1	0.3	<0.1
Project Emissions	1.5	1.4	5.3	1.1	0.3	<0.1
Existing Emissions	(0.2)	(0.2)	(0.7)	(0.1)	(<0.1)	(<0.1)
Total Project Emissions (Project – Existing)	1.3	1.2	4.6	1	0.3	<0.1
BAAQMD Thresholds	10	10	N/A	15	10	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Table 2.0 “Overall operational-mitigated” emissions. CalEEMod worksheets in Appendix B. Numbers may not add up due to rounding.

N/A = not applicable; no BAAQMD threshold for CO or SO_x, () denotes subtraction

Mitigation Measures

To reduce impacts from construction emissions, the following mitigation measures are required:

AQ-2 BAAQMD Basic Construction Measures

The applicant shall implement the following BAAQMD Basic Construction Mitigation Measures:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

Significance After Mitigation

Implementation of Mitigation Measures AQ-2 would require implementation of the BAAQMD Basic Construction Measures to reduce construction-related emissions. With mitigation, the project would be consistent with BAAQMD recommendations and air pollutant emissions during project construction would be less than significant.

Threshold 4: Would the project expose sensitive receptors to substantial pollutant concentrations?

IMPACT AQ-3 THE PROPOSED PROJECT WOULD NOT GENERATE SUBSTANTIAL EMISSIONS OF TACs OR PM_{2.5} AND WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS OF TAC OR PM_{2.5} SOURCES IN THE PROJECT VICINITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed project is not anticipated to cause localized TAC emissions that would expose sensitive receptors to substantial pollutant concentrations because the project includes residences, a park, and an off-site path improvement. The proposed land uses are not industrial and would not generate substantial emissions.

The BAAQMD *CEQA Air Quality Guidelines* include significance thresholds for siting a new receptor near an existing source of TAC or PM_{2.5} emissions. The proposed project would construct new sensitive receptors including residences and a park. The primary concern with respect to heavy-traffic roadway adjacency is the long-term effect of TACs, such as diesel exhaust particulates, on sensitive receptors. The primary source of diesel exhaust particulates is heavy-duty trucks on freeways and high-volume arterial roadways. BAAQMD has established thresholds that a potential health risk would occur if there is an excess cancer risk level of more than 10 in 1 million, or if sensitive receptors would be exposed to an incremental increase of greater than 0.3 micrograms per cubic meter (µg/m³) annual average PM_{2.5}. In addition, a cumulative health risk would occur if there is an excess cancer risk level of more than 100 in one million, or if sensitive receptors would be exposed to 0.8 µg/m³. BAAQMD recommends that all TAC and PM_{2.5} sources, including freeways and major roadways, located within a 1,000-foot radius of the project site should be evaluated to determine their impact on the new sensitive receptor (BAAQMD 2017a).

BAAQMD considers freeways or major roadways with greater than 10,000 vehicles per day as a significant traffic volume roadway (BAAQMD 2017a). The project site is over 5,000 feet west of Highway 85 and south of Highway 101. Each of these carries over 10,000 vehicles per day, however because the project site is over 5,000 feet away from these roadways, they are not evaluated as part of the screening analysis. According to the traffic study prepared for the proposed project, 26,790 average daily trips utilize Central Expressway, which is within 1,000 feet of the project site. Therefore, Central Expressway is classified as a significant traffic volume roadway. The Roadway Screening Analysis Calculator was used to evaluate cancer risk and PM_{2.5} concentration due to vehicle emissions from Central Expressway, north of the project site (BAAQMD 2012a). Annual average daily traffic for Central Expressway between Shoreline Boulevard and Rengstorff Avenue was estimated from the TIA. Other local roadways within 1,000 feet of the project site do not carry over 10,000 vehicles per day, or substantial volumes of heavy trucks, the primary producers of diesel PM_{2.5} emissions.

According to the Roadway Screening Calculator, residents on the project site would be exposed to TAC emissions and associated cancer risk of 8.1 in one million, and PM_{2.5} concentrations of 0.204 µg/m³ from Central Expressway (Appendix B). Emissions from Central Expressway would not exceed BAAQMD individual thresholds of an excess cancer risk level of more than 10 in one million and 0.3 µg/m³ for residents on the project site.² Impacts related to roadway sources would be less than significant.

BAAQMD has developed a stationary source-screening tool that is based on reasonable worst-case assumption scenarios to determine whether a refined modeling analysis is required. The Santa Clara County Stationary Source Screening Analysis Tool provided by the BAAQMD identifies one permitted source within 1,000 feet of the project site. BAAQMD Source ID 17806, a generator, is located approximately 950 feet west of the project site. Using the Distance Adjustment Multiplier Tool for Diesel Internal Combustion (IC) Engines, the cancer risk at the project site would be 0.59 in one million and sensitive receptors at the project site would be exposed to an annual average PM_{2.5} concentration of 0.0002 µg/m³, below BAAQMD's thresholds (Appendix B). Therefore, impacts related to stationary sources would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Threshold 5: Would the project create objectionable odors affecting a substantial number of people?

IMPACT AQ-4 THE PROPOSED PROJECT INVOLVES RESIDENTIAL USES WHICH WOULD NOT GENERATE CONSISTENT OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE. ODOR IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The BAAQMD's 2017 CEQA Guidelines provides odor screening distances for land uses that have the potential to generate substantial odor complaints. The uses in the table include wastewater

² The values are based on reasonable worst-case assumptions to determine if a refined modeling analysis is required. Calculations used in the screening analysis do not include source-specific exhaust information such as release height, exhaust gas exit velocity, exhaust gas temperature, nor do they account for specific distances from receptors. A more refined analysis using source-specific exhaust parameters, site-specific meteorological data, site-specific building dimensions and locations, and actual location of source and receptors would be expected to result in lower and more accurate values than the conservative values from the screening tools.

treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017a). The proposed project involves residential uses. None of the uses identified in the table would occur with the project. The proposed project would not generate objectionable odors affecting a substantial number of people during operation.

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be temporary and would cease upon completion. Overall, the proposed project would not generate objectionable odors affecting a substantial number of people. Impacts concerning odors would be less than significant.

Mitigation Measures

Mitigation measures are not required.

d. Cumulative Impacts

According to BAAQMD’s *CEQA Air Quality Guidelines*, an air quality plan refers to clean air plans, state implementation plans (SIPS), ozone plans, and other potential air quality plans developed by BAAQMD. To date, BAAQMD’s most current air quality plan is the 2017 Plan. As described above, the proposed project would comply with basic and optional control measures in the 20107 Plan as required by Mitigation Measure AQ-2. Compliance with the 2017 Plan would reduce air pollution resulting from construction activities.

The proposed project would not conflict with or obstruct continued implementation of the 2017 Plan and would not exceed BAAQMD project level thresholds. According to the BAAQMD *CEQA Air Quality Guidelines* emissions from a project’s contribution to a cumulative air quality impact was considered when developing the thresholds of significance. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable. Because the proposed project would not exceed emissions thresholds cumulative impacts to air quality would be less than significant.

e. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact AQ-1. The proposed project would be consistent with BAAQMD’s 2017 Clean Air Plan. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact AQ-2. The proposed project would result in temporary emissions of air pollutants during construction, which would affect local air quality, and would need to comply with BAAQMD construction control measures to reduce emissions. Impacts would be significant but mitigable.</p>	<p>AQ-2 BAAQMD Basic Construction Measures. The applicant shall implement the following BAAQMD Basic Construction Mitigation Measures:</p> <ul style="list-style-type: none"> ▪ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. ▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered. ▪ All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. 	<p>Less than significant.</p>

Impact	Mitigation Measure(s)	Residual Impact
	<p>The use of dry power sweeping is prohibited.</p> <ul style="list-style-type: none"> ▪ All vehicle speeds on unpaved roads shall be limited to 15 mph. ▪ All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. ▪ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points. ▪ All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator. <p>Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</p>	
<p>Impact AQ-3. The proposed project would not generate substantial emissions of TACs or PM_{2.5} and would not expose sensitive receptors to substantial pollutant concentrations of TAC or PM_{2.5} sources in the project vicinity. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact AQ-4. The proposed project involves residential uses and would not generate consistent objectionable odors affecting a substantial number of people. Odor impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>

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4.3 Biological Resources

This section analyses the proposed project's impacts related to biological resources. This section is based on the Biological Resources Assessment (BRA) prepared for the proposed project by Rincon Consultants, Inc. dated July 2018 (included in Appendix C of this EIR) and the Tree Inventory and Assessment prepared for the project site by Arborwell in June 2018 (included in Appendix D of this EIR).

4.3.1 Setting

a. Project Site Setting

The project site comprises six assessor's parcels totaling roughly 3.29 acres, and consists of developed and undeveloped areas. The southern portion of the project site consists of vacant residential apartment buildings and single-family residences; it has been subject to permanent disturbances associated with the existing buildings, fencing, and paved areas. The northern portion of the project site was formerly developed with a chemical processing facility that has since been removed. This portion of the site now contains historically disturbed open, undeveloped space populated by ruderal (weedy), non-native, and native plant species including mature trees.

An off-site pedestrian/bicycle path would be developed along South Shoreline Boulevard between Villa Street and West Evelyn Avenue as part of the project. The path is located in an existing disturbed area adjacent to an office complex parking lot and South Shoreline Boulevard. For the purposes of this analysis, the area of the proposed pedestrian/bicycle path is referred to as the "off-site path area."

Rincon biologists surveyed the project site at 1696-1758 Villa Street on January 8, 2018 and the off-site path improvement area on July 11, 2018 as part of the BRA. The biological reconnaissance survey assessed on-site habitat suitability for special-status plant and wildlife species, classified and mapped existing vegetation and land cover types, recorded sensitive biological resources on-site, verified the absence of potential jurisdictional waters or wetlands, documented wildlife connectivity or movement features, and recorded observations of plant and wildlife species.

In addition, Rincon conducted a literature review as part of the BRA to characterize existing biological resources in the project site and immediate vicinity, and to assess the project area's suitability to support sensitive biological resources. Queries of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CDFW 2018a), CDFW Biogeographic Information and Observation System (CDFW 2018b); CDFW Special Animals List (CDFW 2017), CDFW Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2018c), U.S. Fish and Wildlife Service (USFWS) Information, Planning and Conservation System (USFWS 2018a), USFWS Critical Habitat Portal (USFWS 2018b), USFWS National Wetland Inventory (USFWS 2018C), and eBird online (eBird 2009) were conducted.

The following is based on the biological reconnaissance survey and literature review. Additional information can be found in Appendix C of this EIR.

Vegetation Community

The project site consists of a mix of landscaped ornamental vegetation, and California annual grassland vegetation. Ornamental vegetation is planted throughout the residential area of the

project site and makes up the majority of the vegetation occurring around the residential buildings. The northern half of the project site is characterized as non-native annual grassland and has been subject to previous disturbance associated with the site's historical use as a chemical manufacturing plant. The central portion of the northern half of the project site is mostly clear of shrubs and trees, except for "screening" trees occurring around the perimeter of the project site, a stand of blue gum (*Eucalyptus globulus*), and a single coast live oak (*Quercus agrifolia*) tree situated in the middle of the clear area. Historical aerial imagery of the northern California annual grassland portion of the project site shows evidence of routine mowing (Figure 15). The off-site path area is currently vegetated with non-native annual grasses, non-native herbaceous species, and landscaped trees.

General Plants Observed

The dominant land cover type on the southern portion of the project site can be characterized as residential (i.e., developed). This area contains paved parking lots, entry and exit driveways, buildings, and other infrastructure. The vegetation consists of landscaping with ornamental shrubs and trees. Tree species in this area include planted, non-native, ornamental species.

The dominant vegetation cover on the northern portion of the site is disturbed California annual grassland consisting of annuals, biennials, and ruderal (weedy) perennials, bordered by blackberry (*Rubus armeniacus*) and coyote bush (*Baccharis pilularis*) with a few other bushy ornamentals. The northern portion of the site is disturbed as a result of its historical use as a chemical manufacturing plant. It is dominated by herbaceous plants and is mostly devoid of trees and shrubs, except for the trees located around the perimeter of the site, the stand of blue gum, and the single coast live oak situated in the middle of the project site. Appendix C contains a list all plant species observed on the project site.

Currently, the off-site path area is vegetated with non-native annual grasses, non-native herbaceous species, native scrub species including manzanita (*Arctostaphylos* spp.) and coyote brush (*Baccharis* spp.), and native and non-native tree species. Non-native ivy (*Hedera* spp.) is also present on the site.

General Wildlife Observed

The project site potentially supports habitat for wildlife species that commonly occur in developed/disturbed suburban areas. The wildlife species observed on the project site are common, widely distributed, and adapted to living in proximity to human development. Trees lining the perimeter of the site provide abundant nesting opportunities for songbirds and small raptors. Avian species observed include northern mockingbird (*Mimus polyglottos*), Bewick's wren (*Thryomanes bewickii*), California towhee (*Melospiza crissalis*), song sparrow (*Melospiza melodia*), and white crowned sparrow (*Zonotrichia leucophrys*). Botta's pocket gopher (*Thomomys bottae*) burrows were observed throughout the northern portion of the site (Appendix B, Photograph 3). Bat species have the potential to occur in the abandoned single-family residential structures in the southern portion of the project site (Appendix C, Photographs 4 and 5). No other species or sign were observed during the field survey of the project site and off-site path area.

Trees

A tree inventory of the project site was prepared by International Society of Arboriculture Certified Arborist Samuel Oakley, from Arborwell, on June 14, 2018 (Appendix D). A total of 98 trees (24 species) were recorded on-site or directly adjacent to the project site. Of the 98 trees, 50 heritage trees are present on-site or directly adjacent to the site, and nine City-owned street trees are

Figure 15 Land Cover Occurring on the Project Site



present in the City right-of-way directly adjacent to the site. Dominant tree species recorded during the tree inventory included coast redwood (*Sequoia sempervirens*) and coast live oak (*Quercus agrifolia*).

Trees on and in the vicinity of the off-site path area were not surveyed as part of the Arborist Report. However, based on Rincon’s field survey of the off-site path area, native tree species are present. The native tree species present includes coast redwood (*Sequoia sepervirens*) trees that line the parking lot along the edge of the off-site path area. Additional non-native trees located within the survey area include Mexican fan palm (*Washingtonia* spp.) and walnut (*Juglans* spp.).

b. Special-status Biological Resources

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS or National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as rare, threatened, or endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as “Species of Special Concern,” “Fully Protected,” or “Watch List” by the CDFW; and plants with a California Rare Plant Rank of 1, 2, 3, and 4, defined as follows:

- List 1A = Plants presumed extinct in California
- List 1B.1 = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
- List 1B.2 = Rare or endangered in California and elsewhere; fairly endangered in California (20-80 percent occurrences threatened)
- List 1B.3 = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened or no current threats known)
- List 2 = Rare, threatened or endangered in California, but more common elsewhere
- List 3 = Plants needing more information (most are species that are taxonomically unresolved; some species on this list meet the definitions of rarity under CNPS and CESA)
- List 4.1 = Plants of limited distribution (watch list), seriously endangered in California
- List 4.2 = Plants of limited distribution (watch list), fairly endangered in California (20-80 percent occurrences threatened)
- List 4.3 = Plants of limited distribution (watch list), not very endangered in California

Sensitive Plant Communities

According to the California Natural Diversity Database, one sensitive plant community was documented previously within 5.0 miles of the project site: northern coastal salt marsh. No sensitive plant communities have been documented previously at the project site and no sensitive plant communities were observed on the project site during the reconnaissance survey. Northern coastal salt marsh is a coastal vegetation community that occurs in tidally influenced areas and has no potential for occurring on the project site. This species sensitive plant community is also not expected to be present in the proposed off-site path area.

Special-status Plant Species

Based on the review of CNDDDB database search results and the literature review, thirty-eight (38) special-status plant species were evaluated for their known occurrence or potential to occur within a 5.0-mile radius of the project site (see Appendix C). Of these 38 species, no special-status plant

species have the potential to occur on the project site based on the lack of suitable habitat and microhabitat conditions at the project site. None of these species are expected to be present in the proposed off-site path area.

Special-status Wildlife Species

Based on the database and literature review, 28 special-status wildlife species are known or have the potential to occur within a 5.0-mile radius of the project site. Of these, the following seven wildlife species are considered to have the potential to occur within the project site and off-site path area, based on the presence of suitable habitat:

- Cooper's hawk (*Accipiter cooperii*)
- Long-eared owl (*Asio otus*)
- Northern harrier (*Circus cyaneus*)
- Pallid bat (*Antrozous pallidus*)
- Short-eared owl (*Asio flammeus*)
- Townsend's big-eared bat (*Corynorhinus townsendii*)
- White-tailed kite (*Elanus leucurus*)

No special-status wildlife species were observed during field surveys of the project site and off-site path area. Additionally, the project site and off-site path area are not located in federally designated critical habitat areas. Two special-status bat species and five special-status raptor species have a low to moderate potential to occur or forage on the project site and off-site path area. Additional information on these species is included below.

Pallid Bat – State Species of Special Concern

Pallid bats can be found in deserts, grasslands, shrublands, woodlands, and forests. They are most commonly found in open, dry habitats with rocky areas for roosting (caves, mines, etc.). Day and night roosts can also include open buildings with deep cover to protect bats from high temperatures. The deteriorated residential buildings on the project site have abundant dark spaces among the collapsed roof and debris, and provide potential roosting opportunities for the pallid bat. However, this species is easily disturbed by human activity near roosting sites. The evidence of ongoing human activity in and around the vacant on-site residential buildings significantly reduces the likelihood of pallid bats roosting in these buildings.

Townsend's Big-eared bat – State Species of Special Concern

This species is found throughout California in a wide variety of environments; it is most commonly associated with mesic environments. The species roosts in caves, mines, and old buildings; hanging in the open from walls and ceilings. The deteriorated residential buildings on the project site have abundant dark spaces among the collapsed roof and debris, and provide potential roosting opportunities for the Townsend's big-eared bat. However, this species is sensitive to disturbance of roosting sites. Because there are people who may occupy, or may have previously occupied, the vacant on-site residential buildings, the likelihood of bats using these buildings is low.

Raptors and Other Birds

Five raptor species (Cooper's hawk, northern harrier, white-tailed kite, short-eared owl, and long-eared owl) have the potential to nest and forage on the project site and off-site path area. Of these,

the northern harrier, short-eared owl, and long-eared owl are California Species of Special Concern (CSSC), the Cooper’s hawk is a CDFW Watch List species, and the white-tailed kite is a Fully Protected species. None of the five raptors is listed as endangered or threatened under federal or state Endangered Species Acts. They are protected under the federal Migratory Bird Treaty Act and California Fish and Game Code (CFG) §3503 et seq., which prohibit taking or collecting any parts of birds or nests or taking individual birds. Additionally, any migratory bird that nests in California is protected under these regulations. Large trees are in the center of the grassland area on the north side of the project site, larger trees border the site on the northeast and southwest sides, and mature trees are located in the off-site path area. These provide potentially suitable nesting opportunities for migratory raptors and other birds.

Jurisdictional Delineation

The project site and off-site path area were evaluated for potential jurisdictional wetland or water features and riparian vegetation communities. No jurisdictional water/wetlands of the state or U.S. or riparian community identified in local or regional plans, policies, or regulations or by the USFWS or CDFW are present on the project site and off-site path area.

Wildlife Movement Corridors

Wildlife movement corridors, or habitat linkages, are defined generally as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. The project site is located in an area where habitat has been highly fragmented by intensive residential and commercial development. Due to the lack of suitable habitat, small size, and location in a residential neighborhood, the project site and off-site path area are not expected to serve as regional wildlife movement or dispersal corridors.

Resources Protected by Local Policies and Ordinances

The City regulates the removal of heritage trees and street trees in its jurisdiction. As defined by City Code Chapter 32, Article II, a heritage tree is any tree that has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Additionally, species of three genera – *Quercus* (oak), *Sequoia* (redwood), and *Cedrus* (cedar) – are considered heritage trees if they have a circumference of 12 inches measured at 54 inches above natural grade. There are 50 heritage trees on or directly adjacent to the project site (Appendix D). Trees in the vicinity of the off-site path area were not surveyed as part of this report or the Arborist Report included in Appendix D, however, trees in this area were observed and generally characterized during field visits. The arborist report provides recommended avoidance, minimization, and mitigation measures for impacts to trees.

Additionally, the City regulates the removal of street trees in its jurisdiction. As defined by City Code Chapter 32, Article I, a street tree is any tree that is growing in a street or public place including the entire planting strip, sidewalk area, easements and rights-of-way. Nine City-owned trees are located in the parkway strip between the curb and sidewalk along Villa Street (Appendix D).

Adopted or Approved Plans

No habitat conservation plans or Natural Community Conservation Plans occur in the area of the project site or off-site path area.

c. Regulatory Setting

Federal, state, and local authorities under a variety of statutes and guidelines share regulatory authority over biological resources. The primary authority for general biological resources lies in the land use control and planning authority of local jurisdictions, which in this instance is the City of Mountain View. The CDFW is a trustee agency for biological resources throughout the state under the CEQA and also has direct jurisdiction under the California Fish and Game Code, which includes, but is not limited to, resources protected by the State of California under the CESA.

Federal and State Jurisdictions

United States Fish and Wildlife Service

The USFWS implements the Migratory Bird Treaty Act (16 United States Code [USC] Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668). The USFWS and NMFS share responsibility for implementing the FESA (16 USC § 153 et seq.). The USFWS generally implements the FESA for terrestrial and freshwater species, while the NMFS implements the FESA for marine and anadromous species. Projects that would result in “take” of any federally listed threatened or endangered species are required to obtain permits from the USFWS and/or NMFS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of FESA, depending on the involvement by the federal government in permitting and/or funding of the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. “Take” under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of FESA; however, the USFWS and NMFS advise project applicants that they could be elevated to listed status at any time.

United States Army Corps of Engineers

Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) has authority to regulate activities that result in discharge of dredged or fill material into wetlands or other “waters of the United States.” Perennial and intermittent creeks are considered waters of the United States if they are hydrologically connected to other jurisdictional waters. The USACE also implements the federal policy embodied in Executive Order 11990, which is intended to result in no net loss of wetlands. In achieving the goals of the Clean Water Act, the USACE seeks to avoid adverse impacts and offset unavoidable adverse impacts on existing aquatic resources. Any discharge into wetlands or other “waters of the United States” that are hydrologically connected and/or demonstrate a significant nexus to jurisdictional waters would require a permit from the USACE prior to the start of work. Typically, when a project involves impacts to waters of the United States, the goal of no net loss of wetlands is met through compensatory mitigation involving creation or enhancement of similar habitats.

California Department of Fish and Wildlife (formerly the California Department of Fish and Game)

The CDFW derives its authority from the Fish and Game Code of California. The CESA (Fish and Game Code Section 2050 et. seq.) prohibits “take” of state-listed threatened and endangered species. Take under CESA is restricted to direct harm of a listed species and does not prohibit

indirect harm by way of habitat modification. The CDFW additionally prohibits take for species designated as Fully Protected under the CFGC under various sections. Projects that would result in take of any state listed threatened or endangered species are required to obtain an incidental take permit (ITP) pursuant to Fish and Game Code Section 2081. The issuance of an ITP is dependent upon the following: 1) the authorized take is incidental to an otherwise lawful activity; 2) the impacts of the authorized take are minimized and fully mitigated; 3) the measures required to minimize and fully mitigate the impacts of the authorized take are roughly proportional in extent to the impact of the taking on the species, maintain the applicant’s objectives to the greatest extent possible, and are capable of successful implementation; 4) adequate funding is provided to implement the required minimization and mitigation measures and to monitor compliance with and the effectiveness of the measures; and 5) issuance of the permit will not jeopardize the continued existence of a state-listed species.

California Fish and Game Code sections 3503, 3503.5, and 3511 describe unlawful take, possession, or destruction of birds, nests, and eggs. Fully protected birds (CFGC Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the Code protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs. Species of Special Concern (SSC) is a category used by the CDFW for those species that are considered to be indicators of regional habitat changes or are considered to be potential future protected species. Species of Special Concern do not have any special legal status except those afforded by the Fish and Game Code as noted above. The SSC category is intended by the CDFW for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands, and these species are considered sensitive as described under the CEQA Appendix G questions. The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (CFGC Section 1900 et seq.). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the NPPA, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of the plant(s).

Perennial and intermittent streams and associated riparian vegetation, when present, also fall under the jurisdiction of the CDFW. Section 1600 et seq. of the Fish and Game Code (Lake and Streambed Alteration Agreements) gives the CDFW regulatory authority over work within the stream zone (that could extend to the 100-year flood plain) consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

Regional Water Quality Control Board

The State Water Resources Control Board (SWRCB) and each of nine local Regional Water Quality Control boards (RWQCB) has jurisdiction over “waters of the State” pursuant to the Porter-Cologne Water Quality Control Act, which are defined as any surface water or groundwater, including saline waters, in the boundaries of the state. The SWRCB has issued general Waste Discharge Requirements (WDR) regarding discharges to “isolated” waters of the State (Water Quality Order No. 2004-0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the USACE to be Outside of Federal Jurisdiction). The local RWQCB (San Francisco Bay RWQCB) enforces actions under this general order for isolated waters not subject to federal jurisdiction, and is also responsible for the issuance of water quality certifications pursuant to Section 401 of the CWA for waters subject to federal jurisdiction.

Local

Mountain View 2030 General Plan

The species and habitat policies in the Infrastructure and Conservation Element of the City's General Plan aim to protect and sustainably manage the unique biological resources in the city. The goal and policies related to biological resources are shown below:

Goal INC-16: Rich and biologically diverse ecological resources which are protected and enhanced.

INC 16.1: Natural areas. Work with regional agencies to protect and enhance natural areas.

INC 16.2: Shoreline at Mountain View. Manage Shoreline at Mountain View Regional Park to balance the needs of recreational, open space, habitat, commercial and other uses.

INC 16.3: Habitat. Protect and enhance nesting, foraging and other habitat for special-status species and other wildlife.

INC 16.4: Invasive species. Contain and reduce the amount of invasive species.

INC 16.5: Wetland habitat. Collaborate with and support regional efforts to restore and protect wetlands, creeks, tidal marshes and open-water habitats adjacent to San Francisco Bay.

INC 16.6: Built environment habitat. Integrate biological resources, such as green roofs and native landscaping, into the built environment.

Mountain View Tree Preservation Ordinance

The City of Mountain View tree regulations protect all trees designated as "Heritage" trees (Chapter 32, Article 2). Under this ordinance, a Heritage tree is defined as any one of the following:

- A tree which has a trunk with a circumference of forty-eight (48) inches or more measured at fifty-four (54) inches above natural grade;
- A multi-branched tree which has major branches below fifty-four (54) inches above the natural grade with a circumference of forty-eight (48) inches measured just below the first major trunk fork.
- Any Quercus (oak), Sequoia (redwood), or Cedrus (cedar) tree with a circumference of twelve (12) inches or more when measured at fifty-four (54) inches above natural grade;
- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move, or remove a Heritage tree without a tree removal permit.

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds.

This analysis is based on the BRA prepared by Rincon Consultants, Inc. (Appendix C) in July 2018 and the Tree Inventory and Assessment prepared by Arborwell in June 2018 (Appendix D). Data used for

this analysis include field reconnaissance, current and historic aerial photographs, topographic maps, soil survey maps, geologic maps, climate data, relevant federal, state, and local plans, and databases listed in subsection 4.3.1(a).

The following thresholds are based on Appendix G of the CEQA Guidelines. Impacts would be significant if the proposed project would result in any of the following:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
6. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

b. Project Impacts and Mitigation Measures

<p>Threshold 1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by USFWS or CDFW?</p>

IMPACT BIO-1 THE PROPOSED PROJECT WOULD NOT DIRECTLY AFFECT SENSITIVE PLANT COMMUNITIES OR SPECIAL-STATUS PLANT SPECIES, BUT CONSTRUCTION ACTIVITIES COULD INDIRECTLY AFFECT SPECIAL-STATUS PLANT SPECIES THROUGH THE SPREAD OF INVASIVE, NON-NATIVE PLANT SPECIES. FURTHERMORE, THE PROPOSED PROJECT COULD DIRECTLY OR INDIRECTLY AFFECT SPECIAL-STATUS BAT SPECIES. THESE POTENTIAL IMPACTS TO SPECIAL-STATUS PLANT AND ANIMAL SPECIES WOULD BE SIGNIFICANT BUT MITIGABLE.

For the purposes of this analysis, special-status plant and animal species include those described under subsection 4.7.1(0), *Special-status Biological Resources*. The following summarizes potential impacts to sensitive plant communities, special-status plant species, special-status wildlife species, and special-status bat species.

Sensitive Plant Communities

No sensitive plant communities were identified on the project site and due to the existing conditions at the project site and off-site path area there is no potential for sensitive plant communities to occur. The proposed project does not have the potential to result in direct impacts to sensitive plant communities. Therefore, impacts to sensitive plant communities would be less than significant.

Special-status Plant Species

Based on the results of the database and literature reviews and findings from the site visits, the project would not result in direct adverse impacts to special-status plant species. Therefore, there would be no direct impacts to special-status plant species.

Indirect impacts resulting from the spread of invasive species to areas outside of the project site could occur if equipment picks up seeds from the project site and distributes them to other areas. The spread of invasive, non-native plant species transported by construction equipment or imported in fill materials could result in significant impacts at far distances from the project site. Invasive, non-native plant species can out-compete native species and/or alter habitat to such a state that is unsuitable for native plant species. For example, the spread of certain weed species can reduce the biodiversity of native communities through displacement of vital pollinators, potentially eliminating special-status plant species. Mitigation Measure BIO-1a is required to reduce potential indirect impacts to less than significant.

Special-status Wildlife Species

Implementation of the proposed project has potential to result in direct and indirect impacts to special-status bat species and nesting birds. Direct impacts to special-status bat species and nesting birds could include injury or mortality as a result of vegetation removal and building demolition activities. Indirect impacts could include disturbance to special-status wildlife as a result of habitat modification, construction noise, dust, and other disturbances associated with the proposed project. The following includes a discussion of potential impacts to nesting birds and bat species.

Nesting Birds

The proposed project has the potential to result in direct and indirect impacts to nesting birds if they are present at the project site, off-site path area, and/or in the immediate vicinity during construction activities. Based on the database and literature review and results from the site survey, five raptor species (Cooper's hawk, northern harrier, white-tailed kite, short-eared owl, and long-eared owl) have the potential to nest and forage on the project site. Of these, the northern harrier, short-eared owl, and long-eared owl are CSSC, the Cooper's hawk is a CDFW Watch List species, and the white-tailed kite is a Fully Protected species. These species are also protected under the MBTA. Impacts to nesting birds are potentially significant. However, the City would apply the following City of Mountain View Standard Condition of Approval concerning nesting birds which would reduce potential impacts to a less than significant level:

PRECONSTRUCTION NESTING BIRD SURVEY

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

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate City staff, shall

establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

Special-status Bat Species

Although the presence of bats in the existing vacant on-site buildings was not confirmed, the proposed project has the potential to result in direct and indirect impacts to three special-status bat species: pallid bat, Townsend's big-eared bat, and hoary bat. If bats are present at the project site, off-site path area, and/or immediate vicinity, implementation of the proposed project may result in direct and indirect impacts. Indirect impacts may include temporary disturbance due to noise, vibration, increased lights, reconfiguration of large objects that may lead to the abandonment of a maternity roost, and permanent modification or loss of roosts from construction activities. Direct impacts may include injury or mortality resulting from the use and movement of equipment and ground-disturbing activities associated with the project. Impacts to special-status bat species are potentially significant, and Mitigation Measure BIO-1b is required.

Mitigation Measures

The following mitigation measures are required.

BIO-1a Invasive Weed Prevention

The applicant and or/construction manager shall implement appropriate best management practices to curtail the spread of invasive plant species during construction. These include the following:

- Limit the use of imported soils for fill. Soils existing currently on-site should be used for fill material. If the use of imported fill material is necessary, it must be obtained from a source that is known to be free of invasive plant species.
- Equipment and vehicles shall be free of caked on mud and weed seeds/propagules before accessing the project site.
- As the site already contains several invasive species as identified by the California Invasive Plant Council, all equipment and vehicles shall be free of caked on mud and weed seeds/propagules before leaving the project site.

BIO-1b Special-status Bat Species Avoidance and Minimization

Focused surveys to determine the presence/absence of roosting bats shall be conducted prior to the initiation of construction activities, including vegetation clearance. If active maternity roosts are identified, at a minimum, no construction activities shall occur within 500 feet of the roost until the young are able to fly from the roost. If active day or night roosts are found on the project site, measures shall be implemented to safely flush bats from the roosts prior to the onset of construction activities. Such measures may include removal of roosting site during the time of day the roost is unoccupied or the installation of one-way doors, allowing the bats to leave the roost but not to re-enter.

Significance After Mitigation

Compliance with the City of Mountain View Standard Condition of Approval for nesting birds, mitigation measures BIO-1a and BIO-1b, and all existing federal, state, and/or local regulations would reduce impacts to a less than significant level.

Threshold 2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS?

IMPACT BIO-2 NO RIPARIAN HABITATS OR SENSITIVE NATURAL COMMUNITIES ARE LOCATED ON THE PROJECT SITE OR THE OFF-SITE PATH AREA. NO IMPACT WOULD OCCUR.

As part of the BRA prepared for the proposed project by Rincon Consultants, Inc. in June 2018 (included in Appendix C of this EIR), the project site and off-site path area were evaluated for potential jurisdictional wetland or water features and riparian vegetation communities. No jurisdictional waters/wetlands of the State or U.S. and no riparian communities identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS are present within the project site or off-site path area. Therefore, no impact to riparian habitat or other sensitive natural communities would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 3: Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

IMPACT BIO-3 NO FEDERALLY PROTECTED WETLANDS ARE LOCATED ON THE PROJECT SITE OR THE OFF-SITE PATH AREA. NO IMPACT WOULD OCCUR.

As part of the BRA prepared for the proposed project by Rincon Consultants, Inc. in June 2018, the project site and off-site path area were evaluated for potential jurisdictional wetland or water features and riparian vegetation communities. No jurisdictional water/wetlands of the State or U.S. or riparian communities identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS are present within the project site or off-site path area. Therefore, no impacts to wetlands would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

IMPACT BIO-4 THE PROPOSED PROJECT WOULD NOT INTERFERE WITH ESTABLISHED NATIVE RESIDENTS OR MIGRATORY WILDLIFE CORRIDORS DUE TO THE EXISTING CONDITIONS OF THE AREA WHERE THE PROJECT SITE IS LOCATED. NO IMPACT WOULD OCCUR.

The project site is located in an area where habitat has been highly fragmented by intensive residential and commercial development. Due to the lack of suitable habitat, small size, lack of connectivity with other habitat areas, and location within a developed area, the project site and off-site path area do not serve as regional wildlife movement or dispersal corridors (Rincon Consultants 2018). No impact would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

IMPACT BIO-5 THE PROPOSED PROJECT WOULD INVOLVE REMOVAL OF APPROXIMATELY 28 HERITAGE TREES. HOWEVER, WITH APPROVAL OF A HERITAGE TREE REMOVAL PERMIT AND COMPLIANCE WITH CITY OF MOUNTAIN VIEW STANDARD CONDITIONS OF APPROVAL, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, INCLUDING THE CITY'S TREE PRESERVATION ORDINANCE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The City of Mountain View defines a Heritage Tree as any tree that has a trunk with a circumference of 48 inches or more (measured 54 inches above natural grade) or trees that are species *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) if they have a circumference of 12 inches or more (measured at 54 inches above natural grade). The Tree Inventory and Assessment (Appendix D) assessed 98 trees on or directly adjacent to the project site. Of these, 50 trees were identified as Heritage Trees, including 26 on-site and 24 off-site but immediately adjacent. Nine of the off-site trees are City-owned trees, located in the City right-of-way between the Villa Street curb and sidewalk.

According to the Tree Inventory and Assessment:

- 64 trees, including 25 Heritage Trees, would need to be removed to construct the project
- Nine trees, including three Heritage Trees, were recommended for removal based on their poor condition
- Two street trees (not Heritage Trees) would need to be removed to develop project driveways

Therefore, implementation of the proposed project would involve the removal of approximately 75 trees, including 28 Heritage Trees and two street trees. The exact number of trees removed may change during final site design. The project applicant would be required to request a Heritage Tree Removal Permit, which is subject to City review and approval. The permit would include conditions for protection, relocation, and replacement, in accordance with City standards. With approval of the Heritage Tree Removal permit and implementation of permit conditions, the project would not

conflict with any local policies or ordinances protecting biological resources, including the City's Heritage Tree protection policies.

Trees that would not be removed would be protected during construction activities through required adherence to the following City of Mountain View Standard Conditions of Approval:

- **Replacement.** The applicant shall offset the loss of each Heritage tree with a minimum of one new tree. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.
- **Arborist Report.** A qualified arborist shall provide written instructions for the care of the 25 Heritage trees to be retained before, during, and after construction. Arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented.
- **Tree Protection Measures.** The tree protection measures listed in the Tree Inventory report prepared by *Arborwell* and dated June 14, 2018 shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.

No other local policies or ordinances related to environmental resources would conflict with the project. This impact would be less than significant with required adherence to the conditions in the Heritage Tree Removal Permit and implementation of City of Mountain View Standard Conditions of Approval.

Mitigation Measure

No mitigation measures are required.

Threshold 6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

IMPACT BIO-6 NO CONSERVATION PLANS OCCUR WITHIN THE AREA OF THE PROJECT SITE OR OFF-SITE PATH AREA. NO IMPACT WOULD OCCUR.

No habitat conservation plans or Natural Community Conservation Plans occur within the area of the project site or off-site path area (Rincon Consultants 2018). Therefore, the project would not conflict with any such plans and no impact would occur.

Mitigation Measures

No mitigation measures are required.

c. Cumulative Impacts

Cumulative development in the area may contribute to the loss of foraging and breeding habitat for special-status species, and contribute to the decline of special-status species, fragmentation of habitat, isolation of populations, and decreased movement opportunities. However, no special-status plant species, jurisdictional waters/wetlands of the state, riparian areas, or sensitive

communities are located on the project site, and the project is not in a wildlife movement corridor. Therefore, project implementation would not contribute to any cumulative impacts to these resources. Furthermore, potential impacts related to nesting birds, spread of invasive species, and removal of existing trees associated with the project would be less than significant with incorporated mitigation or City of Mountain View Standard Conditions of Approval. Therefore, the proposed project’s incremental contribution to cumulative impacts associated with biological resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

d. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact BIO-1. The proposed project would not directly affect sensitive plant communities or special-status plant species, but construction activities could indirectly affect special-status plant species through the spread of invasive, non-native plant species. Furthermore, the proposed project could directly or indirectly affect special-status bat species. These potential impacts to special-status plant and animal species would be significant but mitigable.</p>	<p>BIO-1a Invasive Weed Prevention. The applicant and or/construction manager shall implement appropriate best management practices to curtail the spread of invasive plant species during construction. These include the following:</p> <ul style="list-style-type: none"> ▪ Limit the use of imported soils for fill. Soils existing currently on-site should be used for fill material. If the use of imported fill material is necessary, it must be obtained from a source that is known to be free of invasive plant species. ▪ Equipment and vehicles shall be free of caked on mud and weed seeds/propagules before accessing the project site. ▪ As the site already contains several invasive species as identified by the California Invasive Plant Council, all equipment and vehicles shall be free of caked on mud and weed seeds/propagules before leaving the project site. <p>BIO-1b Special-status Bat Species Avoidance and Minimization. Focused surveys to determine the presence/absence of roosting bats shall be conducted prior to the initiation of construction activities, including vegetation clearance. If active maternity roosts are identified, at a minimum, no construction activities shall occur within 500 feet of the roost until the young are able to fly from the roost. If active day or night roosts are found on the project site, measures shall be implemented to safely flush bats from the roosts prior to the onset of construction activities. Such measures may include removal of roosting site during the time of day the roost is unoccupied or the installation of one-way doors, allowing the bats to leave the roost but not to re-enter.</p>	<p>Less than significant.</p>
<p>Impact BIO-2. No riparian habitats or sensitive natural communities are located on the project site or the off-site path area. No impact would occur.</p>	<p>None required</p>	<p>No impact.</p>
<p>Impact BIO-3. No federally protected wetlands are located on the project site or the off-site path area. No impact would occur.</p>	<p>None required</p>	<p>No impact.</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact BIO-4. The proposed project would not interfere with established native residents or migratory wildlife corridors due to the existing conditions of the area where the project site is located. No impact would occur.</p>	<p>None required</p>	<p>No impact.</p>
<p>Impact BIO-5. The proposed project would involve removal of approximately 28 heritage trees. However, with approval of a Heritage Tree Removal permit and compliance with City of Mountain View Standard Conditions of Approval, the proposed project would not conflict with local policies or ordinances protecting biological resources, including the City's tree preservation ordinance. This impact would be less than significant.</p>	<p>None required.</p>	<p>Less than significant without mitigation.</p>
<p>Impact BIO-6. No conservation plans occur within the area of the project site or off-site path area. No impact would occur.</p>	<p>None required</p>	<p>No impact.</p>

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4.4 Cultural and Tribal Cultural Resources

This section assesses potential impacts to historic, archeological, tribal cultural, and paleontological resources from the proposed project. The analysis is based in part on the *Draft Historical Resources Study* prepared by Rincon Consultants, Inc. in July 2018. The report is included in Appendix E of this EIR.

4.4.1 Setting

a. Historical Background

Prehistory

The project lies in an area traditionally occupied by the Native American group known as the Coastanoan or Ohlone. Ohlone territory extended south from the Carquinez Strait to portions of the Big Sur and Salinas rivers south of Monterey Bay, to approximately 50 miles inland (Shipley 1978). The Ohlone language belongs to the Coastanoan language family.

Ohlone territories were made up of one or more land-holding groups that anthropologists refer to as “tribelets.” A nearly universal characteristic throughout native California, the tribelet consists of a principle village occupied year-round and a series of smaller hamlets and resource gathering and processing locations occupied intermittently or seasonally. Populations of tribelets ranged between 50 and 500 persons and were determined largely by carrying capacity of a tribelet’s territory. The closest known tribelet settlements to Mountain View were the *puyšon*, *San Jose Cupertino* and *Santa Clara*, but some historical accounts and archeological data suggest there may have been temporary camps in the vicinity of Mountain View.

At the time of Spanish contact, the Mountain View area was situated on the edge of a salt marsh. The Ohlone historically subsisted on locally available resources such as acorns, tubers, shellfish, deer and other readily accessible natural products. The ecologically rich area would have provided abundant and readily accessible resources for the aboriginal population, making this area as a favorable place for locating habitation and resource processing sites. By 1810, the Ohlone lifeway had been severely disrupted by introduction of diseases, a declining birth rate, and social disruption as a result of the mission system. The Ohlone were transformed from hunters and gatherers into agricultural laborers who lived at the missions and worked with former neighboring groups such as the Esselen, Yokuts, and Miwok (Milliken 1995). Later, because of the secularization of the missions by Mexico in 1834, the aboriginal population gradually moved to ranchos to work as manual laborers (Levy 1978).

History

Post-European contact history for California is divided generally into three periods: the Spanish Period (1769- 1822), the Mexican Period (1822-1848), and the American Period (1848-present). The Spanish Period brought the establishment of the California mission system. Following the arrival of Spanish Explorers in 1760s and 1770s, Mission Santa Clara and Pueblo San Jose de Guadalupe were founded in 1777. The Mexican Period is known largely for the division of the land of California into private holdings. Following the Mexican-American war, the United States purchased California from Mexico and population of the state subsequently increased, particularly during the Gold Rush. In 1822 California became a Mexican Territory, and the mission lands gradually became private

ranchos through Mexican land grants. During this time, the land upon which present-day Mountain View sits was divided between Rancho Pastoria de las Borregas and ungranted lands. In 1846, the Bear Flag Rebellion resulted in California’s independence from Mexico and control of the territory soon fell into the hands of the United States.

City of Mountain View

During the 19th and early 20th centuries, Mountain View was a small agricultural community, surrounded by farms and orchards. The City of Mountain View was incorporated in 1902. In the 1940s, agricultural production gave way to the growing defense and technology industries with Moffett Field and National Air and Space Administration Ames Airfield located just outside of current city limits. Development in Mountain View transformed dramatically in the decades following World War II. As the population grew from 6,500 in 1950 to 55,000 in 1970, vast tracts of suburban housing developments sprang up across the city to accommodate the new residents.

1696 - 1758 Villa Street

The project site features development dating back to the 1920s with the construction of three single-family homes and one multi-family structure on Villa Street. The single-family homes are representative of the first wave of development that took place in Mountain View after the turn of the 20th century; the multi-family unit at 1722-1758 Villa Street represents the period in which the city experienced exponential growth in new development during the 1950s.

b. Geologic Setting

The project area is mapped at a scale of 1:24,000 by Dibblee and Minch (2007) and includes one (1) geologic unit mapped at ground surface: Holocene alluvial deposits (Qa.2) composed of unconsolidated fine-grained sand, silt, and gravel. The surficial Quaternary alluvium in Mountain View belongs to a series of alluvial fans emanating from the Santa Cruz Mountains along the perimeter of the Santa Clara Valley (Norris and Webb 1990). According to the Preliminary Geotechnical Investigation for the project (TRC 2015) and the Mountain View 2030 General Plan Environmental Impact Report (City of Mountain View 2012c), the Quaternary alluvial fan deposits are approximately six feet thick in the project area and overlie Holocene silty clay and deeper Pleistocene alluvial fan deposits at an unknown depth. The Holocene silty clay interfingers with Holocene San Francisco Bay Mud deposits and contains the remains of small marine fossils such as clams and snails. In the project area, the Franciscan bedrock underlies the Quaternary deposits at a depth greater than at least 45 feet, which was the maximum depth of the Preliminary Geotechnical Investigation (TRC 2015).

c. Existing Conditions

Historical Resources

As a result of the background research and intensive-level architectural survey conducted by Rincon Consultants, four built-environment resources were identified at the proposed project site. The properties include three single-family lots and one multi-family parcel, which were recorded on California Department of Parks and Recreation 523 Series forms and evaluated for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and for local designation. Appendix E provides the complete set of California Department of Parks and Recreation 523 Series forms for the property. A brief description of these resources follows.

1696 Villa Street

The parcel at 1696 Villa Street is a rectangular, single-family parcel containing one primary structure, a garage, and one additional ancillary structure. The main residence on the property has a rectangular floor plan set back slightly from the street with a small front lawn and front porch with a clipped-gable roof. The building was designed in the Craftsman style, as evidenced by its unenclosed overhanging eaves, exposed roof rafter tails, overall roof structure and porch construction. It sits on a rectangular lot, setback slightly from the street with a grass lawn and has a driveway that runs along the southeast side of the residence to the rear of the property.

According to Sanborn fire insurance maps, the primary residence and garage on the project site were constructed between 1921 and 1925. Due to the absence of building permits prior to the 1960s, the architect, builder, and original and subsequent owners could not be ascertained. A review of available Mountain View city directories for 1964 and 1968 offers that a Elton C. Potts, a bookkeeper at Pacific Press, and his wife Bess L. Potts, a tele-typist at Pacific Press, owned the property by 1964 and through at least 1984, when he requested a permit from the City for an unspecified “addition” on the property (City of Mountain View 2017f). It is suspected that the 1984 permit refers to the ancillary structure currently on the property. In addition, a review of historic aerial photography and Sanborn fire insurance maps from 1921, 1925, 1943, and 1956 confirms that the ancillary structure did not exist on the property prior to 1956 (Environmental Resource Data 2015a; b). While there is little information on the ownership history, building permits indicate an individual with the surname Flores owned the property in 1995 (City of Mountain View 2017f).

1698 Villa Street

Located mid-block between Mariposa and Higdon avenues, 1698 Villa Street is a 40-foot by 150-foot parcel with one single-family residence and one detached garage, located to the north of the residence. Figure 6 in Section 2, *Project Description* shows these buildings. The residence is a one-story Craftsman-style home with a rectangular footprint; it has been extensively altered since its construction, obscuring many of the characteristics that define its original style. The front-gabled roof is sheathed with tar and gravel and has overhanging eaves with fascia boards and exposed roof framing underneath. On the south, east, and west elevations, the exterior walls of the building are covered with non-original smooth finished stucco, although a small amount of original siding exists in the rear gable. All windows and doors visible from the public right-of-way are replacements and include aluminum and/or vinyl windows and modern wood doors. An aluminum awning is attached to the front picture window on the façade.

Field investigations and a review of existing documentation reveal that there have been numerous additions to the residence, particularly the primary (south) and rear (north) façades. The front addition is partial width and extends the front façade of the building southward by several feet; it is capped by a gabled roof lower in height than the original portion of the building. The primary entryway to the building is a doorway on the west elevation of this addition, accessed via a small poured concrete stoop that connects to a sidewalk leading to a driveway on the east side of the building. The northern addition appears to be full width with a slightly pitched shed roof and a rear entrance to the building.

Located northeast of the residence is a detached garage that appears to be original to the parcel, based on a review of Sanborn fire insurance maps. Although inaccessible for this survey, photographs from a 2016 Phase I Environmental Site Assessment (Tetra Tech 2016, Appendix G) indicate that the garage is a simple, rectangular wood-framed building with a front gabled roof. The structure sits on a poured concrete foundation and features horizontally laid wood siding of varying

forms and wood barn-style sliding doors. The primary residence sits on a rectangular lot, setback slightly from the street, and has a driveway that runs along the southeast side of the residence to the rear of the property. The property features a variety of mature trees and is enclosed at the front by a chain-link fence.

According to Sanborn fire insurance maps, the primary residence and garage located on the project site were constructed between 1921 and 1925. The floorplan of the residence has had at least two major alterations throughout its history (Environmental Resource Data 2015a; b). Visual observations, in combination with a review of the information available in the Phase I Environmental Site Assessment (Tetra Tech 2016), reveals that both the north and south façades have been extended outward from the original portion of the building. Although the exact dates that these alterations occurred are not verifiable, a post-1950s construction date is indicated through Sanborn fire insurance maps.

Due to the absence of building permits prior to the 1960s, the architect, builder, and original and subsequent owners from the time the building was constructed to 1967 could not be confirmed. A review of city directories for 1962, 1964, and 1968 offers that Paul and Eva Meeth owned the property during those years, which is consistent with 1967 building-permit information, when Paul Meeth requested a permit from the City to re-roof the residence. The other confirmed owner of the property is John D. Carpenter, listed in the Mountain View telephone directory as residing at 1698 Villa Street in 1993 and 1994. He requested permits from the City in 1992 for “sewage repair” and in 1994 to apply a tar and gravel roof to the residence (Mountain View Community Development Department 2017).

1700 Villa Street

The property at 1700 Villa Street is a 40-foot by 150-foot parcel that contains one single-family residence and one detached garage north of the residence (see Figure 5 in Section 2, *Project Description*). Designed in a minimal Craftsman style, the residence is a one-story home with an irregular footprint, the result of an addition to the north side of the building. Sheathed in asphalt shingles, the front-gabled roof features overhanging eaves and exposed rafter tails, with fascia boards on the gable ends that extend beyond the rafter tails to create a degree of decoration. A decorative wood gable vent is located on the rear gable. The exterior walls throughout the residence are clad in a wood shiplap siding. The building features a partial width front, entry porch on a poured concrete foundation that extends outward from the center of the building and leads to the primary entry, which features a wood and glass panel door. Two square wood columns hold up the gabled roof that caps the entry porch, the height of which is below that of the main roof structure. The porch roof gable features a decorative design in a sunburst pattern.

The rear addition is not visible from the public right-of-way, but photographs from a 2016 Phase I Environmental Site Assessment (Tetra Tech 2016) indicate it is partial-width, clad in multiple forms of wood siding, and capped by a flat or slightly pitched roof. It provides access to the house through a wood door with one large glass panel. With the exception of one vinyl sash on the west elevation and rear addition, windows throughout the building appear to be original one-over-one, double-hung style featuring simple wood trim and casework.

A detached, single-car garage sits north of the residence, and according to Sanborn fire insurance maps, is original to the parcel. The garage is a simple structure with a rectangular floorplan, and has a front gabled roof with wood shiplap siding clad walls. It sits on a poured concrete foundation with a concrete pad that extends out from its sliding wood barn doors. The primary residence sits on the

southeast side of its square lot and setback slightly from the street. The property features a variety of mature trees and is enclosed at the front by a short wood picket.

The residence and garage at 1700 Villa Street is representative of the first wave of development that took place in the area northwest of downtown Mountain View after the turn of the 20th century. Development typical of the neighborhood at the time consisted of rectangular lots occupied with single-family homes and a garage at the rear. According to Sanborn fire insurance maps, the primary residence and garage located on the project site were constructed between 1921 and 1925 (Environmental Data Resources 2015). Due to the absence of historic building permits, it is not possible to confirm the architect and builder of the property. The floorplan of the residence has undergone one known alteration in the form of an extension off of the rear. Sanborn fire insurance maps indicate that historically there was a small patio off of the building's rear center. This patio was likely extended and enclosed to form the additional interior space extant on the rear of the building. The addition is not mentioned in existing building permits or other existing historical information and therefore its date of construction is not known.

A review of historic city directories and Santa Clara County voter registration rolls provides the following information related to ownership/residence history of the property:

- 1935-1940: John N. and Walburga Dehof
- 1941: Edmund L. and Margot G. Fuel
- 1941-1942: Miss Margaret Burke
- 1950: Barbara L. and Benj (Mary) Hardy
- 1954-1964: Bennie F., Mary E. Harty (other occupants of the property associated with the Harty family include Floyd E. Harty, listed in residence in 1962, and Bernice Harty, who requested a permit from the City for work on the building's electrical system in 1963)

1722-1758 Villa Street

The project site is a 0.7-acre parcel that contains a multi-family residential complex consisting of four single-story buildings, each containing four residential units (Figures 6 and 7). Constructed circa 1953, the four buildings are largely identical, aside from minor maintenance-related changes; they read as a single, cohesive development. The four buildings are long and rectangular in plan, with their narrow elevations facing Villa Street. Their design and arrangement on the parcel, along with other existing features, fencing, and vegetation, create the appearance of an inward facing development, similar to a garden apartment design. The four buildings align with one another in a way that creates walkways between each outer and inner building. These walkways and the area at the front of the parcel between the buildings and the sidewalk are heavily landscaped. There is a wide central pathway located behind a gate that runs between the two inner buildings and roughly divides the parcel in half; this provides secondary access to each of the adjacent apartments. The gated entry to the central walkway is constructed of wood and clad in the same material as the façades.

The four structures have gabled roofs, covered with tar and gravel that feature overhanging eaves with exposed framing. Rafter tails extend beyond the sheathing material and fascia boards, creating a distinct characteristic on the gable ends and down the length of the structures. They feature elements of the California Ranch style, including large decorative wood brackets on the overhanging eaves of the gable ends, wood shiplap siding, and brick masonry chimneys. These design features are largely limited to the street-facing façades, however, and the secondary elevations are unadorned and sheathed in rough-textured stucco. Aluminum sliding windows, wood doors, and

aluminum screen doors appear original throughout. A paved driveway wide enough to accommodate vehicular traffic is located on the east and west sides of the buildings. These drives lead to the rear of the buildings, an area that is also paved. There is a covered parking structure at the rear of the lot. While the eastern-most building is surrounded by a wood fence, the western-most building is not.

A review of aerial photography and Sanborn fire insurance maps indicates that the four structures on the project site were constructed between 1950 and 1956 (Environmental Data Resources 2015). Historic aerial photographs from 1939, 1948, and 1950 depict development on the parcels, but it is not representative of the current land use. An aerial photograph from 1956 clearly shows the parcel with development consistent with the current land use, indicating that the parcels were developed with the current buildings by this time. There are no building permits on file with the City Community Development Department for the project site prior to 1976 and the architect and builder of the property are unknown as a result. It is clear, upon visual inspection, that very little alteration of the property has taken place since the time of its construction. The only building permits on file are for reroofing in 1976 and 1980.

As a multi-family residential property containing 16 units, the project site has been associated with a number of individuals, many of whom inhabited the property for a limited period of time. A review of City directories and other associated documentation did not identify any associations with historically significant individuals.

Off-site Path Improvement Area

The off-site path improvement area includes construction of a pedestrian/bicycle path from the northwest corner of Shoreline/Villa to the terminus of West Evelyn Avenue. This area does not contain built structures, other than some utility equipment, and was not assessed as part of the Historical Resources Study prepared by Rincon Consultants.

Archaeological Resources

The Northwest Information Center (NWIC) located at Sonoma State University conducted a cultural resources records search of the project site and a 0.5-mile radius on July 13, 2018. No cultural resources were identified within or adjacent to the project site. No archaeological resources have been identified within a 0.5-mile radius. Previous studies conducted in the project vicinity, however, note that archaeological sites in Santa Clara County are rarely observed on the surface due to rapid alluviation and historic land uses, thus a surface survey is not warranted for the project site.

Paleontological Resources

Paleontological resources (fossils) are the remains and/or traces of prehistoric life. Fossils are preserved typically in layered sedimentary rocks and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. Fossils occur in a non-continuous and often unpredictable distribution in some sedimentary units, and the potential for fossils to occur in sedimentary units depends on a number of factors. Although it is not possible to determine whether a fossil will occur in any specific location, it is possible to evaluate the potential for geologic units to contain scientifically significant paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they do occur during construction.

Paleontological Sensitivity

Absent specific agency guidelines, most professional paleontologists in California adhere to guidelines set forth by Society of Vertebrate Paleontology (SVP) (2010) in “Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources”. These guidelines establish detailed protocols for the assessment of the paleontological resource potential (i.e., “sensitivity”) of a project area and outline measures to follow in order to mitigate adverse impacts to known or unknown fossil resources during project development. Using baseline information gathered during a paleontological resource assessment, the paleontological resource potential of the geologic unit(s) (or members thereof) underlying a project area can be assigned to a high, undetermined, low, or no paleontological sensitivity category, as defined by SVP (2010). This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines.

The SVP broadly defines significant paleontological resources as follows:

Fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years) (SVP 2010, page 11).

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, diagnostically important, or are common, but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography or depositional histories. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well represented lineages can be equally important for studying evolutionary pattern and process, evolutionary rates and paleophylogeography. Even unidentifiable material can provide useful data for dating geologic units if radiocarbon dating is possible. As such, common fossils (especially vertebrates) may be scientifically important, and therefore considered highly significant resources.

Methods

Rincon evaluated the paleontological sensitivity of the geologic units that underlie the project area using the results of the paleontological locality search, published geologic maps, and review of existing information in the scientific literature concerning known fossils within those geologic units. A record search of the vertebrate fossil collections at the University of California Museum of Paleontology was previously conducted in support of the Mountain View 2030 General Plan Environmental Impact Report (City of Mountain View 2012c).

Record Search Results and Paleontological Sensitivity

According to the UCMP record search results, no vertebrate paleontological resources have been identified in the project area or vicinity in Mountain View. The closest recorded occurrence of paleontological resources in Pleistocene deposits was identified approximately two miles from Mountain View. The locality yielded a fossil specimen of mammoth from an unspecified depth below ground surface (City of Mountain View 2012c).

Holocene sedimentary deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material and have been assigned a low paleontological sensitivity in accordance with SVP (2010) guidelines. However, the Holocene alluvial sediments may grade into the underlying Pleistocene alluvial fan deposits. Pleistocene alluvial deposits in the San Francisco Bay Area typically have a high paleontological sensitivity because they have previously yielded vertebrate fossils including taxa of bison, mammoth, ground sloths, saber-toothed cats, dire wolves, horses, cave bears, rodents, birds, reptiles, and amphibians (City of Mountain View 2012c).

d. Regulatory Setting

Federal

The proposed project does not have a federal nexus and, therefore, compliance with reference to the National Historic Preservation Act of 1966 (NHPA) and other federal laws is provided here only for informational purposes. Projects that involve federal funding or permitting must comply with the provisions of NHPA, as amended (United States Code 470f). Cultural resources considered during federal undertaking chiefly under Section 106 of the NHPA through one of its implementing regulations, 36 Code of Federal Regulations 800 (protection of Historic Properties), as well as the National Environmental Policy Act. Properties of traditional religious and cultural importance to Native Americans are considered under NHPA §101(d)(6)(A). Other relevant federal laws include the Archeological Data Preservation Act of 1974, American Indian Religious Freedom Act of 1978, Archeological Resources Protection Act of 1979, and Native American Graves Protection and Repatriation Act of 1989.

State

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a proposed project. Under CEQA, a “project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment” (California Public Resources Code [PRC] §21084.1). Answering this question is a two-part process: first, the determination must be made as to whether or not the proposed project involves cultural resources; second, if cultural resources are present, the proposed project must be analyzed for a potential “substantial adverse change in the significance” of the resource.

With regards to paleontological resources, the *State CEQA Guidelines* (Article 1, §15002(a)(3)) state that CEQA is intended to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible. If paleontological resources are identified during the Preliminary Environmental Analysis Report or other initial project scoping studies (e.g., Preliminary Environmental Study) as being in the proposed project area, the lead agency must take those resources into consideration when evaluating project effects. The level of consideration may vary with the importance of the resource.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The

CRHR helps government agencies identify, evaluate, and protect California's historical resources, and indicates which properties are to be protected from substantial adverse change (PRC § 5024.1(a)). The CRHR is administered through the State Office of Historic Preservation that is part of the California State Parks system.

A cultural resource is evaluated under four CRHR criteria to determine its historical significance. A resource must be significant at the local, state, or national level in accordance with one or more of the following criteria set forth in the CEQA Guidelines §15064.5(a)(3):

- 1 It is associated with events that have made a significant contribution to the broad pattern of California's history and cultural heritage
- 2 It is associated with the lives of persons important in our past
- 3 It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- 4 It has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource according to State Office of Historic Preservation publications. The CRHR also requires a resource to possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Archaeological resources can sometimes qualify as "historical resources" (CEQA Guidelines, §15064.5(c)(1)).

According to CEQA, all buildings constructed over 50 years ago and that possess architectural or historical significance may be considered potential historical resources. Most resources must meet the 50-year threshold for historic significance; however, resources less than 50 years in age may be eligible for listing on the CRHR if it can be demonstrated that sufficient time has passed to understand their historical importance.

In addition, if a project can be demonstrated to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC §21083.2[a], [b], and [c]).

PRC §21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- 1 Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
- 2 Has a special and particular quality such as being the oldest of its type or the best available example of its type
- 3 Is directly associated with a scientifically recognized important prehistoric or historic event or person

Two other programs are administered by the state: California Historical Landmarks and California "Points of Historical Interest." California Historical Landmarks are buildings, sites, features, or events

that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. California Points of Historical Interest are buildings, sites, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value.

Impacts to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered significant effects on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines §15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR... (CEQA Guidelines §15064.5[b][2][A]).

Codes Governing Human Remains

CEQA Guidelines §15064.5 also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. The disposition of human remains is governed by Health and Safety Code §7050.5 and PRC §5097.94 and 5097.98, and falls within the jurisdiction of the Native American Heritage Commission (NAHC). If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

Senate Bill 18

Enacted on March 1, 2005, California Senate Bill 18 (SB 18) (California Government Code §65352.3 and §65352.4) requires cities and counties to notify and consult with California Native American tribal groups and individuals regarding proposed local land use planning decisions for the purpose of protecting traditional tribal cultural places (sacred sites), prior to adopting or amending a General Plan or designating land as open space. Tribal groups or individuals have 90 days to request consultation following the initial contact.

Assembly Bill 52

As of July 1, 2015, California Assembly Bill 52 (AB 52) of 2014 was enacted and expands CEQA by defining a new resource category: tribal cultural resources. AB 52 establishes that “a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC §21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC §21084.3). PRC §21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and meets either of the following criteria:

- a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires that lead agencies “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency.

As of the date of this EIR, no California Native American tribes have requested notification of projects by the City of Mountain View under AB 52.

Local

2012 City of Mountain View General Plan

The current City of Mountain View General Plan was adopted on July 10, 2012. Cultural Resources is addressed in the Land Use, Conservation/Open Space Element. The goals policies, and implementation plans include protecting high sensitivity archeological resources, architecturally significant buildings, and historic places in Mountain View.

Goal LUD-11: Preserved and protected important historical and cultural resources.

LUD 11.1: Historical preservation. Support the preservation and restoration of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historic Places or National Register of Historic Places

LUD 11.2: Adaptive re-use. Encourage the adaptive re-use of historic buildings in ways that retain their historical materials and character-defining features

LUD 11.3: Incentives. Encourage historical preservation through incentives and opportunities

LUD11.4: Moffett Field. Support the preservation of historic buildings and hangars at Moffett Field and NASA Ames

LUD 11.5: Archeological and Paleontological Site Protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits. LUD 11.6: Human remains. Require all new development to meet state codes regarding the identification and protection of human remains

Mountain View City Code

The City’s Zoning Ordinance (Chapter 36 of the City Code) includes a process for recognizing, preserving, and protecting historical resources at Section A36.78, *Designation and Preservation of Historic Resources*. Section A36.78 establishes the Mountain View Register of Historic Resources (Mountain View Register) as the City’s official list of historically significant buildings, structures, sites, or other improvements that are considered during the permit development review process.

The Mountain View Register consists of historic resources that meet one or more of the following criterion:

1. Is strongly identified with a person who, or an organization which, significantly contributed to the culture, history, or development of the City of Mountain View
2. Is the site of a significant historic event in the City's past
3. Embodies distinctive characteristics significant to the City in terms of a type, period, region, or method of construction or representative of the work of a master or possession of high artistic value
4. Has yield, or may be likely to yield, information important to the City's prehistory or history.

Under A36.78.080 of the Zoning Ordinance, persons are prohibited from making significant alternations, redeveloping, or relocating a property listed in the Mountain View Register without first obtaining a Historic Preservation Permit (HP Permit) from the City's zoning administrator. A HP Permit is granted if the City finds that (1) the proposed significant alternation will not result in a substantial adverse change in the significance of the historic resources, and (2) the proposed significant alteration maintains and enhances the appearance of the community. The provisions of section A36.78.080 also apply to properties that are edible for listing in the National and California registers with the added requirements of City Council approval for an HP Permit and compliance with the Secretary of the Interior's standards for the Treatment of Historic Properties for alterations done to National Register and California Register properties.

4.4.2 Impact Analysis

a. Methodology and Significance Thresholds

Recent revisions to Appendix G of the CEQA Guidelines in accordance with AB 52 include thresholds for potential impacts to Tribal Cultural Resources. In accordance with Appendix G of the CEQA Guidelines, impacts to Cultural Resources, including Tribal Cultural Resources, are considered significant if it can be demonstrably argued that the project would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
4. Disturb any human remains, including those interred outside of dedicated cemeteries
5. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - I. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)
 - II. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1. In applying the criteria set forth in subdivision (c) of PRC §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The significance of an archaeological deposit and subsequently the significance of any impact are determined by the criteria established in the *CEQA Guidelines*, as provided in the *Regulatory Setting*.

If an archaeological resource does not meet either the historical resource or the more specific “unique archaeological resource” definition, impacts do not need to be mitigated [13 PRC §15064.5 (e)]. Where the significance of a site is unknown, it is presumed to be significant for the purpose of the EIR investigation.

Information in this section is based in part on the *Draft Historical Resources Study* included in Appendix E of this EIR (Rincon Consultants 2018). Archival research was completed in June and July 2017. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the property. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were contacted to identify known historical land uses and the locations of research materials pertinent to the project site:

- Office of the Assessor, County of Santa Clara, GIS Interactive Map
- Historic aerial photographs from NETR Online
- Sanborn Fire Insurance Company Maps
- Historic United States Geological Survey topographic maps
- Historic Mountain View City Directories
- Historic Santa Clara County Voter Registration Rolls
- California Digital Newspaper Collection
- Ancestry.com
- Mountain View Library History Center
- City of Mountain View Building Permits

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Impact CR-1 THE FOUR EXISTING PROPERTIES ON THE PROJECT SITE ARE INELIGIBLE FOR LISTING ON FEDERAL, STATE, OR LOCAL-HISTORIC RESOURCES LISTS AND ARE NOT CONSIDERED HISTORICAL RESOURCES UNDER CEQA. THEREFORE, DEMOLITION OF THESE STRUCTURES WOULD NOT RESULT IN SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORIC RESOURCE. IMPACTS TO HISTORIC RESOURCES WOULD BE LESS THAN SIGNIFICANT.

Rincon Consultants Senior Architectural Historian Steven Treffers conducted a historical resources analysis of the project site in January 2018 (Appendix E). In accordance with CEQA Guidelines §15064.5, using the criteria outlined in §5024.1 of the California PRC, properties building in or before 1964 have been recorded and evaluated for their potential for historic significance. The following is a discussion of the potential for the properties at 1696-1758 Villa Street to meet the criteria for listing in the NRHP and the CRHR. A record of these properties can be found in Appendix E. There are no built resources in the off-site path area that would be considered historic resources. Therefore, no historic impacts associated with development of the off-site path would occur and the off-site path area is not discussed further in this impact evaluation.

1696 Villa Street

The property at 1696 Villa Street does not appear to meet the criteria for listing in the NRHP, CRHR, or Mountain View Historic Resources (MVHR). The exact construction date for this property is unknown due to the fact that building permits were not issued in Mountain View prior to 1960s. As a result, the date of construction is estimated to be between 1921 and 1925, based on Sanborn fire insurance maps.

Little information is available as to the ownership history of the property. However, a review of available building permits and Mountain View city directories revealed that the property was owned by Elton C. Potts, a bookkeeper at Pacific Press, and his wife Bess L. Potts, a teletypist at Pacific Press from 1964 through at least 1984. By 1995, the property had changed hands to a person with the surname Flores.

Although the property is associated with the expansion in residential development that took place in Mountain View in the early 20th Century, it does not appear individually significant in this context. It is one of many such properties that date from this period, some of which have a higher degree of integrity and are more representative of this history (Criterion A-NRHP/1-CRHR/B-MVHR). A review of historic newspapers and other primary sources failed to identify property owners Elton C. and Bess L. Potts, or any other individuals associated with the property, as significant persons historically speaking (Criterion B-NRHP/2-CRHR/A-MVHR). At one time, the property did embody distinctive characteristics of a type, period, region, or method of construction. However, physical alterations to the structure have compromised its ability to convey such characteristics (Criterion C-NRHP/3-CRHR/C-MVHR). There is no evidence to suggest that the property may yield information deemed important to history or prehistory (Criterion D-NRHP/4-CRHR/D-MVHR). In addition, the property does not appear to be a contributor to any known or potential historic district.

1698 Villa Street

The property at 1698 Villa Street does not appear to meet the criteria for listing in the NRHP, CRHR, or MVHR. The exact date of construction of this property is unknown due to the fact that building permits were not issued in the City of Mountain View prior to 1960s. As a result, the date of construction is estimated to be between 1921 and 1925, based on Sanborn fire insurance maps.

Little information is available as to the ownership history of the property, but a review of available building permits and Mountain View city directories revealed that the property was owned by Paul and Eva Meeth between 1962 and 1968. John D. Carpenter was the next identified property occupant indicated in telephone directories for Mountain View between 1993 and 1994.

The property does not appear eligible for listing in the NRHP, CRHR, or MVHR. It has been extensively altered from its original design through permanent additions and the replacement of windows and doors, which have negatively affected its integrity. Although it is associated with the expansion in residential development that took place in Mountain View in the early 20th century, it does not appear individually significant in this context as it is one of many such properties that date from this period, some of which have a higher degree of integrity and are more representative of this history (Criterion A-NRHP/1-CRHR/B-MVHR). The information currently available reveals that the subject property is associated with Paul and Eva Meeth in the 1960s and John D Carpenter in the mid-1990s, but their absence in the historical record indicates that these individuals are not significant persons historically speaking (Criterion B-NRHP/2-CRHR/A-MVHR). The property did, at one time, embody distinctive characteristics of a type, period, region, or method of construction. However, it has been altered to a degree that its ability to convey such characteristics have been

severely compromised (Criterion C-NRHP/3-CRHR/C-MVHR). There is also no evidence to suggest that the property may yield information deemed important to history or prehistory (Criterion D-NRHP/4-CRHR/D-MVHR). In addition, the property does not appear to be a contributor to any known or potential historic district.

1700 Villa Street

The property at 1700 Villa Street does not appear to meet the criteria for listing in the NRHP, CRHR, or MVHR. The exact date of construction of this property is unknown due to the fact that building permits were not issued in Mountain View prior to 1960s. As a result, the construction date is estimated to be between 1921 and 1925, based on Sanborn fire insurance maps.

Little information is available as to the ownership history of the property, but a review of available building permits and Santa Clara County voter registration rolls notes that the property was occupied by John N. and Walburga Dehof between 1935 to 1940. Between 1940 and 1954 residency at the property changed frequently and includes the Fuel Family (Edmund L., Leo P., and Margot G.) in 1940, Miss Margaret Burke, a nurse, in 1941 and 1942, and Barbara L. and Benj (Mary) Hardy in 1950. Bennie F. and Mary E. Harty, employees at Pacific Press, were living at the property between 1954 through 1964. Other occupants of the property associated with the Harty family include Floyd E. Harty, listed in residence in 1962 and Bernice Harty, who requested a permit from the City of Mountain View for work on the building's electrical system in 1963.

Although the residence and garage at 1700 Villa Street is representative of the first wave of development that took place in the area northwest of downtown Mountain View after the turn of the 20th century, it is one of many such properties and due to its lack of distinction, it does not appear individually significant in this context (Criterion A-NRHP/1-CRHR/B-MVHR). The building has been occupied by a number of residents, individuals that do not appear in the historical record, and in most circumstances these associations were short lived (Criterion B-NRHP/2-CRHR/A-MVHR). While the subject property does embody distinctive characteristics of a type and period of construction, it is one of many such properties that display these characteristics and is not highly representative of a Craftsman-style residence in Mountain View (Criterion C-NRHP/3-CRHR/C-MVHR). There is also no evidence to suggest that the property may yield information deemed important to history or prehistory, making it ineligible under Criterion D-NRHP/4-CRHR/D-MVHR. In addition, the subject property does not appear to be a contributor to any known or potential historic district.

1722–1758 Villa Street

The property at 1722–1758 Villa Street does not appear to meet the criteria for listing in the NRHP, CRHR, or MVHR. The exact date of construction is unknown due to the fact that building permits were not issued in Mountain View prior to 1960s. As a result, the approximate date of construction is between 1950 and 1956, based on Sanborn fire insurance maps.

As a multi-family residential property with 16 units, the subject property has been associated with a number of individuals, many of whom inhabited the property for a limited period of time. A review of City directories and other associated documentation did not identify any associations with historically significant individuals.

The subject property does not appear eligible for listing in the NRHP, CRHR, or MVHR. Although it is representative of the expansion in residential development that took place in Mountain View in the years following World War II, it is one of many such properties and, primarily due to its lack of

distinction, it does not appear individually significant in this context (Criterion A-NRHP/1-CRHR/B-MVHR). The information currently available reveals an association of the subject property to many individuals, none of whom appear to be significant historically (Criterion B-NRHP/2-CRHR/A-MVHR). Although the subject property features some characteristics of the Ranch style, these are primarily limited to its primary façade and the property is not highly representative of the style (Criterion C-NRHP/3-CRHR/C-MVHR). There is also no evidence to suggest that the property may yield information deemed important to history or prehistory (Criterion D-NRHP/4-CRHR/D-MVHR). In addition, the subject property does not appear to be a contributor to any known or potential historic district.

Therefore, although the properties have been constructed prior to 1964 and some are characteristic of development in Mountain View during the early and mid-20th century, due to significant physical alterations to the structures and the presence of many similar structures in the city, none of the existing structures are considered historical resources under CEQA. Thus, the demolition of the three- single-family and one existing multi-family residence as a result of the proposed project would not constitute a substantial adverse impact on historical resources. Impacts would be less than significant.

Mitigation Measures

Impacts would be less than significant. No mitigation measures are required.

Threshold 2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Impact CR-2 CONSTRUCTION OF THE PROPOSED PROJECT WOULD INVOLVE GROUND-DISTURBING ACTIVITIES, SUCH AS GRADING AND SURFACE EXCAVATION, WITH THE POTENTIAL TO UNEARTH OR ADVERSELY IMPACT PREVIOUSLY UNIDENTIFIED SUBSURFACE ARCHAEOLOGICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Ten recorded archeological resources have been identified in Mountain View. Additional unrecorded resources may be present in the city limits, but specific review would be necessary to identify and locate these resources (City of Mountain View 2012c). The City identifies areas near natural water sources (e.g., riparian corridors near tidal marshland) as areas with high sensitivity for prehistoric archeological deposits and associated human remains. The proposed project is located 600 feet east of Permanente Creek and approximately 1.2 miles west of Stevens Creek. The current shoreline of the San Francisco Bay is approximately 2.5 miles north of the project site and off-site path area. The off-site path area is approximately 0.5 miles east of Permanente Creek and 0.8 miles west of Stevens Creek.

The cultural resources records search conducted for the project did not identify any archaeological resources within a 0.5-mile radius of the project site. However, previous studies in the project vicinity note that archaeological sites are rarely observed on the surface due to alluvial actions and historic land uses that have obscured sites. Archaeological sites in this region are often identified only earthwork that removes upper layers of bay mud and alluvium (Geyer 1978). Thus, it is possible that subsurface archaeological sites are present in the area.

Due to the proximity of the proposed project, including the off-site path, to nearby riparian corridors and the shoreline of the San Francisco Bay, there is potential that ground disturbing activities included as a part of the proposed project could disturb unrecorded archeological

resources. The project would be required to adhere to the following City of Mountain View Standard Condition of Approval concerning undiscovered archeological resources.

Discovery of Archeological Resources

If prehistoric or historic-period cultural resources are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archeologist and Native America representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/ or ceramic refuse. If the find is determined to be potentially significant, the archeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

This Standard Condition of Approval would ensure that resources are properly identified and preserved in the event they are uncovered during construction. Nonetheless, because of the potential presence of archeological resources at the project site, impacts would be potentially significant and additional mitigation measures are required.

Mitigation Measures

The following mitigation measures are required:

CR-2a Worker's Environmental Awareness Program

A qualified archaeologist shall be retained to conduct a Workers Environmental Awareness Program training for archaeological sensitivity for all construction personnel prior to the commencement of any ground disturbing activities. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

CR-2b Archaeological Resources Site Visit

A qualified archaeologist shall conduct an archaeological resources site visit(s) during initial ground disturbance to identify any subsurface archaeological deposits that may be present on the project site. Multiple site visits may be required based on the project grading schedule. If archaeological resources are encountered, the procedures described in the City of Mountain View Standard Condition of Approval related to the discovery of archeological resources shall be followed and future ground disturbance at the project site shall be subject to archaeological monitoring.

Significance After Mitigation

Incorporation of the mitigation measures described would ensure that workers are properly trained to identify archeological resources that may be unearthed during construction and would establish procedures for assessing and managing resources should they be discovered during construction. With mitigation, impacts regarding disrupting intact archaeological resources would be reduced to a less than significant level.

Threshold 3: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact CR-3 CONSTRUCTION OF THE PROPOSED PROJECT WOULD INVOLVE GROUND-DISTURBING ACTIVITIES, SUCH AS GRADING AND SURFACE EXCAVATION, WITH THE POTENTIAL TO DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE. HOWEVER, WITH ADHERENCE TO CITY OF MOUNTAIN VIEW STANDARD CONDITIONS OF APPROVAL, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Holocene alluvial deposits mapped in the project area are determined to have a low paleontological resource potential at shallow to moderate depth because they are likely too young to contain fossilized material. At an unknown depth, the Holocene deposits may grade into older Pleistocene alluvial deposits that would have the potential to contain fossilized remains. The maximum depth of excavation would be approximately 25 feet for the two-level subterranean parking structure and building foundation and would extend into the Holocene alluvial deposits. Therefore, it is unlikely that previously undisturbed strata with a potential to contain paleontological resources would be disturbed during construction. As such, impacts to paleontological resources are not anticipated as a result of implementation of the project. In addition, the project site and off-site path improvement area do not contain any unique geologic features.

Further paleontological resource management is not required unless paleontologically-sensitive strata are unexpectedly encountered during ground disturbance resulting in the discovery of unanticipated resources during the course of the project. Nonetheless, unanticipated resources could be unearthed during project construction. The project would be required to adhere to the following City of Mountain View Standard Condition of Approval:

Discovery of Paleontological Resources

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

Implementation of this Standard Condition of Approval would ensure that resources are properly identified and preserved in the event they are uncovered during construction and would ensure that impacts regarding disrupting intact paleontological resources would be less than significant.

Mitigation Measure

Impacts would be less than significant with required implementation of City of Mountain Standard View Conditions of Approval. No mitigation measures are required.

Threshold 4: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Impact CR-4 CONSTRUCTION OF THE PROPOSED PROJECT WOULD INVOLVE GROUND-DISTURBING ACTIVITIES, SUCH AS GRADING AND SURFACE EXCAVATION, WITH THE POTENTIAL TO DISTURB HUMAN REMAINS. HOWEVER, WITH ADHERENCE TO THE CITY OF MOUNTAIN VIEW STANDARD CONDITIONS OF APPROVAL, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Human burials outside of formal cemeteries often occur in prehistoric archeological contexts. Although the project site and surrounding area are built out, the potential still exists for these resources to be present. Excavation during construction activities associated with the project would have the potential to disturb these resources, including Native American burials. However, the project would be required to adhere to the following City of Mountain View Standard Condition of Approval:

Discovery of Human Remains

In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to where the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law. Then the landowner shall reinter the human remains, and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the disposition/ curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's community Development Director.

Compliance with this standard Condition of Approval would ensure that human remains are properly identified and recovered in the event they are uncovered during construction. Therefore, this impact would be less than significant.

Mitigation Measure

Impacts would be less than significant. No mitigation measures are required.

Threshold 5: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (a) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (b) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Impact CR-5 CONSTRUCTION OF THE PROPOSED PROJECT WOULD INVOLVE GROUND-DISTURBING ACTIVITIES, SUCH AS GRADING AND SURFACE EXCAVATION, WITH THE POTENTIAL TO AFFECT TRIBAL CULTURAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

The City of Mountain View has not received any requests for notification from local tribes under AB 52. As such, AB 52 consultation is not required for the current project and it is assumed that the project site and off-site improvement area contain no known sites or landscapes that have been determined to be of cultural value to a California Native American tribe.

The project site has been graded previously and does not contain any tribal cultural resources known to the City of Mountain View. However, the proposed project would require excavation associated with construction of a two-level below-ground parking structure foundation and ground-disturbing would occur to construct the off-site path. These activities have the potential to uncover previously unknown buried tribal cultural resources. Therefore, impacts to tribal cultural resources are potentially significant and mitigation is required.

Mitigation Measures

The following mitigation measure is required:

CR-5 Unanticipated Discovery of Tribal Cultural Resources

In the event that cultural resources of Native American origin are identified during construction, the City shall consult with a qualified archaeologist and begin Native American consultation procedures. If the City determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative. Potential options for the treatment of tribal cultural resources may include but not be limited to heritage recovery excavation or capping. The find shall be appropriately mitigated in accordance with the mitigation plan.

Significance After Mitigation

Implementation of Mitigation Measure CR-5 would ensure that resources are properly identified and preserved in the event they are uncovered during construction and would reduce impacts regarding disrupting tribal cultural resources to a less than significant level.

c. Cumulative Impacts

The project, in conjunction with other nearby planned, pending, and potential future projects in the City of Mountain View would have the potential to adversely impact cultural resources. Cumulative development in the region would continue to disturb areas with the potential to contain cultural and tribal cultural resources. It is anticipated that for other developments that would have significant impacts on cultural and tribal cultural resources, similar City of Mountain View Standard Conditions of Approval and mitigation measures described herein would be imposed on those other developments, along with requirements to comply with all applicable laws and regulations governing said resources. With the proposed mitigation measures identified in this section of the EIR, coupled with Standard Conditions of Approval, policies, and regulations applying to this and other projects, such impacts to cultural and tribal cultural resources would be less than significant at the project level. As such, the proposed project would not contribute to cumulative impacts on cultural and tribal cultural resources outside the project site. In addition, individual development proposals are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exist. In the event that future cumulative projects would result in impacts to known or unknown cultural or tribal cultural resources, impacts to such resources would be addressed on a case-by-case basis. Therefore, impacts related to cultural and tribal cultural resources would not be cumulatively considerable.

d. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact CR-1. The four existing properties on the project site are ineligible for listing on federal, state, or local-historic resources lists and are not considered historical resources under CEQA. Therefore, demolition of these structures would not result in substantial adverse change in the significance of a historic resource. Impacts to historic resources would be less than significant.</p>	<p>None.</p>	<p>Less than significant without mitigation.</p>
<p>Impact CR-2. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to unearth or adversely impact previously unidentified subsurface archaeological resources. Impacts would be less than significant with mitigation incorporated.</p>	<p>CR-2a Worker’s Environmental Awareness Program. A qualified archaeologist shall be retained to conduct a WEAP training for archaeological sensitivity for all construction personnel prior to the commencement of any ground disturbing activities. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.</p> <p>CR-2b Archaeological Resources Site Visit. A qualified archaeologist shall conduct an archaeological resources site visit(s) during initial ground disturbance to identify any subsurface archaeological deposits that may be present on the project site. Multiple site visits may be required based on the project grading schedule. If archaeological resources are encountered, the procedures described in the City of Mountain View Standard Condition of Approval related to the</p>	<p>Less than significant.</p>

Impact	Mitigation Measure(s)	Residual Impact
	discovery of archeological resources shall be followed and all future ground disturbance at the project site shall be subject to archaeological monitoring.	
<p>Impact CR-3. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to directly or indirectly destroy a unique paleontological resource. However, with adherence to the City of Mountain View Standard Conditions of Approval, this impact would be less than significant.</p>	None required.	Less than significant without mitigation.
<p>Impact CR-4. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to disturb human remains. However, with adherence to the City of Mountain View Standard Conditions of Approval, this impact would be less than significant.</p>	None required.	Less than significant without mitigation.
<p>Impact CR-5. Construction of the proposed project would involve ground-disturbing activities, such as grading and surface excavation, with the potential to affect tribal cultural resources. Impacts would be less than significant with mitigation incorporated.</p>	<p>CR-5 Unanticipated Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, the City shall consult with a qualified archaeologist and begin Native American consultation procedures. If the City determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative. Potential options for the treatment of tribal cultural resources may include but not be limited to heritage recovery excavation or capping. The find shall be appropriately mitigated in accordance with the mitigation plan.</p>	Less than significant.

4.5 Greenhouse Gases Emissions

This section discusses the proposed project's potential impacts related to emissions of greenhouse gases (GHG) and climate change. Traffic projections used in emissions estimates are based on the traffic modeling and analysis prepared by Hexagon dated July 2018 (Appendix L).

4.5.1 Setting

a. Climate Change and Greenhouse Gases

Gases that absorb and re-emit infrared radiation in the atmosphere are GHGs. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFC) and perfluorocarbons (PFC), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are determined largely by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills.

Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (California Environmental Protection Agency [CalEPA] 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane CH₄ has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (IPCC 2007).

b. Greenhouse Gas Emissions Inventories

Federal Emissions Inventory

In 2015, total U.S. GHG emissions were 6,586.7 million metric tons (MT or gigatonne) CO₂e. Total U.S. emissions have increased by 3.5 percent since 1990; emissions decreased by 2.3 percent from 2014 to 2015. The decrease from 2014 to 2015 was a result of multiple factors, including (1) substitution from coal to natural gas consumption in the electric power sector; (2) warmer winter conditions in 2015 resulting in a decreased demand for heating fuel in the residential and commercial sectors; and (3) a slight decrease in electricity demand. Since 1990, U.S. emissions have increased at an average annual rate of 0.2 percent. In 2015, the industrial and transportation end-use sectors accounted for 29 percent and 27 percent of CO₂ emissions (with electricity-related emissions distributed), respectively. Meanwhile, the residential and commercial end-use sectors accounted for 16 percent and 17 percent of CO₂ emissions, respectively (USEPA 2017).

California Emissions Inventory

Based on the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000–2014, California produced 440.4 MMT CO₂e in 2015 (CARB 2017c). The largest single source of GHG in California is transportation, contributing 39 percent of the state’s total GHG emissions. Industrial sources are the second largest source of the state’s GHG emissions, contributing 23 percent of the state’s GHG emissions (CARB 2017c). California emissions are due in part to its large size and large population compared to other states. However, the state’s mild climate reduces California’s per capita fuel use and GHG emissions as compared to other states. CARB has projected statewide unregulated GHG emissions for the year 2020 will be 509.4 MMT CO₂e (CARB 2017b). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

c. Potential Effects on Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Long-term trends have found that each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The global combined land and ocean temperature data show an increase of about 0.89°C (0.69°C–1.08°C) over the period 1901–2012 and about 0.72°C (0.49°C–0.89°C) over the period 1951–2012 when described by a linear trend. Several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations agree that LSAT and sea surface temperatures have increased. Other identifiable signs that global warming is taking place include substantial ice loss in the Arctic over the past two decades (IPCC 2014).

Potential impacts of climate change in California may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, increased large forest fires, and more drought years (CalEPA 2010). The following summary details some of the potential effects that could be experienced in California because of climate change.

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. If drier conditions accompany higher temperatures, the potential for large wildfires could increase, which would further worsen air quality. However, if wetter conditions accompany higher temperatures instead, the rains would tend to temporarily clear the air of particulate pollution and reduce the chances of large wildfires, ameliorating the pollution associated with them. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Energy Commission [CEC] 2009).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varied hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the

overall impact of climate change on future water supplies in California. However, the average early spring snowpack in the Sierra Nevada decreased by about 10 percent during the last century, a loss of 1.5 million acre-feet of snowpack storage. During the same period, sea level rose 8 inches along California's coast. California's temperature has risen 1°F, mostly at night and during the winter, with higher elevations experiencing the highest increase.

This uncertainty complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not understood well. The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. Based on historical data and modeling DWR projects that the Sierra snowpack will experience a 25 to 40 percent reduction from its historic average by 2050. Climate change is anticipated to bring warmer storms as well that would result in less snowfall at lower elevations, reducing the total snowpack (DWR 2008).

Hydrology and Sea Level Rise

As discussed above, climate change could potentially affect: the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. According to *The Impacts of Sea-Level Rise on the California Coast*, climate change has the potential to induce substantial sea level rise in the coming century (CCCC 2009). The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, observed by satellites, ocean buoys, and land gauges, was approximately 3.2 mm per year, double the observed 20th century trend of 1.6 mm per year (World Meteorological Organization 2013). As a result, sea levels averaged over the last decade were about eight inches higher than those of 1880. Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise of 11-38 inches by 2100 (IPCC 2013). This prediction is more than 50 percent higher than earlier projections of seven to 23 inches, when the same emissions scenarios and periods are compared. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply due to salt water intrusion. In addition, increased CO₂ emissions can cause oceans to acidify due to the formation of carbonic acid. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a \$30 billion annual agricultural industry that produces half of the country's fruits and vegetables. Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater air pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (CCCC 2006).

Ecosystems and Wildlife

Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the average global surface temperature could rise by

0.6-2.5°C in the next 50 years, and 1.4-5.8°C in the next century, with substantial regional variation. Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition in communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan 2006).

d. Regulatory Setting

Federal Regulations

The U.S. Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* (2007, 549 U.S. 05-1120) held that the USEPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009 that applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that establishes the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In 2014, the U.S. Supreme Court in *Utility Air Regulatory Group v. EPA* (134 S. Ct. 2427 [2014]) held that USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a PSD or Title V permit. The Court also held that PSD permits that are otherwise required (based on emissions of other pollutants) may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

California Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. California has a several regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

California Advanced Clean Car Program

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the USEPA granted California the waiver of Clean Air Act preemption for its GHG emission standards for motor vehicles, beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016, and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG" regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions. By 2025, when the rules are implemented fully, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

Assembly Bill 32

AB 32 outlines California's major initiative for reducing GHG emissions; signed into law in 2006, AB 32 is known as the "California Global Warming Solutions Act of 2006," and codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020. It requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32

requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂e. The Scoping Plan was approved by CARB on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

In May 2014, CARB approved the 2013 Scoping Plan update; the first of its kind, it defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 statewide goals. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the state's longer-term GHG reduction strategies with other state policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (CARB 2014).

Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the state CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375

Senate Bill (SB) 375 was signed into law in August 2008, and it enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets for passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations to prepare a "sustainable communities strategy" with a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan. On September 23, 2010, CARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

Senate Bill 32

On September 8, 2016, SB 32 was signed into law, extending AB 32 by requiring the state to reduce GHGs further, to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. To meet reduction targets, The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of 6 MT CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017d).

Senate Bill 350

Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

Senate Bill 1383

Approved by the governor in September 2016, SB 1383 requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40% below 2013 levels
- Hydrofluorocarbons – 40% below 2013 levels
- Anthropogenic black carbon – 50% below 2013 levels

The bill also requires CalRecycle, in consultation with the state board, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm

California Environmental Quality Act

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, a variety of air districts have adopted quantitative significance thresholds for GHGs.

Local Regulations

In 2013, the BAAQMD adopted a resolution that builds on state and regional climate protection efforts by:

- Setting a goal for the Bay Area region to reduce GHG emissions by 2050 to 80 percent below 1990 levels
- Developing a Regional Climate Protection Strategy to make progress towards the 2050 goal, using BAAQMD's Clean Air Plan to initiate the process
- Developing a 10-point work program to guide the BAAQMD's climate protection activities in the near-term

The BAAQMD is currently developing the Regional Climate Protection Strategy, but has outlined the 10-point work program, which includes policy approaches, assistance to local governments, and technical programs that will help the region make progress toward the 2050 GHG emissions goal. Additionally, the BAAQMD's 2017 *CEQA Air Quality Guidelines* outline advisory thresholds for stationary sources and land use development projects.

City of Mountain View

In August 2012, The Mountain View City Council adopted the *Mountain View Greenhouse Gas Reduction Program* (GGRP), which details the City's efforts to reduce GHG emissions consistent with BAAQMD's *CEQA Guidelines* (City of Mountain View 2012b). The GGRP estimates current (2005) and future (2020 and 2030) GHG emissions generated by community activities. The GGRP specifies 2020 and 2030 reduction goals and identifies a list of mitigation measures recommended to achieve these goals. The city intends for the GGRP to serve as a streamlining tool for CEQA analysis, in which projects consistent with applicable mitigation measures can tier from the GGRP and associated *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report* (City of Mountain View 2012b). Additionally, in September 2015 the City adopted the *City of Mountain View Climate Protection Roadmap* (CPR) that identifies strategies and mechanisms to reduce community-wide GHGs 80 percent by 2050 (City of Mountain View 2015).

4.5.2 Impact Analysis

a. Significance Thresholds

According to Appendix G of the CEQA Guidelines, a GHG emissions impact is considered significant if the project would do either of the following:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change, but, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines §15064[h][1]).

In late 2015, the California Supreme Court's Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (*Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 204). The decision also identified the need to analyze both near term and post-2020 emissions, as applicable, stating that an "EIR taking a goal-consistency approach to CEQA significance may in the near future need to consider the project's effects on meeting longer term emissions reduction targets." While not legally binding on local land use agencies, SB 32 extends the statewide AB 32 reduction goal, requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030, and Executive Order S-03-05 has set forth a long-term reduction target to reduce GHG emissions in California by 80 percent below 1990 levels by the year 2050.

The May 2017 BAAQMD *CEQA Air Quality Guidelines* contain two thresholds for determining significance of GHGs. The two approaches are as follows:

1. Consistency with a qualified GHG reduction plan
2. Meets the efficiency project threshold of 4.6 MT CO₂e per service population per year or meets the threshold of 1,100 MT CO₂e per year

According to the BAAQMD *CEQA Air Quality Guidelines*, a qualified GHG reduction strategy is one that includes the following elements:

1. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area
2. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable
3. Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area
4. Specify measures or a group of measures, including performance standards that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level
5. Monitor the plan's progress
6. Adopt the GHG Reduction Strategy in a public process following environmental review

As discussed in Appendix C of the GGRP, the Mountain View GGRP is intended to meet the mandates of the BAAQMD *CEQA Air Quality Guidelines* and standards for qualified plans. Therefore, the GGRP is a qualified GHG reduction strategy that quantifies GHG emissions, provides GHG reduction strategies, and contains GHG reduction goals to 2030. Chapter 5 of the City's GGRP outlines how individual projects can demonstrate consistency to effectively rely on the analysis provided in the document for CEQA purposes. Specifically, all new projects must comply with applicable codes and ordinances identified in the GGRP. Accordingly, the operational GHG emissions significance is evaluated by determining if a project is consistent with all applicable measures outlined in the GGRP. If it is found to be consistent, it would not conflict with the City's ability to achieve future emission reduction goals.

b. Methodology

Although the significance of GHG emissions is evaluated with respect to the City's GGRP, project GHG emissions were calculated for informational purposes. CalEEMod version 2016.3.2 was used to calculate total project emissions, including construction and operational emissions, a methodology recommended by the "CEQA and Climate Change white paper" prepared by California Air Pollution Control Officers Association (CAPCOA) (2008). The analysis focuses on CO₂, N₂O, and CH₄ as these GHG emissions are the ones on-site development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis, but the project is a residential development and the quantity of fluorinated gases would thus not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

Construction Emissions

Construction of the proposed project would generate GHG emissions on a temporary basis primarily due to the operation of construction equipment on-site as well as from vehicles transporting

construction workers to and from the project site and heavy trucks to export earth materials offsite. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. CalEEMod was used to estimate emissions resulting from construction of the residential building and park. Although some emissions would occur with construction of the off-site path area, these emissions are expected to be minor and incremental compared to emissions associated with construction of the residential project and were not quantified in CalEEMod. The BAAQMD does not have specific quantitative thresholds for construction activity. Therefore, although topically mentioned in this analysis and estimated in CalEEMod, construction activity is not included in the total emissions calculations.

Operational Emissions

CalEEMod provides operational emissions of CO₂, N₂O, and CH₄. Emissions associated with area sources, including landscape maintenance, were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and emission factor values provided by the local air district (BREEZE Software 2017). Because the proposed off-site path improvement involves a pedestrian/bicycle path connection, no operational GHG emissions associated with operation of the path are expected.

Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42, (*Compilation of Air Pollutant Emissions Factors*) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (BREEZE Software 2017). The default electricity consumption values in CalEEMod include the CEC-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (BREEZE Software 2017). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, CO₂ and CH₄ emissions were quantified in CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the California Climate Action Registry General Reporting Protocol (CAPCOA 2009) direct emissions factors for mobile combustion (see Appendix F for calculations). The estimate of total daily trips associated with the proposed project was based on the traffic study (see Appendix L) and was calculated and extrapolated to derive total annual mileage in CalEEMod. Emission rates for N₂O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

c. Project Impacts and Mitigation Measures

Threshold 1:	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
Threshold 2:	Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

IMPACT GHG-1 THE PROPOSED PROJECT WOULD BE CONSISTENT WITH THE MOUNTAIN VIEW GREENHOUSE GAS REDUCTION PROGRAM AND WOULD NOT CONFLICT WITH STATE POLICIES OR REGULATIONS TO REDUCE GHG EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Project-Generated GHG Emissions

Construction Emissions

Construction emissions associated with the proposed project would generate temporary short-term GHG emissions during the operation of construction equipment and truck trips. GHG emissions would be emitted from travel to and from the worksite and from the operation of construction equipment such as graders, backhoes, and generators. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Construction activity would generate approximately 1,858 MT of CO₂e with implementation of Mitigation Measures AQ-2.

Operational Emissions

Table 11 provides estimated operational emissions from the proposed project, which would be approximately 1,840 MT CO₂e per year. The emissions summary is for informational purposes only.

Table 11 Estimated Project Greenhouse Gas Emissions

Emission Source	Annual Emissions (MT CO ₂ e)
Stationary	
Area	3
Energy	588
Solid Waste	49
Water	57
Mobile (during operations)	
CO ₂ and CH ₄	1,083
N ₂ O	60
Total	1,840

Sources: See Appendix F for calculations and for GHG emission factor assumptions

Consistency with the GGRP

The City developed its GGRP to reduce community GHG emissions, consistent with the BAAQMD *CEQA Air Quality Guidelines*. The GGRP provides certain criteria a project must meet to evaluate its significance. Pursuant to the City’s requirements, Table 12 provides the evaluation of the project’s consistency with the GHG reduction measures outlined in the GGRP, and shows the proposed project would be consistent with the applicable mandatory measures in the GGRP. The GGRP includes specific measures and actions to meet estimated reductions for compliance with AB 32 in 2020 and SB 32 in 2030. Therefore, the project would be consistent with applicable state and local policies to reduce GHG emissions.

Consistency with the CPR

Mountain View adopted the *City of Mountain View Climate Protection Roadmap* (CPR) in September 2015 to address climate change through 2050 and the feasibility of achieving the adopted targets in the GGRP. The CPR evaluates mechanisms by which the City may achieve the 2050 emissions reduction target of 80 percent below 2005 levels and provides an analysis City officials can use to evaluate the potential for long-term community emission reduction initiatives. The CPR does not direct implementation of any specific actions; it outlines viable options for future City programs, policies, and actions that could be pursued. Table 13 outlines strategies applicable to the project and the project’s consistency with these strategies and shows that the proposed project would be consistent with several of the applicable measures in the City’s CPR. Although it would not include solar photovoltaic panels, the proposed project is not required directly to do so and would largely be consistent with the CPR.

Therefore, the proposed project would not conflict with state regulations intended to reduce GHG emissions statewide, including AB 32 and SB 32, and would be consistent with applicable plans, such as the GGRP and the CPR, designed to reduce GHG emissions. Therefore, the proposed project would not conflict with any plan, policy, or legislation related to GHG emissions. Impacts related to GHG emissions would be less than significant.

Mitigation Measures

Mitigation is not required.

d. Cumulative Impacts

GHG emissions and climate change are by definition cumulative impacts, as they affect the accumulation of GHGs in the atmosphere. As indicated above in Impact GHG-1 and Impact GHG-2 emissions associated with the project would be less than significant. Therefore, the project’s cumulative impacts are also less than significant.

e. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
Impact GHG-1. The proposed project would be consistent with the Mountain View Greenhouse Gas Reduction Program and would not conflict with state policies or regulations to reduce GHG emissions. Impacts would be less than significant.	None required	Less than significant without mitigation.

Table 12 Project Consistency with GGRP

GGRP Measure	Description	Project Consistency
Mandatory Measures		
Measure E-1.3 Non-Residential Lighting Retrofit	Non-residential projects larger than 15,000 square feet are required to improve lighting to 10 percent above Title 24 standards. Small businesses are encouraged to participate in PG&E programs that provide incentives for energy upgrades.	Not applicable. The project is a residential development.
Measure E-1.6 Exceed State Energy Standards in New Residential Development	New residential development must comply with the Mountain View Green Building Code (MVGBC), which stipulates that new residential projects (single and multi-family) must exceed Title 24 standards by 15 percent.	Consistent. The proposed project would comply with the MVGBC and implement additional energy saving features including energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, low VOC paints and stains, and enhanced ventilation for better indoor air quality.
Measure E-1.7 Exceed State Energy Standards in New Non-Residential Development	New non-residential development must comply with the Mountain View Green Building Code (MVGBC), which stipulates that new non-residential projects must exceed Title 24 standards by 10 percent.	Not applicable. The project is a residential development.
Measure E-1.8 Building Shade Trees in Residential Development	Require the planting of one building shade tree on a parcel to accompany each new single-family residential unit	Consistent. The proposed project would not include any single family residences but would include landscaping throughout the project site. Landscaping would consist of street trees, planted screenings, trees surrounding the project site.
Measure T-1.1 Transportation Demand Management	Requires the City to adopt a TDM ordinance that specifies all new non-residential development, generating 50 employees or more, to reduce home-based, drive-alone peak hour commute trips.	Not applicable. The project is a residential development. However, a Transportation Demand Management program would be created for the project to incentivize walking, biking, and reduced automobile usage, including car sharing designated spaces in the subterranean garage, a transit coordinator, and a Santa Clara Valley Transportation Authority (VTA) Eco Pass per resident for the first three years of the development. VTA Eco Passes allow for unlimited free rides on VTA Bus, Light Rail, and Express Bus service.
Voluntary Measures		
Measure E-1.4 Residential Energy Star Appliances	Promotes Energy Star appliances and electronics in new and existing residential developments.	Consistent. The proposed project would include energy star rated appliances.
Measure E-2.1 Residential Solar Water Heaters	Utilize residential solar water heaters.	Partially Consistent. The proposed project would include a solar hot water heating system for the proposed pool, but not for the residential units.

Source: City of Mountain View 2012b

Table 13 Project Consistency with CRP

CRP Strategy	Project Consistency
Renewable Energy Generation – Solar Photovoltaic	Inconsistent. The proposed project would not include solar photovoltaic panels.
Renewable Energy Generation – Solar Hot Water	Partially Consistent. The proposed project would include a solar hot water heating system for the proposed pool, but not for the residential units.
Energy Efficiency – New construction	Consistent. The proposed project would include energy saving features such as energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, low VOC paints and stains, and enhanced ventilation for better indoor air quality.
Fuel Switching – Electric Vehicles	Consistent. The proposed project would include 11 electric car charging stations and eight spaces pre-wired for charging stations.
Reduce Landfill Waste	Consistent. During project construction the project would divert 75 percent of construction and demolition waste. Insulation for the walls, floors, and ceilings would use 30 percent post-consumer and 60 percent post-industrial recycled content.
Transportation Demand Management	Consistent. A Transportation Demand Management program would be created for the project to incentivize walking, biking, and reduced automobile usage, including car sharing designated spaces in the subterranean garage, a transit coordinator, and a Santa Clara Valley Transportation Authority (VTA) Eco Pass per resident for the first three years of the development. VTA Eco Passes allow for unlimited free rides on VTA Bus, Light Rail, and Express Bus service.

Source: City of Mountain View 2015

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4.6 Hazards and Hazardous Materials

This section evaluates the proposed project's potential impacts relating to hazardous materials in soil and groundwater and other hazards. The information presented in this section is based on two Phase I Environmental Site Assessment reports prepared by Tetra Tech dated September 14, 2015 and December 5, 2016 included in Appendix G of this EIR (Tetra Tech 2015, Tetra Tech 2016). Section 4.13, *Effects Found Not to Be Significant*, discusses geologic hazards.

4.6.1 Setting

a. Regulatory Setting

This section describes applicable federal, state, and local regulations that pertain to hazards and hazardous materials.

Hazardous materials encompass a wide range of substances, naturally-occurring and man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, and harm to plant and wildlife ecology.

Since these substances have properties that are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place designed to minimize the chance for unintended releases and/or exposures to occur. Other programs set forth remediation requirements at sites where contamination has occurred.

Hazardous waste generators and hazardous materials users in the City are required to comply with regulations enforced by several federal, state, and county agencies. The regulations are designed to reduce the risk associated with the human exposure to hazardous materials and minimize adverse environmental effects. Federal and state construction worker health and safety regulations require protective measures during construction activities where workers may be exposed to asbestos, lead, and/or other hazardous materials.

Federal Regulations

At the federal level, the USEPA is the principal regulatory agency. The Occupational Safety and Health Administration regulates the use of hazardous materials, including hazardous building materials, insofar as these affect worker safety through a delegated state program. Furthermore, at the federal level, the Department of Transportation regulates transportation of hazardous materials.

Resource Conservation and Recovery Act of 1974 (RCRA). RCRA was enacted in 1974 to provide a general framework for the national hazardous waste management system, including the determination of whether hazardous waste are being generated, techniques for tracking wastes to eventual disposal, and the design and permitting of hazardous waste management facilities.

The Hazardous and Solid Waste Amendments

The Hazardous and Solid Waste Amendments were enacted in 1984 to better address hazardous waste; this amendment began the process of eliminating land disposal as the principal hazardous waste disposal method.

Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). CERCLA, also known as Superfund, was enacted in 1980 to ensure that a source of funds was available to clean up abandoned hazardous waste sites, compensate victims, address releases of hazardous materials, and establish liability standards for responsible parties.

The Superfund Amendments and Reauthorization Act of 1986 (SARA). SARA amended CERCLA in 1986 to increase Superfund budget, modify contaminated site cleanup criteria and schedules, and revise settlement procedures. SARA also provides a regulatory program and fund for underground storage tank clean ups.

National Priorities List

The USEPA created the National Priorities List to guide the agency in determining sites that warrant further investigation. Superfund sites on this list were identified because they pose a significant risk to human health and the environment and require long-term cleanup. Once listed on the NPL, sites can be designated with one of four statuses: Proposed, Withdrawn, Final, or Deleted, defined as follows:

- **Proposed.** Site proposed (by the USEPA, the state, or concerned citizens) for addition to the NPL due to contamination and identified by the USEPA as a candidate for cleanup because it poses a risk to human health and/or the environment
- **Withdrawn.** Site removed from the NPL because the USEPA has determined it poses no real or potential threat to human health and the environment
- **Final.** Site determined to pose a real or potential threat to human health and the environment after a Hazardous Ranking System screening and public solicitation of comments about the proposed site were completed
- **Deleted.** Site deleted from the NPL by the USEPA (with state concurrence) because site cleanup goals were met and no further response is necessary at the site (U.S. National Library of Medicine 2018).

State Regulations

At the state level, agencies such as Cal/OSHA, the Office of Emergency Services (OES), and the Department of Health Services have rules governing the use of hazardous materials that parallel federal regulations and are sometimes more stringent. The Department of Toxic Substances Control (DTSC) is the primary state agency governing the storage, transportation, and disposal of hazardous wastes. The USEPA authorized DTSC to enforce and implement federal hazardous materials laws and regulations. DTSC has oversight of Annual Work Plan sites (commonly known as state Superfund sites), those designated as having the greatest potential to affect human health and the environment.

The California Department of Public Health (CDPH, formerly California Department of Health Services) regulates the generation, handling, storage, treatment, and disposal of medical waste in accordance with the California Medical Waste Management Act (California Health and Safety Code, §§117600–118360). This law requires medical waste generators to register with the CDPH, Medical

Waste Management Program, and submit a medical waste management plan to the local enforcement agency.

The primary California state laws for hazardous waste are the California Hazardous Waste Control Law, the state equivalent of RCRA, and the Carpenter-Presley-Tanner Hazardous Substance Account Act, the state equivalent of CERCLA. State hazardous materials and waste laws are contained in the CCR, Titles 22 and 26. The state regulation concerning the use of hazardous materials in the workplace is included in Title 8 of the California Code Regulations.

One key state law that requires special assessment under CEQA, relates to Hazardous Waste and Substance Sites (Cortese) List which is a planning document used by state and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code §65962.5 requires that an updated list be prepared at least annually by the California EPA (CalEPA).

California Fire Code

CCR Title 24, also known as the California Building Standards Code, contains the California Fire Code, included as Part 9 of that Title. Updated every three years, the California Fire Code includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution (California Buildings Standards Commission 2017).

Regional and Local Regulations

The San Francisco Bay RWQCB is authorized by the State Water Resources Control Board (SWRCB) to enforce provisions of the Porter-Cologne Water Quality Control Act of 1969. This act gives the San Francisco Bay RWQCB authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened and to require remediation of the site, if necessary. Both of these agencies are part of the CalEPA. In the Bay Area, the BAAQMD may impose specific requirements on remediation activities to protect ambient air quality from dust or other airborne contaminants.

Administration and enforcement of the major environmental programs were transferred to local agencies as Certified Unified Program Agencies (CUPA) beginning in 1996. The purpose of this was to simplify environmental reporting by reducing the number of regulatory agency contacts a facility must maintain and requiring the use of more standardized forms and reports. Santa Clara County Health Department is the CUPA for Mountain View. The Mountain View Fire Department is the participating agency (PA).

Mountain View 2030 General Plan

The Mountain View 2030 General Plan was adopted in July 2012, and provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances. The 2030 General Plan provides a guide for future land use decisions in the City. Key policies related to hazards and hazardous materials and applicable to the proposed project include:

- **Policy INC 18.1: Contamination prevention.** Protect human and environmental health from environmental contamination
- **Policy INC 18.2: Contamination clean-up.** Cooperate with local, state and federal agencies that oversee environmental contamination and clean-up

1696–1758 Villa Street Residential Project

- **Policy PSA 3.2: Protection from hazardous materials.** Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through prevention and enforcement of fire and life safety codes
- **Policy PSA 3.4: Oversight agencies.** Work with local, state and federal oversight agencies to encourage remediation of contamination and protection of public and environmental health and safety

Emergency Response Plan

The City does not have established emergency evacuation routes, but the City recognizes Highway 101, SR 85, SR 237, and Central Expressway as the primary routes that would be used for evacuation.

The Mountain View Fire Department Office of Environmental Services is responsible for helping city employees, residents, businesses and schools prepare for, respond to, and recover from emergencies and disasters. The OES prepares the City by maintaining Mountain View’s Emergency Operations Plan (EOP) and Emergency Operations Center and training all city staff on the Standardized Emergency Management System and personal preparedness, as well as recruiting and training members of the city Emergency Response Team (City of Mountain View 2018b).

b. Project Site Setting

The project site consists of six adjacent parcels, five of the parcels are vacant or developed for residential land use, and one of the parcels (located at 1710 Villa Street, APN 154-02-001) is referred to as the “Jasco” USEPA Superfund Site. The 1710 Villa Street property is identified as a USEPA Superfund Site for having been previously occupied by the Jasco Chemical Corporation (Jasco), which operated on the property between 1976 to 1995, blended and repackaged various chemicals into smaller containers for resale. The facility also handled bulk solvents and stored chemicals in eight underground storage tanks (UST) (removed in 1996) and diesel fuel in one UST (removed in 1987). The site was also occupied historically by West Coast Door Manufacturing Company from 1954-1974, and before that was used for dry grain agricultural purposes from at least 1939. The 1710 Villa Street property is being evaluated currently by the USEPA for delisting from the Superfund list.

Environmental investigations began on the 1710 Villa Street property in 1983 overseen by the SFBRWQCB and the Jasco site was transferred to USEPA oversight when it was listed as a Superfund site on October 4, 1989. The following chemicals of concern were identified at the property:

- 1,2-dichloroethane (1,2-DCA)
- 1,1-dichloroethane (1,1-DCA)
- 1,1-dichloroethene (1,1-DCE)
- Trichloroethene (TCE)
- Tetrachloroethene (PCE or “perc”)
- Vinyl chloride
- Benzene
- Methylene chloride
- Pentachlorophenol (PCP), a wood preservative compound

A *Record of Decision (ROD)* was recorded for the Jasco site in 1992 and updated in the 2002 and 2012 *Explanation of Significant Difference (ESD)* documents. These documents established cleanup standards for the site. Soil contamination on the site was remediated using soil removal, on-site biotreatment, and dual vacuum extraction/soil vapor extraction. Between 1995 and 1998, approximately 572 cubic yards of soil were removed from the site. The majority of the impacted soil was located in the drainage swale, located just north of the Jasco property in the railroad right-of-way. Excavated soil was backfilled with concrete; as a result the excavation area is essentially solid concrete down to groundwater. The excavated area measures approximately 13 feet long by 35 feet wide and extends approximately 22 to 28 feet below ground surface to groundwater. Between 1995 and 2002 a groundwater and soil vapor extraction and treatment system operated at the site until site cleanup was achieved. Post clean up monitoring was conducted through 2012. As stated in the Second, Five-Year review, "All cleanup standards for soil and groundwater described in the ROD, as modified by the ESDs have been achieved." In that 2012 review, EPA indicated they were planning to remove the project site from the NPL (USEPA 2012).

During the course of site investigations, the PCE detected in groundwater was attributed to an off-site source and therefore was not addressed in the final site cleanup evaluation. The EPA transferred the oversight of the PCE in groundwater investigation to the DTSC. DTSC has not been available to identify the responsible party for the PCE plume, and according to conversation with DTSC and Tetra Tech, DTSC has no further action planned regarding remediation of the plume. PCE contamination of soil vapor and groundwater persists beneath the site. A soil vapor survey and human health risk assessment was performed across the Jasco property in 2002. The sample results indicate that PCE soil vapor impacts are concentrated along the eastern and northeastern property boundary. The assessment found potential vapor intrusion exposure shows a risk above the accepted 1×10^{-6} (one-in-a-million) for a slab-on-grade residential construction (Tetra Tech 2015).

On March 29, 2010 a deed restriction, or "Covenant and Environmental Restriction on Property," ("Covenant") (Appendix H of this EIR) was recorded for the Jasco property. The Covenant prohibits groundwater extraction from the property unless it is for environmental cleanup or monitoring purposes. It also requires engineering controls "to adequately mitigate the accumulation of vapors in occupied spaces and prevent the intrusion of groundwater, or demonstration to the prior approval of USEPA and the [Regional Water Quality Control] BOARD that the construction of the structure will not present an unacceptable risk to public health and safety" (Tetra Tech 2015). No soil disturbance (e.g., excavating, grading, removal, trenching, earthmoving, or mining) can take place without prior approval of the USEPA and RWQCB, and "mitigative measures" are required to prevent contact with soil and groundwater to an extent that could result in an unacceptable risk to public health and safety (Tetra Tech 2015). However, the site has been authorized for commercial and residential uses by USEPA as long as the provisions in the Covenant are followed. In 2014, the USEPA prepared a two-page flyer titled "Return to Use Initiative, 2010 Demonstration Project, Jasco Chemical Corporation, Mountain View, California." The flyer states that the property is available for reuse, and "...Can support residential or commercial land uses, subject to the Site's Covenant and Environmental Restriction." Therefore, according to Tetra Tech, "the site investigations, cleanup, and post-cleanup groundwater monitoring have been completed and the site is ready for evaluation by the EPA for delisting" (Tetra Tech 2015).

In November 2015, RWCQB took over as the lead agency. According to the Covenant for the project site, a Soil Management Plan (SMP) must be prepared and approved by the SFBSWRCB prior to commencement of soil-disturbing activities. Tetra Tech prepared a revised SMP for the 1710 Villa Street property (dated August 4, 2017), approved by the SFBRWQCB on August 11, 2017 (see

Appendix H). In July 2018, Tetra Tech prepared an amendment to the August 4, 2017 SMP because of the changes project since the time the original SMP was approved. The amended SMP (dated July 10, 2018) was approved by the SFBRWQCB on September 6, 2018 (see Appendix H).

4.6.2 Impact Analysis

a. Methodology and Significance Thresholds

Based on Appendix G of the CEQA Guidelines, a hazards and hazardous materials impact is considered significant if the proposed project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2.0 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Threshold 2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

IMPACT HAZ-1 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD INCLUDE CONSTRUCTION AND OPERATION OF RESIDENTIAL USES THAT COULD INVOLVE THE USE, STORAGE, DISPOSAL OR TRANSPORTATION OF HAZARDOUS MATERIALS. IN ADDITION, UPSET OR ACCIDENT CONDITIONS COULD INVOLVE THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT. HOWEVER, REQUIRED ADHERENCE TO EXISTING REGULATIONS, PROGRAMS, DEED RESTRICTIONS, AND 2030 GENERAL PLAN POLICIES WOULD ENSURE THAT IMPACTS ARE LESS THAN SIGNIFICANT.

Impacts related to hazardous materials relate to operation of residential uses and construction activity. Both of these issues are described below.

Construction Activities

Construction associated with the proposed project (including the off-site improvements) may include the temporary transport, storage, and use of potentially hazardous materials including fuels, lubricating fluids, cleaners, or solvents. As the proposed project involves the removal of contaminated soil, grading or excavation would also result in the transport and disposal of hazardous materials as they are unearthed and removed from the site. However, the transport, storage, use, or disposal of hazardous materials would be subject to federal, state, and local regulations pertaining to the transport, use, storage, and disposal of hazardous materials, which would assure that risks associated with hazardous materials are minimized. In addition, construction activities that transport hazardous materials would be required to transport such materials along designated roadways in the city and county, thereby limiting risk of upset. Potential impacts with respect to public and environmental exposure to soil, soil vapor, and groundwater contaminants are discussed further under Impact HAZ-3.

Operational Activities

Although new residential development could involve the use, storage, disposal, or transportation of hazardous materials, users of the off-site path area would not be expected to transport, use, or store large quantities of hazardous material. Residential uses do not generally involve the use, storage, disposal, or transportation of significant quantities of hazardous materials; rather, some materials considered hazardous may be used or stored on the project site. These materials would be limited primarily to solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies and would not be substantially different from household chemicals and solvents already in general and wide use throughout the area.

In accordance with 2030 General Plan policies PSA 3.2 and PSA 3.4, the City takes part in the Santa Clara County Household Hazardous Waste Program, which educates residents about how to properly dispose of household hazardous waste and provides collection centers for residents to properly dispose of hazardous waste. These efforts will reduce potential impacts associated with household hazardous waste that may be generated by the proposed project. Therefore, compliance with existing laws and regulations governing the transport, use, storage, disposal, or release of hazardous materials and wastes would reduce impacts related to exposure of the public or environment to the routine use or accidental release of hazardous materials to less than significant. Users of the off-site path area would not be expected to transport, use, or store large quantities of hazardous materials.

Asbestos and Lead-Based Paint Removal

The project site contains four residential buildings that would be demolished prior to construction of the proposed residential building. Due to their age, these structures may contain asbestos and/or lead-based paint. Demolition of these structures could upset the materials and result in health hazard impacts to workers if not remediated prior to construction activities. However, with compliance with existing requirements, if such materials are disturbed during demolition, they would be handled and disposed in a manner that protects public and environmental health and safety. The proposed project would be required to adhere to BAAQMD Regulation 11, Rule 2, which governs the proper handling and disposal of asbestos-containing materials for demolition, renovation, and manufacturing activities in the Bay Area, and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The CCR §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure

levels do not exceed CalOSHA standards. With adherence to BAAQMD and CalOSHA policies regarding asbestos-containing material and lead-based paint, impacts would be less than significant.

Railway Hazards

The Caltrain tracks adjacent to the project site support both passenger and freight traffic. The project would not alter train schedules or affect train operations; therefore, the project would not increase the potential for hazards associated with railway operations. However, freight trains may carry hazardous materials that could be released during an accident and affect future residents. The public health risk posed by an accidental release would depend upon the materials involved, their toxicity, and the wind direction that could carry emissions from the release. The potential for an impact is determined by a combination of the probability of an accident, the probability that the released cargo is hazardous, and the probability that winds are blowing from the spill toward occupied receptor sites.

The majority of traffic on the Caltrain tracks is passenger traffic. Of the infrequent freight traffic, only a small percentage would involve transport of hazardous materials, and the federal Department of Transportation regulates that transport to minimize risks of accidents or spills. In addition, because of the urban context in the site vicinity, trains travel through the area at relatively low speeds, and the tracks are in a straight alignment, minimizing the likelihood of accidents. Based on this information, the risk of derailment with or without hazardous material release is extremely low. This impact would be less than significant.

Mitigation Measures

Impacts are less than significant, no mitigation measures are required.

Threshold 3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

IMPACT HAZ-2 THE PROJECT SITE IS NOT LOCATED WITHIN ONE-QUARTER MILE OF AN EXISTING SCHOOL. THE OFF-SITE PATH AREA IS ADJACENT TO A SCHOOL, BUT WOULD NOT INVOLVE ACTIVITIES THAT WOULD EMIT OR HANDLE HAZARDOUS MATERIALS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed project is located 0.3 miles west of the closest school, Khan Lab School. The project site is not located within 0.25 miles of an existing or proposed school; therefore, the residential project would not emit hazardous materials or handle accurately hazardous materials within 0.25 miles of an existing school.

The off-site path improvement area is adjacent to the Khan Lab School. However, pedestrians and bicyclists using the path would not be expected to transport, use, or store large quantities of hazardous material. In addition, the transportation, storage, use, and disposal of hazardous materials associated with construction of the off-site path would be subject to federal, state and local regulations pertaining to the transport, use, storage, and disposal of hazardous materials, which would ensure that risks associated with hazardous materials are minimized. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?

IMPACT HAZ-3 A PORTION OF THE PROJECT SITE HAS BEEN DESIGNATED AS A FEDERAL SUPERFUND SITE BY THE USEPA AND CONSTRUCTION ACTIVITIES COULD EXPOSE THE PUBLIC AND ENVIRONMENT TO CONTAMINATED GROUNDWATER AND SOILS. CLEANUP AND REMEDIATION HAVE BEEN COMPLETED AND THE SITE HAS BEEN DEEMED SAFE FOR RESIDENTIAL AND COMMERCIAL USES. ADHERENCE TO ESTABLISHED LAND USE RESTRICTIONS, APPLICABLE FEDERAL, STATE AND LOCAL POLICIES AND REGULATIONS, IMPLEMENTATION OF THE APPROVED SOIL MANAGEMENT PLAN DURING EXCAVATION, AND IMPLEMENTATION OF MITIGATION MEASURES AQ-2 AND HAZ-3(A) AND HAZ-3(B) WOULD ENSURE LESS THAN SIGNIFICANT IMPACTS CONCERNING USE OF A HAZARDOUS MATERIAL SITE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

The off-site path improvement area is not listed on a hazardous materials site compiled pursuant to Government Code Section 65962.5 and is not a known source of contamination (GeoTracker 2018). Therefore, this analysis focuses on development of the project site located at 1696-1758 Villa Street.

Construction Activities

The proposed project involves the construction and operation of a 226-unit residential building on a federally designated Superfund site with several potential contaminants of concern. Furthermore, PCE contamination from an off-site source has been detected in the on-site groundwater. PCE contamination of soil vapor and groundwater persists beneath the site. As the project includes excavation throughout the site for a subterranean parking garage, construction workers may be exposed to PCE or other contaminants during on-site activities including excavation of contaminated soil, removal of groundwater, or trench work in which impacted soil vapors may reach the breathing zone. Therefore, construction activities could expose construction workers to potentially unacceptable health risks from contaminated groundwater, soil, and soil vapor. This impact is potentially significant.

According to USEPA, “all cleanup standards for soil and groundwater described in the [Record of Decision] ROD, as modified by the ESDs have been achieved” (USEPA 2012). Nonetheless, contamination may still be present. Ground-disturbing activities associated with the proposed project must comply with the land use and environmental restrictions imposed on the project site in the Covenant recorded on March 29, 2010. According to the Covenant for the project site, a SMP must be prepared and approved by the SFBRWQB prior to commencement of soil-disturbing activities. Tetra Tech prepared an amended SMP for the 1710 Villa Street property (dated July 10, 2018), approved by the SFBRWQCB on September 6, 2018. The SMP presents the framework to monitor field conditions including air quality and dust, manage excavated soil, and collect soil samples for laboratory analysis in accordance with the 2010 Covenant. The SMP includes the following key items:

- Soil samples will be collected prior to the excavation of the below-grade parking garage to profile the soil for offsite disposal or recycling.
- Air monitoring will be performed on a daily basis using hand-held instruments and continuous dust monitors. Air samples will be collected from around the work area perimeter during excavation, trenching, and off-haul activities for analysis at an offsite laboratory.
- The results for the air monitoring will be compared to screening levels published by the Regional Water Quality Environmental Screening levels (ESLs). ESLs were not published for 1,1-

dichloroethane (1,1-DCA) and pentachlorophenol (PCP). Therefore screening criteria published by the DTSC and the USEPA were used for 1,1-DCA and PCP, respectively. If the screening levels are exceeded, then additional dust suppression measures will be applied to the soil to reduce fugitive emissions.

- A summary report documenting the implementation of the SMP will be prepared and will include following elements:
 - Description of field monitoring and field instrument readings
 - Photographic log
 - Copies of disposal manifests and/or landfill weight tags
 - Laboratory analytical data sheets and chain of custody forms for samples

The specifics of the SMP can be found in Appendix H of this EIR. Adherence to the approved SMP would reduce potential impacts relating to disturbance and removal of potentially contaminated soils and exposure to soil vapor. Further, adherence to the SMP and Mitigation Measure AQ-2 in Section 4.2, *Air Quality*, would reduce potential impacts with regard to fugitive dust and VOCs generated during ground disturbance that could pose a temporary risk to human health due to inhalation. Lastly, pursuant to the Covenant, no soil disturbance (defined as excavating, grading, removal, trenching, earthmoving, or mining) can take place on the site without prior approval of RWCQB. Mitigation Measure HAZ-3(a) would ensure that the project would adhere to the provisions of the SMP. Adherence to the Covenant and SMP and implementation of Mitigation Measures AQ-2 and HAZ-3(a) would reduce the potential for construction workers and nearby residents to be exposed to groundwater and soil vapor contaminants.

Operational Activities

The risk of hazardous materials creating a significant hazard to the public or the environment would primarily occur during construction of the project site as on-site contamination is disturbed. Once the project is operational, the contaminated media would mostly be removed or covered and would no longer pose a risk. Further, operation of a residential land use at the project site has been authorized under the 2014 USEPA flyer. Nonetheless, as noted above under Setting, PCE contamination of soil vapor and groundwater persists beneath the site. A soil vapor survey and human health risk assessment was performed across the Jasco property in 2002. The sample results indicate that PCE soil vapor impacts are concentrated along the eastern and northeastern property boundary. The assessment found potential vapor intrusion exposure shows a risk above the accepted 1×10^{-6} (one-in-a-million) for a slab-on-grade residential construction. This risk can be mediated through engineering controls (e.g., vapor barrier) to mitigate against the potential for PCE vapors to collect in overlying structures (Tetra Tech 2015). According to Section 4.2.2 of the Covenant, “no use of the Burdened Property shall result in the construction of underground structure without engineering controls to adequately mitigate the accumulation of vapors in occupied spaces or demonstration to the prior approval of USEPA and the RWQCB that the structure will not present an unacceptable risk to public health and safety.” Mitigation Measure HAZ-3(b) is required to ensure that the project would implement engineering controls to address soil vapor intrusion.

Dewatering

Construction activities would include ground disturbance and excavation to a depth of 25 feet below the ground surface. As described in the SMP, the shallow A aquifer was encountered at depths ranging from 22 to 35.5 feet (Tetra Tech 2017). In addition, groundwater was encountered on-site at depths ranging from approximately 18 to 20 feet below current grades during a cone penetration test (CPT) completed for the Preliminary Geotechnical Investigation (TRC 2-015, Appendix J). Thus, contaminated groundwater could be encountered during project excavation and dewatering may be necessary.

Dewatering of contaminated groundwater may result in exposure to hazards as runoff or disposal of contaminated water during dewatering could contaminate stormwater systems. However, the approved SMP includes procedures for addressing risks associated with encountered groundwater during construction. According to the SMP, “the discharge from each well will be conveyed to a treatment system and discharged under permit to the storm drain system. Treatment systems typically include settling tanks and sand filters to remove sediment, a batch tank, and granular activated carbon (GAC) vessels (at least two vessels in parallel and in series) to treat the water prior to discharge...the groundwater will be treated to remove PCE and other potential contaminants prior to discharge.” As discussed in Section 4.7, *Hydrology and Water Quality*, and outlined in the SMP, if water is treated and discharged, the developer would be required to obtain an Authorization to Discharge from the RWQCB. Also as discussed in that section under Impact HWQ-2, long-term structural dewatering would not be required. Therefore, long-term dewatering of contaminated groundwater would not occur. Adherence to the SMP and City and regional policies regarding dewatering would ensure that workers and the environment would not be exposed to contaminated groundwater. Impacts related to dewatering would be less than significant.

Mitigation Measures

Mitigation Measure AQ-2 in Section 4.2, *Air Quality*, and the following mitigation measures are required.

HAZ 3(a) Soil Management Plan Compliance

Prior to issuance of grading permit, the prepared Soil Management Plan (SMP) dated August 11, 2017, as amended on July 10, 2018, shall be reviewed by the City of Mountain View and updated as necessary to ensure that the SMP is fully consistent with planned grading and excavation activities and with the project plans. Revisions or amendments to the SMP shall be reviewed and approved by the San Francisco Bay Regional Water Quality Control Board and the City of Mountain View prior to commencement of ground disturbance. The project applicant shall comply with the provisions of the SMP including:

- Soil samples shall be collected prior to the excavation of the below-grade parking garage to profile the soil for offsite disposal or recycling.
- Air monitoring shall be performed on a daily basis using hand-held instruments and continuous dust monitors.
- The results for the air monitoring shall be compared to screening levels published by the Regional Water Quality Environmental Screening levels (ESLs). If the screening levels are exceeded, then additional dust suppression measures shall be applied to the soil to reduce fugitive emissions.

- Extracted groundwater shall either be discharged to the sanitary sewer or storm drain system and shall comply with all applicable permit requirements.
- Groundwater impacted by PCE shall be treated to remove PCE and other potential contaminants prior to discharge.
- Soil cuttings generated from drilling the dewatering wells shall be consolidated in one area and profiled separately for off-site disposal.
- A summary report documenting the implementation of the SMP will be prepared and will include following elements:
 - Description of field monitoring and field instrument readings
 - Photographic log
 - Copies of disposal manifests and/or landfill weight tags
 - Laboratory analytical data sheets and chain of custody forms for samples

HAZ-3(b) Soil Vapor Intrusion Mitigation

In accordance with the *Covenant and Environmental Restriction on Property* dated March 29, 2010, a vapor barrier shall be installed beneath all structures to mitigate issues associated with the potential presence of PCE vapors at the site. The specifications for the vapor barrier shall be reviewed and approved by the San Francisco Bay Regional Water Quality Control Board or other appropriate agency providing regulatory oversight (such as USEPA, DTSC, or the Santa Clara County Department of Environmental Health). Specifications for the vapor barrier shall include thickness, type, durability, and diffusion rates for the compounds of concern. The specifications shall also describe the effectiveness of the liner over the life of the building.

Significance After Mitigation

Implementation of Mitigation Measure AQ-2, Mitigation Measure HAZ-3(a) and HAZ-3(b) would reduce the potential for construction workers, nearby residents, and future occupants to be exposed to contaminants. With implementation of these mitigation measures and other requirements for development of the project site, impacts to the public and the environment from on-site contamination would be less than significant.

- Threshold 5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- Threshold 6:** For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

IMPACT HAZ-4 THE PROPOSED PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR VICINITY OF A PRIVATE AIRSTRIP. NO IMPACT RELATED TO AIRPORT HAZARDS WOULD OCCUR.

The proposed project is located approximately 2.2 miles southwest of the closest airport, Moffett Federal Airfield. The project site is not located within an airport land use plan, Airport Influence Area, or Airport Safety Zone. No impacts involving airports or private airstrips would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 7: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

IMPACT HAZ-5 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As required by State law, the City of Mountain View has established emergency preparedness procedures and programs to be prepared for and respond to a variety of natural and manmade disasters that could confront the community. The City's emergency preparedness programs are operated collaboratively by the Mountain View Fire Department, the Santa Clara County Office of Emergency Services, and other City Departments. Emergency and disaster planning is primarily conducted through the City Emergency Services Coordinator (under the City Fire Department) and Mountain View Emergency Operations Center, which is responsible for coordinating agency response to disaster or other large-scale emergencies in Mountain View with assistance from the Santa Clara County Office of Emergency Services and the Santa Clara County Office of Emergency Services.

The City's EOP establishes policy direction for emergency planning, mitigation, response, and recovery activities in Mountain View. The EOP addresses interagency coordination, procedures to maintain communication with County and State emergency response teams, and methods to assess the extent of damage and management of volunteers (City of Mountain View 2018b).

The proposed project does not include any characteristics (e.g., permanent road closures) that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity. As described in Section 4.11, *Traffic*, the City's standard conditions of approval related to construction staging and parking would ensure that potential temporary road closures during construction would not impair or otherwise interference with emergency response or evacuation. Also, it is expected that the proposed project would adhere to current and future requirements stipulated by the City of Mountain View's EOP and the Public Safety Element of the Mountain View 2030 General Plan. Accordingly, potential impacts related to interference with an adopted emergency response plan or emergency evacuation plan during operations would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 8: Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

IMPACT HAZ-6 WILDLANDS ARE NOT LOCATED WITHIN OR ADJACENT TO THE PROPOSED PROJECT SITE. NO IMPACT WOULD OCCUR.

The project site is located in a developed urban area. No wildlands are found on or adjacent to the project site. The project site is not located in a Very High Hazard Severity Zone for wildland fires (California Department of Forestry and Fire Protection [CalFire] 2012). No impacts involving wildland fires would occur.

Mitigation Measures

No mitigation measures are required.

c. Cumulative Impacts

Cumulative development has potential to expose future area residents, employees, and visitors to current and historical use of hazardous materials. Continued urban development as described in Section 3, *Environmental Setting*, will cumulatively increase the potential for exposure to existing hazards associated with hazardous materials. Therefore, an overall increase in the potential for human health hazards will occur as intensification of development occurs. However, overall, hazards and hazardous materials impacts associated with individual developments are site specific in nature and must be addressed on a case-by-case basis. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Since hazards and hazardous materials are required to be examined as part of the permit application and environmental review process, it is anticipated that potential impacts associated with individual projects will be adequately addressed and mitigated prior to permit approval. Compliance with regulatory requirements and 2030 General Plan policies, including remedial action on contaminated sites, would avoid potential hazard impacts associated with cumulative development. With adherence to existing 2030 General Plan policies and other local, regional, state, and federal regulations, no significant cumulative human or environmental health impacts are anticipated.

d. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
Impact HAZ-1. Implementation of the proposed project would include construction and operation of residential uses that could involve the use, storage, disposal or transportation of hazardous materials. In addition, upset or accident conditions could involve the release of hazardous materials into the environment. However, required adherence to existing regulations, programs, deed restrictions, and 2030 General Plan policies would ensure impacts are less than significant.	None required	Less than significant without mitigation.
Impact HAZ-2. The project site is not located within one-quarter mile of an existing school. The off-site path area is adjacent to a school, but would not involve activities that would emit or handle hazardous materials. This impact would be less than significant.	None required	Less than significant without mitigation.
Impact HAZ-3. A portion of the project site has been designated as a federal Superfund site by the USEPA and construction activities could expose the public and environment to contaminated groundwater and soils. Cleanup and remediation have been completed and the site has been deemed safe for residential and commercial uses. Adherence to established	HAZ-3(a) Soil Management Plan Compliance. Prior to issuance of grading permit, the prepared Soil Management Plan (SMP) dated August 11, 2017, as amended on July 10, 2018, shall be reviewed by the City of Mountain View and updated as necessary to ensure that the SMP is fully consistent with planned grading and excavation activities and with the project plans. Revisions or amendments to the SMP shall be	Less than significant.

Impact	Mitigation Measure(s)	Residual Impact
<p>land use restrictions, applicable federal, state and local policies and regulations, implementation of the approved soil management plan during excavation, and implementation of mitigation measures AQ-2, HAZ-3(a), and HAZ-3(b) would ensure less than significant impacts concerning use of a hazardous material site. This impact would be less than significant with mitigation.</p>	<p>reviewed and approved by the San Francisco Bay Regional Water Quality Control Board and the City of Mountain View prior to commencement of ground disturbance. The project applicant shall comply with the provisions of the SMP including:</p> <ul style="list-style-type: none"> ▪ Soil samples shall be collected prior to the excavation of the below-grade parking garage to profile the soil for offsite disposal or recycling. ▪ Air monitoring shall be performed on a daily basis using hand-held instruments and continuous dust monitors. ▪ The results for the air monitoring shall be compared to screening levels published by the Regional Water Quality Environmental Screening levels (ESLs). If the screening levels are exceeded, then additional dust suppression measures shall be applied to the soil to reduce fugitive emissions. ▪ Extracted groundwater shall either be discharged to the sanitary sewer or storm drain system and shall comply with all applicable permit requirements. ▪ Groundwater impacted by PCE shall be treated to remove PCE and other potential contaminants prior to discharge. ▪ Soil cuttings generated from drilling the dewatering wells shall be consolidated in one area and profiled separately for off-site disposal. ▪ A summary report documenting the implementation of the SMP will be prepared and will include following elements: <ul style="list-style-type: none"> ▫ Description of field monitoring and field instrument readings ▫ Photographic log ▫ Copies of disposal manifests and/or landfill weight tags ▫ Laboratory analytical data sheets and chain of custody forms for samples <p>HAZ-3(b) Soil Vapor Intrusion Mitigation. In accordance with the Covenant and Environmental Restriction on Property dated March 29, 2010, a vapor barrier shall be installed beneath all structures to mitigate issues associated with the potential presence of PCE vapors at the site. The specifications for the vapor barrier shall be reviewed and approved by the San Francisco Bay Regional Water Quality Control Board or other appropriate agency providing regulatory oversight (such as USEPA, DTSC, or the Santa Clara County Department of Environmental Health). Specifications for the vapor barrier shall include thickness, type, durability, and diffusion rates for the compounds of concern. The specifications shall also describe the effectiveness of the liner over the life of the building.</p>	

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Impact	Mitigation Measure(s)	Residual Impact
Impact HAZ-4. The proposed project site is not located within an airport land use plan or vicinity of a private airstrip. No impact related to airport hazards would occur.	None required	No impact.
Impact HAZ-5. Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.	None required	Less than significant without mitigation.
Impact HAZ-6. Wildlands are not located within or adjacent to the proposed project site. No impact would occur.	None required	No impact.

4.7 Hydrology and Water Quality

This section analyzes potential impacts related to hydrology and water quality. The analysis in this section is based in part on the *1696 Villa Street Utility Impact Study* (Utility Impact Study) prepared for the proposed project by Schaaf & Wheeler in June 2018 (Appendix I).

4.7.1 Setting

a. Surface Water Resources

The project site is located in the San Francisco Bay hydrologic region that extends from southern Santa Clara County north to San Pablo Bay in Sonoma County, and inland to the confluence of the Sacramento and San Joaquin rivers. The water in the region flows to the San Francisco Bay estuary or directly to the Pacific Ocean.

Mountain View transects five watersheds: Adobe Creek, Calabazas Creek, Permanente Creek, Stevens Creek, and the San Francisco Bay Estuary. The project site is located in the Permanente Creek watershed, which includes portions of unincorporated Santa Clara County and the cities of Los Altos and Mountain View. The creek originates on Black Mountain in Santa Clara County and receives runoff from open space areas and urban and suburban development, including industrial areas.

The Permanente Creek watershed is located east of the Adobe Creek watershed and west of the Stevens Creek watershed. Permanente Creek drains an area of approximately 17 square miles on the northeast-facing slopes of the Santa Cruz Mountains. Permanente Creek is approximately 13 miles in length. The creek flows through the cities of Los Altos and Mountain View and discharges into the South Bay via the Mountain View Slough. Peak flows are diverted to Stevens Creek via the Permanente Creek Diversion. Much of Permanente Creek's streambank in Mountain View has been treated with artificial materials for bank stabilization and flood control. The major tributaries to Permanente Creek are Hale Creek, West Branch Permanente Creek, and Ohlone Creek. Tributaries to Hale Creek include Magdalena Creek, Loyola Creek, and Summerhill Channel (City of Mountain View 2012c). Figure 16 shows the surface waters near the project site.

Stormwater runoff from the project site is routed through the City's stormwater system to Permanente Creek. Stormwater flow from the project site would be discharged to the City system at Villa Street (Schaaf & Wheeler 2018).

The project site does not contain any surface water features, streambeds or wetlands.

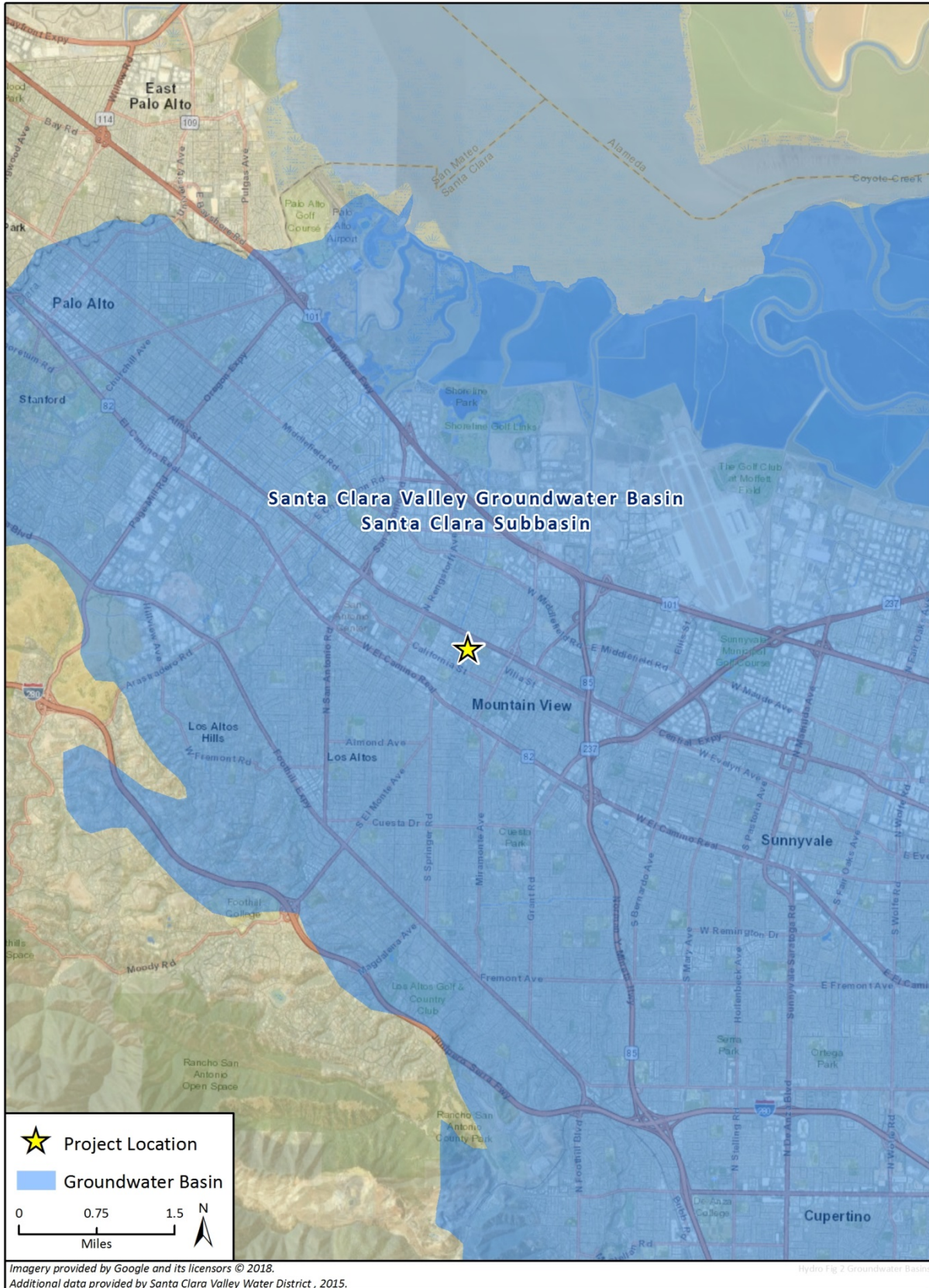
b. Groundwater Resources

The project site overlies the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin. The Santa Clara Subbasin extends from the northern border of Santa Clara County to the groundwater divide near the town of Morgan Hill, covering approximately 240 square miles (California Department of Water Resources [DWR] 2004). The Santa Clara Subbasin provides municipal, domestic, industrial, and agricultural water supply. The Santa Clara Valley Water District (SCVWD) conducts an artificial groundwater recharge program that entails releasing locally conserved or imported water to in-stream and off-stream facilities. Figure 17 shows the groundwater basins near the project site.

Figure 16 Surface Waters



Figure 17 Groundwater Basins



According to the Phase I Environmental Site Assessment prepared for the project, three aquifer units have been identified beneath the site: the shallow A zone, the deeper B1 zone, and the underlying B2 zone. The shallow A zone aquifer was encountered at depths ranging from 22 to 35.5 feet below ground surface and varied in thickness from 0.5 to 13.5 feet. The B1 aquifer was encountered at depths ranging from 42 to 47.5 feet below ground surface and varied in thickness from 7.5 to 11.2 feet. The B2 aquifer was found to begin at 57.5 feet below ground surface and extended to at least 71 feet in depth, the maximum depth explored. Regionally, an underlying C aquifer occurs at approximately 150 feet in depth (Tetra Tech 2017). In addition, groundwater was encountered on-site at depths ranging from approximately 18 to 20 feet below current grades during a cone penetration test (CPT) completed for the Preliminary Geotechnical Investigation (TRC 2015, Appendix J). Historic high groundwater levels are mapped at a depth of approximately 10 feet below current grades (California Geological Survey [CGS] 2006). Fluctuations in groundwater levels occur due to many factors including seasonal fluctuation, underground drainage patterns, and regional fluctuations, along with other factors.

c. Water Quality

The San Francisco Bay Regional Water Quality Control Board (RWQCB) has designated beneficial uses of water bodies in the county in the *Water Quality Control Plan for the San Francisco Bay Region* (Basin Plan) (San Francisco Bay RWQCB 2017). Table 14 shows the designated beneficial uses of water bodies in the Basin Plan.

Table 14 Designated Beneficial Uses of Water Bodies in Mountain View

Water Body	Designated Beneficial Uses
Surface Water	
San Francisco Bay, South	Commercial and sport fishing, estuarine habitat, industrial service supply, fish migration, navigation, preservation of rare and endangered species, water contact recreation, non-contact water recreation, shellfish harvesting, fish spawning, and wildlife habitat
Permanente Creek	Cold freshwater habitat, fish spawning, wildlife habitat, water contact recreation, and noncontact water recreation
Groundwater	
Santa Clara Valley	Municipal and domestic supply, industrial process supply, industrial service supply, and potential agricultural study

Source: San Francisco Bay RWQCB, 2017

The Basin Plan also contains water quality criteria for groundwater. Groundwater in the Santa Clara Subbasin is generally of a bicarbonate type, with sodium and calcium as the principal cations. In the northern portion of the Santa Clara Subbasin, historical saltwater intrusion may be to blame for elevated mineral levels. In the southern portion, wells with elevated nitrate concentrations have been identified (DWR 2004).

The Santa Clara Valley Water District (SCVWD) monitors the quality of groundwater aquifers in the county; both principal (deeper, drinking water aquifers) and upper (shallower, nondrinking water aquifers) are monitored. Based on data collected in 2002-2003, the mineral character of the groundwater subbasins in the county is dominated by calcium, magnesium, and bicarbonate. Secondary maximum contaminant levels (MCL) were exceeded in some wells in the subbasin for specific conductance, total dissolved solids, manganese, iron, aluminum (only one well in the

subbasin exceeded the primary MCL in 2002) and chloride. A zone of saltwater intrusion has been observed along the Bay in the northern portion of the subbasin less than 100 feet below ground surface, and the affected area appears to be stable based on monitoring conducted by the SCVWD. The agricultural water quality objectives were exceeded in some wells for chloride, boron, and selenium. Nitrate and volatile organic compound concentrations in wells in the subbasin were detected below MCLs (City of Mountain View 2012c).

Drinking water standards are met at public supply wells across the subbasin without the use of treatment methods. Groundwater from Mountain View's water supply wells meets all water quality standards (City of Mountain View 2016).

e. Regulatory Setting

Federal Regulations

Clean Water Act

Congress enacted the Clean Water Act (CWA), formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The project site is in a watershed administered by the San Francisco Bay RWQCB.

The San Francisco Bay RWQCB's Municipal Regional Stormwater NPDES Permit (Order No. R2-2015-0049; NPDES Permit No. CAS612008), referred to as an "MS4 General Permit," prohibits the discharge of non-storm water into storm drains and watercourses. Non-storm water discharges include substances such as sediment, oil, trash, pesticides, and herbicides.

During construction of individual projects that disturb more than one acre, stormwater discharges must obtain NPDES coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit; Order No. 2009-0009-DWQ; NPDES No. CAS000002). Construction activities can comply with and be covered under the General Construction Permit provided that the permittee:

- Develops and implements a Storm Water Pollution Prevention Plan (SWPPP) that specifies BMPs to prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving offsite into receiving waters
- Eliminates or reduces non-storm water discharges to storm sewer systems and other waters of the nation
- Performs inspections of all BMPs

Section 401 of the CWA requires that any activity that may result in discharges into a state waterbody must be certified by the RWQCB. This certification ensures that the proposed activity does not violate State and/or federal water quality standards. The limits of non-tidal waters extend to the Ordinary High Water Mark, defined as the line on the shore established by the fluctuation of water and indicated by physical characteristics, such as natural line impressed on the bank, changes

in the character of the soil, and presence of debris. The USACE may issue either individual, site-specific permits or general, nationwide permits for discharge into U.S. waters.

Clean Water Act Section 303(d)

Section 303(d) of the CWA (CWA, 33 USC 1250, et seq., at 1313(d)) requires states to identify “impaired” waterbodies as those that do not meet water quality standards. States are required to compile this information in a list and submit the list to the USEPA for review and approval. This list is known as the Section 303(d) list of impaired waters. As part of this listing process, states are required to prioritize waters and watersheds for future development of TMDL requirements. The SWRCB and RWQCBs have ongoing efforts to monitor and assess water quality, to prepare the Section 303(d) list, and to develop TMDL requirements.

State Regulations

Porter-Cologne Water Quality Control Act

The SWRCB regulates water quality through the Porter-Cologne Water Quality Act of 1969, which contains a complete framework for the regulation of waste discharges to both surface waters and groundwater of the state. Mountain View is located in the jurisdiction of the San Francisco Bay Region RWQCB, which is responsible for the implementation of federal and state water quality protection statutes, regulations, and guidelines. The San Francisco Bay Region has developed a Water Quality Control Plan (Basin Plan) to show how the quality of the surface and groundwater in the San Francisco Bay Region should be managed to provide the highest water quality reasonably possible. The Basin Plan lists the various beneficial uses of water in the region, describes the water quality that must be maintained to allow those uses, describes the programs, projects, and other actions which are necessary to achieve the standards established in this plan, and summarizes plans and policies to protect water quality.

Local Regulations

Mountain View 2030 General Plan

The Mountain View 2030 General Plan was adopted in July 2012, and provides the City with goals and policies that accurately reflect shared community values, potential change areas, and compliance with state law and local ordinances. The General Plan provides a guide for future land use decisions in the City. Key policies related to hydrology and water quality and applicable to the proposed project include:

- **Policy INC 8.2: National Pollutant Discharge Elimination System Permit.** Comply with requirements in the Municipal Regional Stormwater NPDES Permit.
- **Policy INC 8.4: Runoff pollution prevention.** Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.
- **Policy INC 8.5: Site-specific stormwater treatment.** Require post-construction stormwater treatment controls consistent with the Municipal Regional Storm water NPDES Permit requirements for both new development and redevelopment projects.

4.7.2 Impact Analysis

a. Methodology and Significance Thresholds

Based on Appendix G of the State *CEQA Guidelines*, a hydrology and water quality impact is considered significant if the proposed project would:

1. Violate any water quality standards or waste discharge requirements
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
6. Otherwise substantially degrade water quality
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam
10. Expose people or structures to inundation by seiche, tsunami, or mudflow

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project violate any water quality standards or waste discharge requirements?
Threshold 3:	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
Threshold 6:	Would the project otherwise substantially degrade water quality?

IMPACT HWQ-1 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT COULD RESULT IN AN INCREASE IN POLLUTANT DISCHARGES THAT WOULD AFFECT WATER QUALITY. CONSTRUCTION ACTIVITIES MAY ENCOUNTER GROUNDWATER, IN WHICH CASE GROUNDWATER DEWATERING MAY BE REQUIRED. HOWEVER, COMPLIANCE WITH THE PROJECT'S SOIL MANAGEMENT PLAN, CITY OF MOUNTAIN VIEW STANDARD CONDITIONS OF APPROVAL, AND EXISTING REGULATORY REQUIREMENTS WOULD AVOID SIGNIFICANT IMPACTS TO WATER QUALITY. THEREFORE, THE PROPOSED PROJECT WOULD NOT VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, RESULT IN SUBSTANTIAL EROSION OR SILTATION, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction

The proposed project involves the construction and operation of a 226-unit residential building on a federally-designated Superfund site with several potential contaminants of concern. As discussed in detail in Section 4.6, *Hazards and Hazardous Materials*, PCE contamination from an off-site source has been detected in the on-site groundwater. Temporary soil disturbance would occur during construction of the project as a result of earth-moving activities, such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. The types of pollutants contained in runoff from construction sites would be typical of urban areas, and may include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to downstream drainages and ultimately into collecting waterways, contributing to degradation of water quality.

Because the project would involve disturbance of more than one acre of land surface, it would be subject to the State of California Construction General Stormwater Permit. Compliance with the permit would require the applicant to file a Notice of Intent with the SWRCB. Permit conditions require development of a SWPPP, which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

In addition, in accordance with MVCC Section 5.106.1, the applicant would be required to submit a written plan acceptable to the City that shows controls that would be used at the site to minimize sediment runoff and erosion during storm events. The plan must include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan must also include routine street sweeping and storm drain catch basin cleaning.

According to the Preliminary Geotechnical Investigation prepared for the project, groundwater was encountered at 18 to 20 feet below the ground surface and the historic high groundwater level in the site vicinity is approximately 10 feet below ground surface (TRC 2016; Appendix J). Other investigations encountered groundwater ranging from 22 to 35.5 feet below ground surface (Tetra Tech 2015). The proposed project would involve excavation to a maximum depth of 25 feet. Therefore, the project would likely require dewatering during construction. As discussed in Section

4.6, *Hazards and Hazardous Material*, contamination is present on the project site. Therefore, dewatering may involve removal of contaminated groundwater. Runoff of contaminated water during dewatering could introduce pollutants to the stormwater system. However, as described in Section 4.6, the approved amended SMP includes procedures for addressing risks associated with encountered groundwater. According to the SMP, extracted groundwater will either be discharged to the sanitary sewer, or to the storm drain system and if groundwater is extracted to the storm drain system, the management, treatment, and discharge of the extracted groundwater would be performed under applicable permit requirements. In addition, the groundwater would be treated to remove PCE and other potential contaminants prior to discharge (Tetra Tech 2018).

In addition, in accordance with City of Mountain View Standard Conditions of Approval the project would be required to adhere to the provisions of the project design-level Geotechnical Investigation, prepare a SWPPP, incorporate Construction Best Management Practices, and control runoff and erosion in accordance with a Construction Sediment and an Erosion Control Plans as described below.

Geotechnical Investigations

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

State of California Construction General Stormwater Permit

A “Notice of Intent” (NOI) and “Stormwater Pollution Prevention Plan” (SWPPP) shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

Construction Best Management Practices

All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system. Refer to the City of Mountain View document, “It’s In the Contract But Not In the Bay,” for the specific construction practices required at the job site.

Construction Sediment and Erosion Control Plan

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

methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

Further, the project would be subject to the San Francisco Bay Regional Water Quality Control Board Order No. R2-2012-0060, General Waste Discharge Requirements for Discharge or Reuse of Extracted Brackish Groundwater, Reverse Osmosis Concentrate Resulting from Treated Brackish Groundwater, and Extracted Groundwater from Structural Dewatering Requiring Treatment (Groundwater General Permit). The Groundwater General Permit requires dischargers to obtain an Authorization to Discharge, treat effluent to meet water quality-based effluent limitations, and comply with the Monitoring and Reporting Program. Dewatering may result in the discharge of potentially contaminated groundwater to surface water and may degrade the water quality of surrounding watercourses and waterbodies. However, pumped groundwater must be tested and if determined to be contaminated, the water must be collected and either treated or disposed of according to waste discharge requirements of Order No. R2-2012-0060. The project applicant is required to comply with all requirements of the Groundwater General Permit as stated in the SMP. As such, with adherence to the SMP, implementation of City of Mountain View Standard Conditions of Approval and applicable laws and regulations, the project would not violate water quality standards, result in substantial erosion or siltation, or contribute additional sources of polluted runoff. Construction impacts to water quality would be less than significant.

Operation

Operation of the project could potentially result in the addition of contaminants into both the stormwater runoff entering the City's stormwater drainage system and the wastewater stream entering the local wastewater collection and treatment system. If stormwater controls are not designed or managed properly, runoff from the project site could contain contaminants such as oil, grease, metals, and landscaping chemicals (e.g., pesticides, herbicides, fertilizers) that could enter the City's stormwater drainage system and ultimately degrade surface water and groundwater quality. Stormwater from the project site would be directed to the public storm drain system via the stormwater pipe in Villa Street.

Because the project would create or replace more than 10,000 square feet of impervious surface, stormwater runoff would be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that would be installed. In addition, MVCC Section 36.34.35 requires the submittal of landscape and conceptual irrigation plans, including measures to employ efficient irrigation, minimize runoff, and promote surface filtration.

According to the project plans, rooftop and surface drainage would be collected and directed to flow-through planter treatments prior to being discharged into the storm drain system. To ensure stormwater collection and treatment systems are operating effectively during operation, inspection and maintenance activities would include inspection of planter treatments for damage; semi-annual removal of litter, branches, and other debris; and semi-annual inspections for damage and erosion and repairs if needed. Therefore, compliance with the Municipal Regional Stormwater NPDES Permit requirements and MVCC requirements, including the use of on-site treatment devices, would reduce the risk of water contamination from stormwater during project operation.

The lowest finish floor level for the proposed project is approximately 21.5 feet below ground surface, which is approximately 1.5 to 3.5 feet below the encountered groundwater levels of 18 to 20 feet below ground surface and approximately 11.5 feet below the historic high groundwater level of 10 feet below ground surface. As stated in Section 2, *Project Description*, the subterranean garage of the proposed project would include a waterproofing system such as an asphalt membrane barrier which would prevent water intrusion into the building. In accordance with City of Mountain View Standard Conditions of Approval the project would be required to adhere to the provisions of the project design-level Geotechnical Investigation, including provisions for waterproofing the subterranean parking garage. Further, the project would be required to comply with CBC Sections 8005.1.3 and 1005.3 which define the conditions in which waterproofing would be required when the groundwater level is within six inches of the lowest planned finish floor level or higher. Because the project would include a waterproofing system and would be designed to resist hydrostatic pressure in accordance with the design-level Geotechnical Investigation and the CBC, then no long-term structural dewatering would be needed in the event that the groundwater table rises above the bottom of the building. Therefore, overall, compliance with City of Mountain View standard conditions of approval and other regulatory requirements would reduce potential impacts related to water quality. Impacts during operation would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2: Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

IMPACT HWQ-2 THE PROPOSED PROJECT WOULD NOT DIRECTLY EXTRACT GROUNDWATER OR OTHERWISE DEplete GROUNDWATER SUPPLIES, AND WOULD NOT SUBSTANTIALLY INTERFERE WITH GROUNDWATER RECHARGE. IF PROJECT CONSTRUCTION ACTIVITIES EXPOSE GROUNDWATER, DEWATERING MAY BE REQUIRED. HOWEVER, DEWATERING WOULD ONLY OCCUR TO THE EXTENT THAT IT WAS NECESSARY FOR CONSTRUCTION, AND ANY RESULTING LOWERING OF THE GROUNDWATER TABLE WOULD BE TEMPORARY AND LOCALIZED. ADDITIONALLY, THE PROJECT WOULD COMPLY WITH THE CITY STANDARD CONDITIONS OF APPROVAL. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction and operation of the proposed project would not involve installation of new groundwater wells. Therefore, the project would not directly extract groundwater.

As discussed in Section 4.12, *Utilities and Service Systems*, the proposed project would receive its water from the City of Mountain View's municipal water system. In 2015, water supplies used by the City (both potable and recycled) included 86 percent San Francisco Public Utilities Commission (SFPUC) water, seven percent SCVWD treated water, five percent recycled water, and two percent groundwater. Mountain View's 2015 UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2040, based on general growth estimates and supplier projections (City of Mountain View 2016a).

Since groundwater accounts for only approximately two percent of the City of Mountain View's water supplies, water demands imposed by the construction and operation of the proposed project would not result in a significant depletion of groundwater supplies. The proposed project would

therefore not result in exceedance of safe yield, a net deficit in aquifer volume, or a lowering of the groundwater table. Although construction of the proposed project would increase the amount of impervious surface on the project site, this amount of new impervious surface is small compared to the surface area of the watershed and would not substantially alter the regional groundwater recharge capacity or adversely affect groundwater levels.

Excavation for the building foundations during construction may encounter groundwater such that dewatering is needed. Dewatering activities during construction may temporarily lower the local groundwater table. However, dewatering during construction would be short-term and would only occur to the extent that it was necessary for construction. The project would not draw down the aquifer beyond what was required for foundation installation. Furthermore, the depression would be localized and would not be expected to affect any nearby wells. Groundwater levels would be expected to recover upon cessation of dewatering activities. As described above under Impact HWQ-1, long-term structural dewatering would not be required. Additionally, as a City of Mountain View Standard Condition of Approval, a design-level Geotechnical Investigation would be finalized prior to the start of construction and demolition activities. Dewatering during excavation and construction of the project site would adhere to the measures described in the design-level Geotechnical Investigation for dewatering and disposal of pumped groundwater, and would comply with the requirements of the Groundwater General Permit. Once construction is complete, groundwater at the site would not be exposed. Therefore, the preparation of a Geotechnical Investigation, in compliance with City of Mountain View Standard Conditions of Approval, would ensure that any groundwater dewatering activities would be undertaken in compliance with applicable regulations. Impacts related to groundwater would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 4: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
Threshold 5: Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

IMPACT HWQ-3 THE PROPOSED PROJECT WOULD ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE. HOWEVER, THE PROPOSED STORMWATER CONTROL AND DRAINAGE PLANS FOR THE PROJECT AND COMPLIANCE WITH EXISTING REGULATIONS WOULD ENSURE THAT IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Currently, approximately 32 percent (45,777 square feet) of the project site is covered with impervious surfaces. Following project construction the amount of the project site covered in impervious surfaces would increase to approximately 88 percent, or approximately 126,590 square feet. The increase in impervious surfaces from implementation of the project would increase the amount of stormwater runoff generated by the site.

In June 2018, Schaaf & Wheeler conducted a Utility Impact Study to determine impacts from the proposed project on the City’s water, sanitary sewer, and storm drainage systems. The analysis utilized hydraulic models to simulate pre-project and post-project conditions and identify hydraulic deficiencies. In the post-project condition, new catchments were delineated in accordance with the

drainage design for the project site. The post-project condition models include incremental changes from City-approved projects, as well as various Capital Improvement Projects (CIP) identified in the General Plan. The analysis assumes that the CIPs identified in the 2017 Storm Drain Master Plan (SDMP) will be constructed (Schaaf & Wheeler 2018).

The existing storm system is equipped with stormwater runoff pipes downstream of the project site on Villa Street. These pipes are currently deficient for existing conditions. However, the pipe deficiencies will be alleviated by two CIPs recommended in the 2017 SDMP, which involve upsizing pipes along Villa Street to Permanente Creek. According to the storm drain system analysis in the Utility Impact Study, the project would contribute flow to existing utilities. However, the incremental head required to drive the flow through the existing storm drain system would increase by less than 0.1 feet, meaning the pipes would be able to accommodate the additional flow. As a result, implementation of the proposed project would not represent a significant impact. With the recommended CIPs constructed, the project would result in an incremental increase in flow, but water in the storm drains would remain below the ground surface and would not exceed infrastructure capacity (Schaaf & Wheeler 2018).

Regulations for construction and post-construction stormwater runoff, under the NPDES Order No. 2009-0009 DWG and NPDES Order No. R2-2009-0074, respectively, include extensive requirements for new development. Requirements for implementation of a SWPPP address potential construction-phase stormwater impacts. Potential impacts related to stormwater quality and increased runoff volumes during operation of new developments are addressed by provisions of the Municipal Regional Stormwater NPDES Permit (City of Mountain View 2012c).

The proposed project would comply with all construction and post-construction stormwater requirements to reduce impacts related to stormwater runoff volumes during project operation. As such, the project would not result in substantial flooding on- or off-site and would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater systems. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 7:	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
Threshold 8:	Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?
Threshold 9:	Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

IMPACT HWQ-4 THE PROJECT SITE IS NOT LOCATED WITHIN A 100-YEAR FLOOD ZONE OR A DAM INUNDATION AREA. NO IMPACT WOULD OCCUR.

The project site and off-site path area are located outside of the 100-year flood zone (FEMA FIRM 06085C0039H, effective 05/18/2009) and outside of a dam inundation area (FEMA 2009). Therefore, the project would not involve the placement of housing or structures in the 100-year floodplain or

flood hazard area. Accordingly, the project would not result in a public hazard that may increase risk of exposure to flooding. No impacts would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 10: Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?

IMPACT HWQ-5 THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO INUNDATION. NO IMPACT WOULD OCCUR.

The project site and off-site path area are located on relatively flat topography, and there is little likelihood of a mudflow occurring as a result of project construction and operation. In addition, the tsunami inundation map shows that the project site and off-site path area are not located in a tsunami inundation zone (DOC 2009). The project site and off-site path area are not adjacent to a large body of water that could create a seiche. No impacts related to seiche, tsunami, or mudflow would occur.

Mitigation Measures

No mitigation measures are required.

c. Cumulative Impacts

The geographic extent for the water quality and stormwater runoff cumulative impact analysis is the Permanente Creek watershed that includes the project site. This watershed includes portions of unincorporated Santa Clara County and the cities of Los Altos and Mountain View and drains an area of approximately 17 square miles on the northeast-facing slopes of the Santa Cruz Mountains. This geographic extent is appropriate for the issue area of hydrology and water quality because the watershed is hydrologically connected, and any surface water quality impacts in one part of the watershed could potentially affect downstream surface water quality elsewhere in the watershed. Because groundwater basins are also connected and groundwater impacts in one part of the basin could affect other parts of the basin as well, the geographic extent for the groundwater cumulative impact analysis is the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin, which underlies the project site.

Water Quality

Construction activity associated with cumulative development would increase erosion and sedimentation resulting from grading and construction. In addition, new development would increase the generation of urban pollutants that may adversely affect water quality in the long term. However, future construction activity on projects that disturb one or more acres of soil would be required to comply with the NPDES program through preparation of a SWPPP that outlines BMPs that would address post-construction runoff. In addition, future development would be required to comply with the SFBRWQCB Municipal Regional Stormwater NPDES Permit, which sets forth post-construction stormwater management requirements for development projects in the region. These requirements include specific performance requirements with the objective to ensure reduction of pollutant discharges to the maximum extent practical and prevent stormwater discharges from causing or contributing to a violation of receiving water quality standards. Compliance with such

requirements would reduce cumulative impacts associated with contaminants from sources originating in Permanente Creek watershed, thus resulting in less than significant cumulative impacts. In addition, as discussed above, the project would result in less than significant impacts to water quality with implementation of the applicable requirements and standards as part of the project's design. For these reasons, the project's contribution to cumulative impacts would be less than significant.

Stormwater Runoff

Assuming some of the cumulative development projects listed in Section 3, *Environmental Setting*, involve development on undeveloped sites that are not covered in impervious surfaces, cumulative development may generally increase impermeable surface area. Therefore, cumulative development would potentially increase peak flood flows and overall runoff volumes. However, the SFBRWQCB Municipal Regional Stormwater NPDES Permit requires all new development and redevelopment projects to accommodate runoff in a manner so as not to increase post-development flows above pre-development levels. Cumulative development would be subject to the applicable runoff regulations, thereby ensuring that a cumulative impact would not result. In addition, as discussed above, the project would result in less than significant impacts to stormwater runoff as it would be constructed in accordance with all applicable requirements and standards to address stormwater runoff. For these reasons, the project's cumulative impacts related to increases in stormwater runoff and associated downstream flooding and water quality concerns would be less than significant, and the project's contribution to such effects would not be considerable in any event.

Cumulative development may potentially increase runoff volumes that could contribute to increased flood volumes. However, the project, along with other cumulative development, would be required to comply with existing FEMA, state, and floodplain management and stormwater discharge regulations, if such development is located in a flood zone. As discussed in Section 4.13, *Effects Found Not to Be Significant*, the project would result in no impacts related to placing habitable structures or other structures in a flood zone, given that no portions of the proposed development would be located in these areas. Therefore, cumulative impacts would be less than significant and the project's contribution to cumulative impacts would be less than significant.

Groundwater

While cumulative development may place additional demand on groundwater or potentially interfere with groundwater recharge by increasing the area covered by impervious surfaces, compliance with applicable laws and regulations would ensure that runoff from cumulative development is captured on each project site, which would facilitate continued recharge of the groundwater basin. Also, the project would not utilize groundwater resources. Thus, cumulative impacts related to groundwater recharge would be less than significant, and the project's contribution to this cumulative effect would not be considerable.

d. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact HWQ-1. Construction and operation of the proposed project could result in an increase in pollutant discharges that would affect water quality. Construction activities may encounter groundwater, in which case groundwater dewatering may be required. However, compliance with the project’s Soil Management Plan, City of Mountain View standard conditions of approval, and existing regulatory requirements would avoid significant impacts to water quality. Therefore, the proposed project would not violate water quality standards or waste discharge requirements, result in substantial erosion or siltation, or otherwise substantially degrade water quality. Impacts would be less than significant.</p>	None required	Less than significant without mitigation.
<p>Impact HWQ-2. The proposed project would not directly extract groundwater or otherwise deplete groundwater supplies, and would not substantially interfere with groundwater recharge. If project construction activities expose groundwater, dewatering may be required. However, dewatering would only occur to the extent that it was necessary for construction, and any resulting lowering of the groundwater table would be temporary and localized. Additionally, the project would comply with the city standard conditions of approval. This impact would be less than significant.</p>	None required	Less than significant without mitigation.
<p>Impact HWQ-3. The proposed project would alter the existing drainage pattern of the site. However, the proposed stormwater control and drainage plans for the project and compliance with existing regulations would ensure that impacts would be less than significant.</p>	None required	Less than significant without mitigation.
<p>Impact HWQ-4. The project site is not located within a 100-year flood zone or a dam inundation area. No impact would occur.</p>	None required	No impact.
<p>Impact HWQ-5. The project would not expose people or structures to inundation. No impact would occur.</p>	None required	No impact.

4.8 Land Use and Planning

This section analyzes the proposed project's consistency with applicable land use plans, policies, and regulations, in particular the 2030 General Plan and the City of Mountain View Municipal Code, and identifies whether potential environmental effects could arise from any inconsistencies. Potential impacts related to the proposed project and its neighboring land uses are discussed in greater detail in other sections of the EIR, including Section 4.1, *Aesthetics*, Section 0, *Air Quality*, and Section 4.9, *Noise*.

4.8.1 Setting

The project site encompasses approximately 3.3 acres and includes five parcels: APNs #154-02-001, 154-02-002, 154-03-019, 154-03-020, 154-03-021, and 154-03-022. The project site is developed with a 16-unit one-story apartment complex and three single-family homes. The site is generally flat and is about one-third paved. Street parking is provided along Villa Street. An apartment complex borders the project site to the east, single-family homes to the west, train tracks to the north, and Villa Street to the south. As shown on Figure 4 and Figure 5 in Section 2, *Project Description*, surrounding properties have 2030 General Plan land use designations of Medium-Density Residential and Low-Density Residential and are zoned R1 (Single-Family), R3-2 (Multiple Family), and P(17) (Planned Community/Precise Plan).

As shown on Figure 4 in Section 2, *Project Description*, as defined in the Land Use and Design Element of the City's 2030 General Plan, most of the project site has a General Plan land use designation of Medium-Density Residential (APNs 154-02-001 and 154-02-002). This designation 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 and has the following requirements:

- **Allowed Land Uses:** Single-family detached and attached residential, duplex residential, multi-family residential; parks and open space
- **Density and Intensity:** 13-25 dwelling units per acre, approximately 27-60 residents per acre
- **Height Guideline:** Up to 3 stories

The southeastern corner of the project site has a land use designation of Low-Density Residential (APNs 154-03-019, 154-03-020, 154-03-021, and 154-03-022). This designation allows for detached, single-family houses and similar uses compatible with a quiet living environment, and has the following requirements:

- **Allowed Land Uses:** Single-family residential; parks and open space
- **Density and Intensity:** 1-6 dwelling units per acre, approximately 1-15 residents per acre
- **Height Guideline:** Up to 2 stories

Figure 5 in Section 2, *Project Description*, shows the site as zoned R1 (Single-Family), R3-2 (Multiple Family), and P(17) (Planned Community/Precise Plan), which refers to the Villa-Mariposa Area Precise Plan. Uses permitted in R1 include detached, single-family dwellings and similar and related uses compatible with a quiet, family living environment. R3-2 uses include multiple-family housing including apartments, condominium development, rowhouse development, townhouse development, small-lot single-family development and similar and related compatible uses. P(17) uses include those allowed in the Villa-Mariposa Area Precise Plan (City of Mountain View 1992).

The principally permitted use in the Precise Plan area is residential at a maximum density of 30 dwelling units per acre.

a. Regulatory Setting

State Regulations

The state requires all cities and counties in California to adopt a general plan establishing goals and policies for long-term development, protection from environmental hazards, and conservation of identified natural resources (California Government Code §65300). Local general plans lay out the pattern of future residential, commercial, industrial, agricultural, open-space, and recreational land uses in a community. To facilitate implementation of planned growth patterns, general plans typically also include goals and policies addressing the coordination of land use patterns with the development and maintenance of infrastructure facilities and utilities. Government Code Section 65302 lists eight “elements” or chapters that cities and counties must include in their general plans: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice.

Local jurisdictions implement their general plans by adopting zoning, subdivision, grading, and other ordinances. Zoning identifies the specific types of land uses that may be allowed on a given site and establishes the standards that will be imposed on new development. Zoning regulations vary from jurisdiction to jurisdiction. However, typical standards promulgated in zoning ordinances include the siting of structures relative to parcel boundaries; architectural design (including height limitations); and the percentage of building coverage allowed relative to the overall square footage of a parcel. In some jurisdictions, the zoning ordinance permits construction “by right” (i.e., without the need for hearing) as an allowable use. In others, a conditional use permit or similar discretionary action is needed.

Local Regulations

“Land use” is a term that describes different types of activities that occur in a particular area. For example, different areas in Mountain View contain homes, retail stores, industry, parks, open spaces, and public facilities, such as schools. Mountain View includes a mixed-use Downtown core, distinct residential neighborhoods and commercial corridors, and industrial areas, each embodying a character that makes it unique.

The City’s General Plan governs local land use, which in turn provides the basis for the City’s Zoning Ordinance, precise plans, and design guidelines. The current Mountain View 2030 General Plan and City’s Zoning Ordinance are described below.

Mountain View 2030 General Plan

The Mountain View 2030 General Plan was adopted by the City Council in July 2012 and provides the City with goals and policies that more reflect shared community values, potential change areas, and compliance with state law and local ordinances. The General Plan provides a guide for future land use decisions in the city. Key policies related to land use and applicable to the proposed project include:

- **Policy LUD 3.1: Land use and transportation.** Focus higher land use intensities and densities within a half-mile radius of public transit service, and along major commute corridors
- **Policy LUD 3.9: Parcel assembly.** Support the assembly of smaller parcels to encourage infill development that meets City standards and spurs neighborhood reinvestment

- **Policy LUD 6.1: Neighborhood character.** Ensure that new development in or near residential neighborhoods is compatible with neighborhood character
- **Policy LUD 6.5: Pedestrian and bicycling improvements.** Support pedestrian and bicycling improvements and connections between neighborhoods
- **Policy LUD 8.3: Enhanced publicly-accessible bicycle and pedestrian connections.** Encourage new and existing developments to enhance publicly accessible bicycle, pedestrian, and transit connections
- **Policy LUD 8.5: Pedestrian and bicycle amenities.** Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists
- **Policy LUD 9.1: Height and setback transitions.** Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods
- **Policy LUD 10.1: Sustainable design and materials.** Encourage high-quality and sustainable design and materials
- **Policy LUD 10.2: Low-impact development.** Encourage development to minimize or avoid disturbing natural resources and ecologically significant land features
- **Policy LUD 10.5: Building energy efficiency.** Incorporate energy-efficient design features and materials into new and remodeled buildings
- **Policy LUD 15.2: Sustainable development focus.** Require sustainable site planning, building and design strategies
- **Policy LUD 16.6: Open space amenities.** Encourage development to include open space amenities, plazas and parks that are accessible to the surrounding transit, bicycle and pedestrian network
- **Policy MOB 1.3: Pedestrian and bicycle placemaking.** Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features and foster a greater sense of community
- **Policy INC 1.3: Utilities for new development.** Ensure adequate utility service levels before approving new development
- **Policy INC 5.5: Landscape efficiency.** Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient irrigation techniques
- **Policy INC 5.6: Indoor efficiency.** Promote the use of water-efficient fixtures and appliances
- **Policy INC 10.4: Construction waste reuse.** Encourage building deconstruction and reuse and construction waste recycling
- **Policy INC 18.1: Contamination prevention.** Protect human and environmental health from environmental contamination
- **Policy POS 1.2: Recreation facilities in new residential developments.** Require new development to provide park and recreation facilities
- **Policy POS 12.4: Drought-tolerant landscaping.** Increase water-efficient, drought-tolerant and native landscaping where appropriate on public and private property

Mountain View Zoning Ordinance

The Mountain View Zoning Ordinance is a component of the MVCC and serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although distinct documents, the Mountain View 2030 General

Plan and Zoning Ordinance are closely related and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

Villa-Mariposa Area Precise Plan

The project site is located in the boundaries of the Villa-Mariposa Area Precise Plan (Precise Plan). The Precise Plan was adopted in December 1983 and provides a vision for the approximately 23-acre area (Plan Area) bounded by the railroad tracks along Central Expressway, Shoreline Boulevard, Villa Street, and the rear lot lines of residential properties fronting Higdon Avenue. The Precise Plan provides for the transition of the Plan Area into a primarily residential area. This could be through either purely residential development in keeping with the adjacent, surrounding land uses, or as a combination-use project with non-residential use of the easterly portion of the Plan Area (up to 11.5 acres) when such use is consistent with, and facilitates the development of, residential use of the remaining major part of the site. The Precise Plan provides for the amortization of existing industrial uses and buildings, specifies reuse criteria for those buildings during the amortization period, defines criteria (including densities) for new residential uses, provides for possible industrial/office use of part of the site, and establishes broad design parameters to facilitate and require the transition of the Plan Area into development that is more in keeping with the character and best interests of the surrounding residential neighborhood. The following includes specific objectives of the Precise Plan:

- a. To facilitate a large-scale, integrated approach to development on the site by encouraging aggregation of lands and coordinated planning and development
- b. To facilitate to the maximum extent possible residential development on the property, if the low-intensity Pacific Press operation ceases
- c. To allow continued use of existing buildings, or development of new buildings, for non-residential use on the east end of the Plan Area, if such allowance facilitates the residential development on the west end of the Plan Area

4.8.2 Impact Analysis

a. Methodology and Significance Thresholds

For the purposes of this EIR, a land use and planning impact is considered significant if the proposed project would:

- 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 (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project physically divide an established community?

IMPACT LU-1 THE PROPOSED PROJECT WOULD NOT INVOLVE DEVELOPMENT OF NEW STRUCTURES, ROADS, OR INFRASTRUCTURE THAT WOULD DIVIDE OR SEPARATE EXISTING COMMUNITIES. NO IMPACT WOULD OCCUR.

The project would involve the construction of a new residential development on existing parcels in a fully urbanized area of Mountain View. The project would not separate connected neighborhoods or land uses from each other. No new roads, linear infrastructure, or other development features are proposed that would divide an established community or limit movement, travel, or social interaction between established land uses. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Threshold 2: Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

IMPACT LU-2 ASSUMING THE REQUESTED GENERAL PLAN AMENDMENT AND REZONE ARE APPROVED, THE PROPOSED PROJECT WOULD BE CONSISTENT WITH THE CITY'S ZONING ORDINANCE, 2030 GENERAL PLAN, AND VILLA-MARIPOSA PRECISE PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Zoning Ordinance

As discussed above under "Setting," the project site contains three different zoning districts. The large lot on the project site that is currently vacant is located in the P(17), Villa-Mariposa Precise Plan and zoned as such. The remaining western portion of the site along Villa Street contains multi-family housing and is zoned R3-2. The remaining eastern portion along Villa Street contains single family residential zoned R1.

The project proposes a Zoning Map Amendment that would increase the P(17) boundaries to encompass the entire project site. The project also seeks an Amendment to the Villa-Mariposa Precise Plan to accommodate these changes (discussed further in subsequent section).

Following approval of the proposed rezoning, the project would be in conformance with the Mountain View Zoning Ordinance. Therefore, the project would not conflict with the Mountain View Zoning Ordinance.

Villa-Mariposa Precise Plan

As mentioned above, the large lot on the project site that is currently vacant is located in the Villa-Mariposa Precise Plan area. The Villa Mariposa Precise Plan serves as a guide for, and facilitate redevelopment of the former Pacific Press operation into a primarily residential area (City of Mountain View 1992). The proposed project would be consistent with the purpose of the precise plan, as it would convert a vacant property to residential use. While residential land uses are

preferred for the precise plan area, non-residential or mixed -residential uses may be considered through approval of a Master Development Plan. The proposed project would be consistent with this land use provision of the precise plan as it would include a 0.4-acre publicly accessible park which is allowed under section B, “Uses Requiring Master Development Plan.” In this section, public and quasi-public land uses are defined as theaters, government administrative offices, recreation, schools, and other similar uses. The proposed 0.4-acre publicly accessible park included in the project can be classified as a recreational use and would thus require a Master Development Plan.

The maximum allowed density in the precise plan is 30 dwelling units per acre. The proposed project exceeds that with a density of approximately 69 dwelling units per acre. However, as discussed in the Project Description, the project includes a proposed amendment to the Villa-Mariposa Area Precise Plan that would change the Precise Plan boundaries and density requirements. Assuming the proposed changes are approved, the project would be consistent with the Precise Plan. The environmental effects of the proposed increase in maximum allowable density on the site are evaluated throughout this EIR.

2030 General Plan

There are two General Plan Land Use Designations on the project site. Most of the project site has a General Plan land use designation of Medium-Density Residential but the southeastern corner of the project site has a land use designation of Low-Density Residential. The project seeks a General Plan Amendment to change the General Plan Land Use Designation of the entire project site to High-Density Residential. According to Chapter 3, Land Use and Design, of the 2030 General Plan, the High Density Residential designation is intended for multi-family housing such as apartments and condominiums close to transit, shopping and public facilities and has the following requirements:

- **Allowed Land Uses:** Multi-family residential; parks and open space
- **Density:** 36–80 dwelling units per acre, approximately 75–170 residents per acre
- **Height Guideline:** Up to 5 stories

The proposed project would have a density of approximately 67 units per acre and a maximum height of five stories. Therefore, following approval of the proposed General Plan Amendment, the project would be in conformance with the requirements for the High-Density Residential land use designation, and the project would not conflict with the 2030 General Plan.

2030 General Plan Goals and Policies

The proposed project would be subject to the goals and policies set forth in the 2030 General Plan. State CEQA Guidelines Section 15125(d) requires that an EIR discuss any inconsistencies with applicable plans that the decision-makers should address. A project is considered consistent with the provisions and general policies of an applicable City or regional land use plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with every policy. Rather, to be “consistent” the project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning that a project must be in “agreement or harmony” with the applicable land use plan to be consistent with that plan.³ If a project is determined to be

³ Sequoyah Hills Homeowners Association v. City of Oakland (1993) 23 Cal.App.4th 704, 719.

inconsistent with specific objectives or policies of a land use plan, but not inconsistent overall with the land use goals of that plan and would not preclude the attainment of the primary intent of the plan, that project would be considered generally consistent with the plan on an overall basis.

The 2030 General Plan includes specific goals and policies directed toward avoiding or mitigating environmental effects. In accordance with the scope and purpose of this EIR, the policy consistency discussion contained herein focuses on those General Plan goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these goals and policies creates a significant physical impact on the environment. Only goals and policies relevant and applicable to the proposed project are included. Goals and policies that are redundant between elements are omitted, as are goals and policies that call for City actions independent of review and approval or denial of the proposed project. The ultimate determination of whether the proposed project is consistent with the General Plan rests with the City decision-making body, therefore the goals and policies in Table 14 are determined to be either “potentially consistent” or “potentially inconsistent”. Due to their general nature, consistency with 2035 General Plan goals have been determined based on their potential consistency with the applicable policies listed under each goal intended to implement that goal.

Table 15 Consistency with 2030 General Plan Goals and Policies

Applicable Policies	Project Consistency
Land Use Element	
Goal LUD-3: A diverse, balanced and flexible mix of land uses that supports a strong economy, complete neighborhoods, transit use and community health.	
Policy LUD 3.1: Land use and transportation. Focus higher land use intensities and densities within a half-mile radius of public transit service, and along major commute corridors.	Consistent. The proposed project would construct a 226-unit multi-family residential building adjacent to the existing VTA bus route 35 which traverses Villa Street. The nearest Caltrain station is located 0.8 miles from the project site at Central Expressway and Castro Street. The nearest VTA bus stop is located 440 feet from the project site at the corner of Mariposa and Villa Streets. As discussed in Section 4.11, <i>Transportation and Traffic</i> , the project would be consistent with City Pedestrian and Bicycle plans, and include pedestrian and bicycle improvements on and near the project site.
Policy LUD 3.9: Parcel assembly. Support the assembly of smaller parcels to encourage infill development that meets City standards and spurs neighborhood reinvestment.	Consistent. The proposed project would combine six contiguous parcels totaling 3.36 acres and construct one 226-unit multi-family residential building. Additionally, the project would redevelop a former superfund site that has been vacant for over 20 years and dedicate 24,555 sf of the project site to public park use.
Goal LUD-6: Distinctive neighborhoods that preserve and enhance the quality of life for residents.	
Policy LUD 6.1: Neighborhood character. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.	Potentially Consistent. The proposed project is located in a residential neighborhood with surrounding properties including both single-family and multi-family structures. The 226-unit proposed apartment building will feature a stepped roofline with a maximum height of 64 feet. Buildings will be single-story along Villa Street, stepping up to a maximum of four-stories at the interior of the lot toward the Caltrain tracks. These building heights mimic the existing building heights along Villa Street. Composite wood siding, bay windows, and shingled gabled roofs included in the design of the proposed project complement the surrounding residential neighborhood. As discussed in Section 4.1, <i>Aesthetics</i> the proposed project would be compatible with

Applicable Policies	Project Consistency
<p>Policy LUD 6.5: Pedestrian and bicycling improvements. Support pedestrian and bicycling improvements and connections between neighborhoods.</p>	<p>the surrounding neighborhood after design review, and landscaping would buffer public views of the buildings.</p> <hr/> <p>Consistent. Project pedestrian and bicycle improvements include 226 bicycle parking spaces located on the first level of the subterranean parking garage as well as space for a future dedicated bicycle and pedestrian path on the project site parallel to Villa Street. In addition, a publicly accessible park accessible from the future pedestrian and bicycle path will provide resting space for pedestrians and bicyclists traveling along the path. As discussed in Section 4.11 <i>Transportation and Traffic</i>, the project would include space for a future pedestrian and bicycle path that would improve connections between the Mountain View Senior Center to the northwest on Escuela Avenue and downtown Mountain View. In addition, the project includes an off-site improvement to construct a bicycle/pedestrian bath between Shoreline Boulevard and West Evelyn Avenue.</p>
<p>Goal LUD-8: A network of pedestrian-oriented, sustainable and public spaces.</p>	
<p>Policy LUD 8.3: Enhanced publicly-accessible bicycle and pedestrian connections. Encourage new and existing developments to enhance publicly-accessible bicycle, pedestrian and transit connections.</p>	<p>Consistent. Project pedestrian and bicycle improvements include 226 bicycle parking spaces located on the first level of the subterranean parking garage as well as space for a future dedicated bicycle and pedestrian path on the project site parallel to Villa Street. In addition, a publicly accessible park accessible from the future pedestrian and bicycle path will provide resting space for pedestrians and bicyclists traveling along the path. As discussed in Section 4.11 <i>Transportation and Traffic</i>, the future pedestrian and bicycle path would improve access to existing VTA bus and Caltrans stations/ stops.</p>
<p>Policy LUD 8.5: Pedestrian and bicycle amenities. Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.</p>	<p>Consistent. Project pedestrian and bicycle improvements include 226 bicycle parking spaces located on the first level of the subterranean parking garage as well as space for a future dedicated bicycle and pedestrian path on the project site parallel to Villa Street. In addition, a publicly accessible park accessible from the future pedestrian and bicycle path will provide resting space for pedestrians and bicyclists traveling along the path. Additional offside transportation improvements include new crosswalks, traffic calming devices, or traffic controls on Villa Street near the project site. As discussed in Section 4.11 <i>Transportation and Traffic</i>, pedestrian and bicycle amenities would ensure that roadway improvements address the needs of pedestrians and bicyclists.</p>
<p>Goal LUD-9: Buildings that enhance the public realm and integrate with the surrounding neighborhood.</p>	
<p>Policy LUD 9.1: Height and setback transitions. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.</p>	<p>Consistent. The proposed project would replace three existing single-story residences and one 16-unit one-story apartment building with a 226- unit apartment building with a stepped roofline and maximum height of 64 feet. Proposed structures located along Villa Street would be single-story, stepping up to a maximum of five stories at the interior of the lot toward the Caltrain tracks. Rooflines would be single-story at Villa Street to match the surrounding single-story residences. Building height would increase to up to five stories at the interior of the lot to match the adjacent two- and three-story apartment buildings. As discussed in Section 4.1 <i>Aesthetics</i>, after design review, the</p>

Applicable Policies	Project Consistency
	proposed project would include sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.
Goal LUD-10: High-quality, sustainable and healthful building design and development.	
Policy LUD 10.1: Sustainable design and materials. Encourage high-quality and sustainable design and materials.	Consistent. As discussed in Section 2, <i>Project Description</i> , project sustainability features include energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, Low VOC paints and stains, 11 electric car charging stations, designated car sharing parking spaces.
Policy LUD 10.2: Low-impact development. Encourage development to minimize or avoid disturbing natural resources and ecologically significant land features.	Consistent. The proposed project is an infill development as defined in CEQA Guidelines § 15183.3. The project site is urban and entirely surrounded by development. No sensitive plant communities and no special status plant or wildlife species were identified on the project site. The proposed infill development would not disturb natural resources and ecologically significant features. As discussed in Section 4.3, <i>Biological Resources</i> , with mitigation the proposed project would not significantly affect biological resources.
Policy LUD 10.5: Building energy efficiency. Incorporate energy-efficient design features and materials into new and remodeled buildings.	Consistent. As discussed in Section 2, <i>Project Description</i> , the proposed project will include energy efficient design features including energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, and 11 electric car charging stations.
Goal LUD-15: An area that is a model of highly sustainable and innovative development, protective of the natural and biological assets of the area.	
Policy LUD 15.2: Sustainable development focus. Require sustainable site planning, building and design strategies.	Consistent. The proposed project meets the definition of infill development as defined by CEQA Guidelines §15183.3 and is located within 0.25 mile of an existing bus transit stop and within 1 mile of the existing Mountain View Caltrans station. Sustainable design features/ amenities included in the proposed project include: energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, 11 electric car charging stations, designated parking spaces for car sharing, and VTA Eco pass for all residents for the first three years of operation. The design features/ amenities incorporated into the proposed project combined with the project's location in proximity to existing developments and transit opportunities encourages the use of sustainable transportation use.
Goal LUD-16: A diverse area of complementary land uses and open space resources.	
Policy LUD 16.6: Open space amenities. Encourage development to include open space amenities, plazas and parks that are accessible to the surrounding transit, bicycle and pedestrian network.	Consistent. As discussed in Section 2, <i>Project Description</i> , the proposed project will include a 24,555 sf publicly accessible park adjacent to Villa Street and accessible from the future bicycle and pedestrian path.
Mobility Element	
Goal MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities	
Policy MOB 1.3: Pedestrian and bicycle placemaking. Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features and foster a greater sense of community.	Consistent. As discussed in Section 4.11, <i>Transportation and Traffic</i> , incorporation of the future bicycle and pedestrian path and publicly accessible park into the design of the proposed project provides additional improved access between the Mountain View Senior Center to the west of the project site and downtown Mountain View to the east of the project site. Proximity of the publicly accessible park to the future bicycle

Applicable Policies	Project Consistency
<p>path provides a new neighborhood feature and space for future community gatherings.</p>	
<p>Infrastructure and Conservation Element</p>	
<p>Goal INC-1: Citywide infrastructure to support existing development and future growth.</p>	
<p>Policy INC 1.3: Utilities for new development. Ensure adequate utility service levels before approving new development.</p>	<p>Consistent. As discussed in Section 4.12, <i>Utilities and Service Systems</i>, of this EIR, the proposed project will be adequately served by existing utility service levels and will not require the expansion or construction of new utility services.</p>
<p>Goal INC-5: Effective and comprehensive programs utilizing water use efficiency, water conservation and alternative water supplies to reduce per capital potable water use.</p>	
<p>Policy INC 5.5: Landscape efficiency. Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient irrigation techniques.</p>	<p>Consistent. The project would include drought tolerant plants and water-efficient irrigation systems.</p>
<p>Policy INC 5.6: Indoor efficiency. Promote the use of water-efficient fixtures and appliances.</p>	<p>Consistent. The proposed project includes water-conserving plumbing fixtures throughout.</p>
<p>Goal INC-10: Reduce waste through supply-chain management, advocacy and outreach to reduce waste.</p>	
<p>Policy INC 10.4: Construction waste reuse. Encourage building deconstruction and reuse and construction waste recycling.</p>	<p>Consistent. The proposed project would comply with the City’s Green Building Ordinance that minimizes construction waste.</p>
<p>Goal INC-18: Prevention and remediation of contamination in groundwater, surface water, soil and from soil vapor and vapor intrusion.</p>	
<p>Policy INC 18.1: Contamination prevention. Protect human and environmental health from environmental contamination.</p>	<p>Consistent. As discussed in Section 4.6, <i>Hazards and Hazardous Materials</i>, the project would not involve the use of substantial quantities of hazardous materials.</p>
<p>Parks and Open Space Element</p>	
<p>Goal POS-1: An expanded and enhanced park and open space system.</p>	
<p>Policy POS 1.2: Recreation facilities in new residential developments. Require new development to provide park and recreation facilities.</p>	<p>Consistent. As discussed in Section 2, <i>Project Description</i>, the proposed project includes the following recreational and park facilities: 43,392 sf private common open space, 10,089 sf courtyard with outdoor pool, fitness room, club room, 7,489 sf courtyard with bocce ball court and landscaping, as well as 24,555 sf publicly accessible area fronting Villa Street.</p>
<p>Goal POS-12: A healthy urban forest and sustainable landscaping throughout the city.</p>	
<p>Policy POS 12.4: Drought-tolerant landscaping. Increase water-efficient, drought-tolerant and native landscaping where appropriate on public and private property.</p>	<p>Consistent. The project would include drought tolerant plants and water-efficient irrigation systems.</p>

Threshold 3: Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

IMPACT LU-3 THE PROJECT SITE IS NOT LOCATED WITHIN AN AREA GOVERNED BY A CONSERVATION PLAN. NO IMPACT WOULD OCCUR.

As discussed in Section 4.1.3, *Biological Resources*, the project site is not located in an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Santa Clara Valley Habitat Agency 2012). Therefore, the project would not conflict with any such plan and there would be no impact.

Mitigation Measures

Mitigation measures are not required.

c. Cumulative Impacts

The proposed project would be consistent with the goals and policies in the 2030 General Plan, as discussed in Impact LU-2. All other pending and future projects in Mountain View would be required to adhere to the City zoning and development regulations and General Plan policies to mitigate environmental impacts where feasible. In addition, all pending and future projects would be reviewed for consistency with the 2030 General Plan and all other applicable regulatory land use actions prior to approval. Therefore, the proposed project would not result in significant cumulative impacts with respect to consistency with land use plans. Impacts would not be cumulatively considerable.

d. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
Impact LU-1. The proposed project would not involve development of new structures, roads, or infrastructure that would divide or separate existing communities. No impact would occur.	None required	No impact.
Impact LU-2. Assuming the requested General Plan amendment and rezone are approved, the proposed project would be consistent with the City's Zoning Ordinance, 2030 General Plan, and Villa-Mariposa Precise Plan. This impact would be less than significant.	None required	Less than significant without mitigation.
Impact LU-3. The project site is not located within an area governed by a conservation plan. No impact would occur.	None required	No impact.

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4.9 Noise

This section analyzes potential impacts from noise and vibration.

4.9.1 Setting

a. Overview of Noise and Vibration Measurement

Noise

Noise is defined as unwanted sound that disturbs human activity. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with human hearing response, which is most sensitive to frequencies around 4,000 Hertz (similar to the highest note on a piano) and less sensitive to frequencies below 100 Hertz (similar to a transformer hum).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (drop off) at a rate of 6 dB per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dB per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with windows closed (FTA 2006).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 p.m. to 7:00 a.m.) noise levels to account for the greater sensitivity to noise during

that time period. The CNEL is identical to the Ldn, except it also adds a 5 dB penalty for noise occurring during the evening (7:00 p.m. to 10:00 p.m.). Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Groundborne vibration related to human annoyance is generally related to root mean square (RMS) velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration 2006). Based on the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* and the Caltrans' *1992 Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

The background vibration velocity level in residential and educational areas is usually around 50 VdB. (FTA 2006). The threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources in buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

b. Noise-Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The 2030 General Plan's Noise Element identifies the following land uses as sensitive to noise: residential areas, schools, childcare centers, hospitals, libraries, and certain types of park and recreational areas. The City applies more stringent noise exposure guidelines to these land uses than to commercial or industrial uses that are not susceptible to certain impacts, such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of new development warrant close analysis in an effort to ensure that noise-sensitive receptors are not substantially affected by noise. The nearest noise-sensitive receptors to the project site are single-family residences on Higdon Avenue located approximately 25 feet to the west. Single-family residences are also located approximately 75 feet south of the project site, across Villa Street. In addition, multi-family residences are located about 90 feet east of the project site. The closest sensitive receptors to the off-site path area include students and staff at the adjacent Khan Lab School. A parking area for the school is adjacent to the path area and the nearest classrooms are approximately 200 feet to the west.

c. Existing Noise Conditions and Sources

The project site is located in a residential neighborhood with single- and multi-family residences adjacent to the east, south, and west. The primary existing sources of noise near the project site are automobile traffic along Villa Street and the Central Expressway and use of the railroad tracks adjacent to the north of the site. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise-sensitive uses.

To quantify existing ambient noise levels on and near the project site, three 15-minute noise measurements (Leq[15] dBA) were taken using an ANSI Type II integrating sound level meter. The noise measurements were taken during afternoon peak traffic hours on a weekday. As shown on Figure 18, one measurement was taken at the project site’s frontage on Villa Street, one in the rear of the site adjacent to the train tracks, and one at the intersection of Villa Street and Shoreline Boulevard. The measurement along Shoreline Boulevard was taken to establish existing ambient noise levels at residences on Villa Street near this arterial roadway, for comparison to estimated traffic noise levels with the addition of vehicle trips due to the project. The results of these measurements are shown in Table 16.

Table 16 Noise Measurement Results

Measurement Location ¹	Primary Noise Source	Distance from Centerline of Nearest Road (feet)	Approximate Sample Time	Leq dBA ²
1	Villa Street	20	4:33 – 4:48 p.m.	61.7
2	Central Expressway	140	5:00 – 5:15 p.m.	64.8
3	Shoreline Boulevard	55	5:30 – 5:45 p.m.	73.0

¹ Figure 18 shows the noise measurement locations.

² All measurements were taken on August 22, 2017, using an ANSI Type II sound level meter.

Refer to Appendix K for noise measurement results.

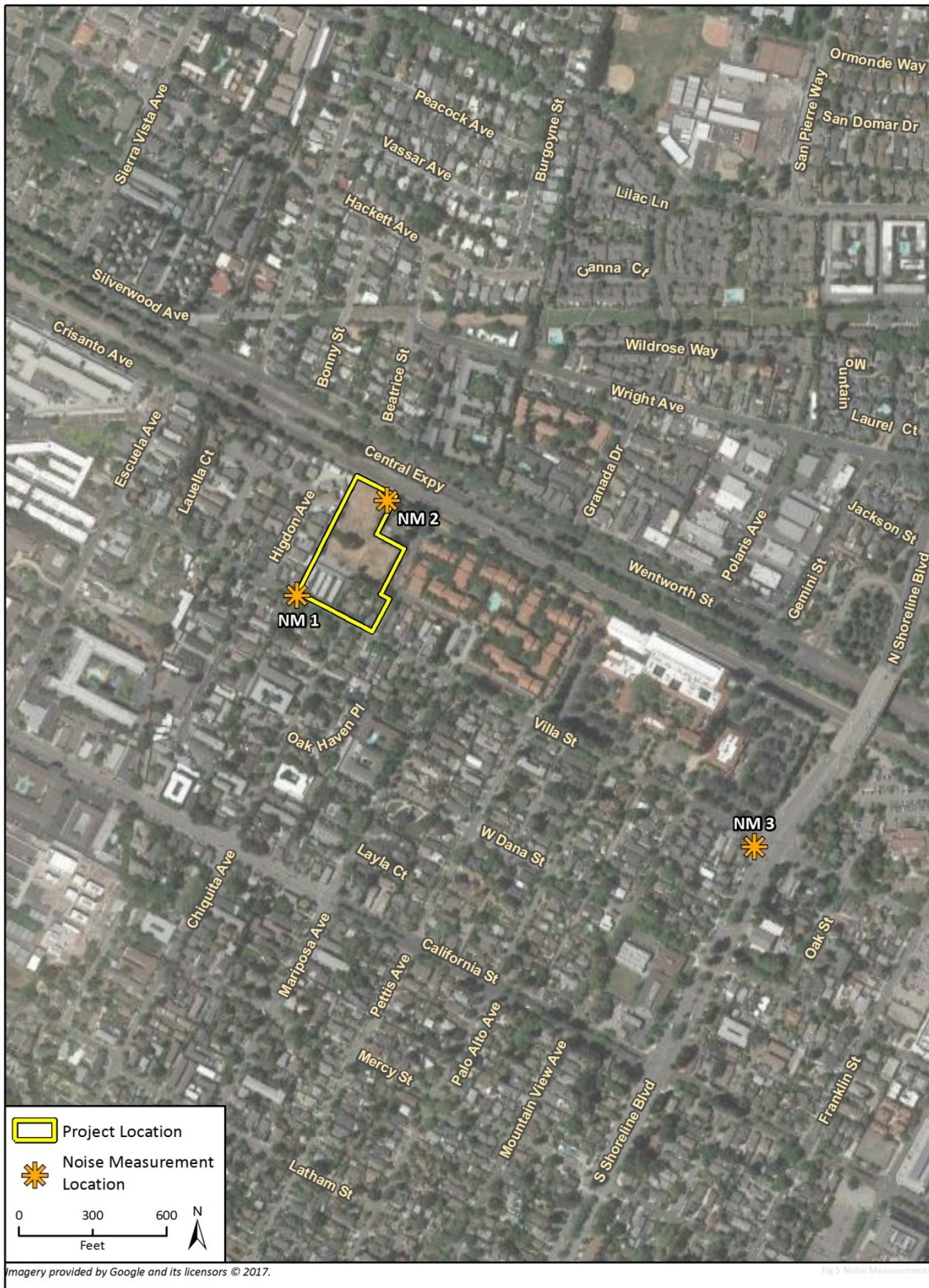
For all noise measurements shown in Table 16, traffic was the primary noise source. Caltrains on the rail line next to the project site were a secondary noise source at the measurement locations at the rear of the project site and along Villa Street. On weekdays, 92 Caltrains pass by the project site (Caltrain 2017a). Caltrain has a reduced schedule on weekends, with 28 Caltrains passing by the project site on Saturdays and 24 on Sundays (Caltrain 2017b).

d. Regulatory Setting

State Regulations

CCR Title 24 codifies Sound Transmission Control requirements establishing uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Specifically, Title 24 §1207.4 states that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA Ldn or CNEL in any habitable room of a new building. While there are no State standards for vibration, for continuous, frequent, and intermittent vibration, Caltrans considers the architectural damage risk level to be somewhere between 0.08 and 0.5 inches per second (in/sec) peak particle velocity (PPV) depending on the type of building that is affected.

Figure 18 Noise Measurement Locations



Local Regulations

Mountain View 2030 General Plan

The Noise Element of the City's General Plan is intended to protect the community from excessive or harmful noise. The Noise Element outlines policies to decrease noise in Mountain View and reduce its effects. Noise policies relevant to the proposed project include:

- **Policy NOI 1.1: Land use compatibility.** Use the Outdoor Noise Environment Guidelines as a guide for planning and development decisions (Figure 19)
- **Policy NOI 1.2: Noise-sensitive land uses.** Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:
 - New single-family developments shall maintain a standard of 65 dBA Ldn for exterior noise in private outdoor active use areas.
 - New multi-family residential developments shall maintain a standard of 65 dBA Ldn for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.
 - Interior noise levels shall not exceed 45 dBA Ldn in all new single-family and multi-family residential units.
 - Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.
- **Policy NOI 1.3: Exceeding acceptable noise thresholds.** If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.
- **Policy NOI 1.4: Site planning.** Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.
- **Policy NOI 1.5: Major Roadways.** Reduce the noise impacts from major arterials and freeways.
- **Policy NOI 1.6: Sensitive uses.** Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals, and child-care facilities.
- **Policy NOI 1.7: Stationary sources.** Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.
- **Policy NOI 1.9: Rail.** Reduce the effects of noise and vibration impacts from rail corridors.

Figure 19 Outdoor Noise Environment Guidelines

Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (Ldn)						
	55	60	65	70	75	80	85
Residential–Single-Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential–Multi-Family Transient Lodging–Motels, Hotels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable

NORMALLY ACCEPTABLE
 Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
 New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE
 New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
 New construction or development clearly should not be undertaken.

Source: State of California General Plan Guidelines, 2003.

Mountain View City Code

The City's codes address noise issues and protect the community from exposure to excessive noise from sources such as construction activity, animals, amplified sound and stationary equipment. These codes specify how noise is measured and regulated. The City's Zoning Ordinance also includes noise regulations and standards for uses such as drive-in and drive-through sales, commercial, and industrial land uses and sensitive uses, such as child-care centers. In addition, noise is regulated through project conditions of approval. The Mountain View Police Department and the City Attorney's office enforce noise violations.

Section 8.70.1 of the MVCC restricts the hours of construction activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City. The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems; delivery truck idling, loading/ unloading activities; air compressors; and parking lot operations) in Section 21.26 of the MVCC. The maximum allowable noise level for stationary equipment is 55 dBA during the day and 50 dBA at night unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator.

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds

Based on Appendix G of the State *CEQA Guidelines*, a noise impact is considered significant if the project would result in:

1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels

Construction Noise

Estimates of construction noise are based on reference noise levels reported by the FTA for various pieces of construction equipment, and the distance to nearby noise-sensitive receptors. Reference noise levels from the FTA's *Noise and Vibration Impact Assessment* (2006) were used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dBA per doubling of distance for point sources.

Construction noise level estimates do not account for the presence of intervening structures or topography, which could reduce noise levels at receptor locations. Therefore, the estimated construction noise levels represent a conservative estimate of actual construction noise. The number and type of construction equipment was derived from the California Emissions Model (CalEEMod) run prepared for the project (see Section 4.2, *Air Quality*). The project would have a significant impact if construction noise occurs outside of permitted hours or occurs during permitted daytime hours at high levels that would disturb residents.

Groundborne Vibration

Because the City has not adopted its own quantitative standards for vibration impacts, this analysis applies the following vibration thresholds established by the FTA for disturbance of people: 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). These thresholds apply to “frequent events,” which the FTA defines as vibration events occurring more than 70 times per day. The thresholds for frequent events are considered appropriate because of the scale and duration of proposed construction activity. A threshold of 100 VdB is applied to determine if vibration could cause minor damage in fragile buildings.

A formula provided by Caltrans is used to calculate the attenuation of vibration from a reference distance of 25 feet to the distances of the nearest noise-sensitive receptors:

$$PPV = PPV_{ref} \times (25/D)^n \text{ (in/sec)}$$

This formula takes into account the reference vibration level (PPV_{ref}), the distance from vibration-generating equipment to the receptor (D), and a constant value related to the attenuation rate through the ground (n). The n -value is assumed to be 1.1, Caltrans’ suggested value for conservative analysis.

On-site Operational Noise

Noise levels from typical stationary equipment at multi-family residential buildings (i.e., HVAC units) were estimated at the nearest noise sensitive receptors by calculating the noise levels from equipment and the distance to receptors. Noise estimates were compared to the City’s noise standards for stationary equipment: 55 dBA during the day and 50 dBA at night.

Roadway Noise

Noise levels associated with existing and future traffic along area roadways were estimated using the Federal Highway Administration Traffic Noise Model (TNM) 2.5 (see Appendix K for noise modeling data sheets). TNM 2.5 calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. Noise levels were modeled in terms of Ldn, a 24-hour average sound level that adds 10 dB to actual nighttime (10:00 p.m. to 7:00 a.m.) sound levels to account for the greater sensitivity to noise during that time period. The Transportation Impact Study prepared by Hexagon Transportation Consultants, Inc. for the project provided afternoon peak-hour traffic volumes for use in modeling traffic noise (see Appendix L). These peak-hour volumes were multiplied by ten to estimate average daily traffic, a standard industry assumption. Traffic noise levels were modeled at several noise-sensitive receptors along roadways that would accommodate a substantial portion of new vehicle trips generated by the project.

The following scenarios were run in the TNM model:

1. Existing
2. Existing plus project
3. Future baseline (predicted baseline traffic conditions in year when project is fully occupied plus traffic from approved projects)
4. Future baseline plus project

On the Central Expressway and Shoreline Boulevard, the modeling assumed a typical distribution of trips across modes of travel of 95 percent cars, 3 percent medium trucks, and 1 percent heavy trucks, which is a typical modal split for arterial roadways. On Villa Street and Chiquita Street, the distribution of trips was assumed to be 99 percent cars and one percent medium trucks, which is a typical modal split for residential side streets.

Receptors were input in TNM at the same locations as the noise measurements shown in Table 16, as well as at noise-sensitive receptors located along Villa Street and Chiquita Street.

To validate the TNM results, measured noise levels at three locations were compared with modeled noise levels at these locations during afternoon peak hours. A close correspondence between measured ambient noise levels and modeled traffic noise levels at a given location is expected when motor vehicles are the primary noise source during the measurements. Table 17 compares measured and modeled noise levels.

Table 17 Comparison Between Measured Ambient Noise and Modeled Traffic Noise Levels

No.	Location	Existing Noise Level (dBA Leq)		Difference in Noise Level (2 minus 1)
		Measured Ambient Noise (1)	Modeled Traffic Noise (2)	
1	Project site: southwest corner	61.7	62.0	0.3
2	Project site: northeast corner	64.8	66.0	1.2
3	Shoreline Boulevard-Villa Street intersection	73.0	72.4	-0.6

Sources: Field measurements using ANSI Type II Integrating sound level meter. FHWA, TNM. See Appendix K for model outputs

As shown in Table 17, modeled peak-hour noise is within 1.2 dBA of measured noise at all three locations. Because of the close correspondence between modeled and measured noise levels, this analysis relies on the noise model to estimate noise experienced by receptors in the project vicinity.

Consistent with the City’s methodology in environmental review of other projects, this analysis assumes that a significant increase in roadway noise at sensitive receptors would occur if: a) the noise level increase is five dBA Ldn or greater, with a future noise level of less than 60 dBA Ldn, or b) the noise level increase is three dBA Ldn or greater, with a future noise level of 60 dBA Ldn or greater.

Exposure of New Residences to Noise

This section analyzes noise exposure to new residents for informational purposes. In 2011, the Second District Court of Appeal found that, as an impact of the environment on the project, this analysis is not required for CEQA compliance (*Ballona Wetlands Land Trust et al. v. City of Los Angeles*). The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Nevertheless, the State of California and City of Mountain View have policies that address existing conditions (e.g., ambient noise) affecting a proposed project, which are addressed below. To evaluate the exposure of new residences on the project site to ambient noise, existing ambient noise levels were compared to City standards for new residences. Pursuant to Table 7.1 in the City’s General Plan, noise exposure of up to 60 dBA CNEL/Ldn is considered normally acceptable for multi-family residences; noise levels of between 60 and 70 dBA CNEL/Ldn are conditionally acceptable and would require detailed analysis of noise reduction requirements and noise insulation features; and any noise levels between 70 and 75 dBA Ldn are conditionally unacceptable but can be remedied with noise insulation features. It is assumed that exterior materials used in modern buildings reduce exterior noise by about 25 dBA Ldn in the interior environment. Estimated interior noise levels were compared to the California Building Code and City standard of 45 dBA Ldn.

b. Project Impacts and Mitigation Measures

Threshold 4: Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

IMPACT NOI-1 CONSTRUCTION OF THE PROJECT WOULD TEMPORARILY GENERATE HIGH NOISE LEVELS ON AND NEAR THE PROJECT SITE AND OFF-SITE PATH AREA. HOWEVER, CONSTRUCTION ACTIVITY WOULD BE RESTRICTED TO THE CITY’S ALLOWED DAYTIME HOURS AND SUBJECT TO STANDARD CONDITIONS OF APPROVAL TO MINIMIZE CONSTRUCTION NOISE. THEREFORE, THE IMPACT FROM CONSTRUCTION NOISE WOULD BE LESS THAN SIGNIFICANT.

Construction of the project over a 31-month period would intermittently generate high noise levels on and adjacent to the project site. Demolition of the existing buildings on-site, grading, and excavation for the proposed subterranean garage would involve the use of construction equipment that generates substantial noise. Construction of the off-site path would also generate noise in proximity to a school; however, the length of construction would be much shorter than construction of the project site. In addition, fewer pieces of heavy equipment would be used as path construction involves minimal grading.

Noise impacts from construction activity would depend on the type of activity being undertaken and the distance to the receptor location. Construction noise impacts are most severe if construction activities occur during times of day when people are most sensitive to noise (early morning, evening, or nighttime hours), in areas immediately adjoining noise-sensitive land uses, or when construction duration lasts over extended periods of time. Project construction activity would generate temporary noise at nearby noise-sensitive land uses, including single-family residences on Higdon Avenue located approximately 25 feet to the west; single-family residences located approximately 75 feet south of the project site, across Villa Street; and multi-family residences about 90 feet east of the project site. Because construction activity would not typically take place at the site boundary, this analysis makes a conservative assumption that it would be as close as 50 feet

from adjacent residences. Off-site path construction activity would generate noise at the school classrooms approximately 200 feet from the path area.

Table 18 shows the maximum expected noise levels at the nearest sensitive receptors based on the combined use of construction equipment anticipated to be used concurrently during each phase of construction.

Table 18 Maximum Estimated Noise Levels by Construction Phase

Construction Phase	Equipment	Estimated Noise Levels at Nearest Sensitive Receptors (dBA Leq)			
		50 feet	75 feet	90 feet	200 feet
Demolition	Backhoe, Dozer, Excavator	81	78	76	69
Site Preparation	Backhoe, Dozer, Grader, Chain Saw	84	81	79	72
Grading	Backhoe, Dozer, Excavator, Grader	84	81	79	72
Building Construction	Air Compressor, Aerial Lift, Backhoe, Crane, Generator, Welder	81	78	76	69
Paving	Backhoe, Cement Mixer, Paver, Roller	80	77	75	68

Source: FHWA, RCNM. See Appendix K for modeling results from RCNM

The estimated construction noise levels shown in Table 18 do not take into account the fact that equipment is typically dispersed in various areas of the site in both time and space. Due to site and equipment limitations, only a limited amount of equipment can operate near a given location at a particular time. In addition, the noise levels shown in Table 18 for various phases of construction are representative of worst-case conditions, since it is assumed that equipment would frequently operate simultaneously. Therefore, this analysis of construction noise impacts is highly conservative.

At the nearest noise-sensitive residences located adjacent to the west of the project site on Higdon Avenue, it is estimated that construction activity would generate noise levels up to 84 dBA Leq during the site preparation and grading phases, and up to 81 dBA Leq during the demolition and building construction phases. It is estimated that the loudest phases would generate noise levels up to 81 dBA Leq at single-family residences located 75 feet south of the project site and up to 79 dBA Leq at multi-family residences located 90 feet east of the site. Construction noise would be typical of multi-family residential projects and would not include particularly loud sources such as pile drivers. At the school classrooms, adjacent to the off-site path area, noise levels could reach up to 72 dBA Leq during site preparation and grading. However, this is highly conservative as it assumes several pieces of equipment and heavy grading would occur. At the off-site path area, fewer pieces of construction equipment would be required than assumed due to the small site size and minimal grading.

Although construction noise would temporarily expose nearby residents and school users to noise levels that are louder than existing traffic noise, adherence to the City’s allowable construction hours would restrict activities to less sensitive daytime hours between 7 a.m. and 6 p.m. on weekdays. In addition, the following City of Mountain View Standard Conditions of Approval would be required of the project to reduce construction noise levels:

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

With required implementation of these construction best practices and adherence to the City’s allowed hours of construction, the project would have a less than significant impact from construction noise.

Mitigation Measures

Mitigation measures are not required.

Threshold 2: Would the project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

IMPACT NOI-2 CONSTRUCTION OF THE PROJECT WOULD TEMPORARILY GENERATE VIBRATION LEVELS THAT WOULD NOT EXCEED FTA CRITERIA FOR HUMAN ANNOYANCE OR STRUCTURAL DAMAGE. THE IMPACT FROM VIBRATION WOULD BE LESS THAN SIGNIFICANT.

Construction of the project over a 31-month period would intermittently generate groundborne vibration. Elements of construction that would generate vibration include demolition of the existing buildings on-site, grading, truck activity, and paving. Table 19 identifies vibration velocity levels from anticipated construction equipment, at distances that correspond to various noise-sensitive receptors. A distance of 25 feet is representative of single-family residences to the west of the project site on Higdon Avenue, while 75 feet is representative of single-family residences south of Villa Street; and 90 feet corresponds to multi-family residences east of the project site.

Table 19 Vibration Levels for Construction Equipment at Noise-Sensitive Receptors and Historic Buildings

Equipment	Estimated VdB at Nearest Sensitive Receptors			
	25 Feet	75 Feet	90 Feet	200 feet
Vibratory Roller	94	84	82	N/A
Caisson Drilling	87	77	75	N/A
Large Bulldozer	87	77	75	N/A
Loaded Trucks	86	76	74	67
Small Bulldozer	58	48	46	39

N/A = not applicable. These types of construction equipment not expected to be used for off-site path construction.

Source: FTA 2006

Based on Table 19, noise-sensitive receptors would experience the strongest vibration during paving (for vibratory rollers), drilling for building foundations, and grading activity (for large bulldozers). Residences adjacent to the project site would be subject to estimated vibration levels approaching 94 VdB during paving activity and 87 VdB during grading and foundation work. Adherence to the City’s allowable construction hours would restrict vibration-generating construction activities to less sensitive daytime hours between 7 a.m. and 6 p.m. on weekdays. Therefore, vibration would not exceed the FTA’s criterion of 72 VdB at residences during normal sleeping hours. Vibration levels also would not exceed the threshold of 100 VdB for potential minor structural damage at any fragile buildings near the project site or off-site path area.

During construction of the off-site path area, vibration associated with loaded trucks could approach 67 VdB at the nearest classrooms; however, this would not exceed FTA’s criterion of 75 VdB for institutional land uses with primary daytime use such as schools. Therefore, vibration generated by construction activity would have a less than significant impact.

Mitigation Measures

Mitigation measures are not required.

Threshold 1: Would the project cause the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Threshold 3: Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

IMPACT NOI-3 ON-SITE ACTIVITIES DURING OPERATION OF THE RESIDENTIAL PROJECT WOULD GENERATE NOISE THAT MAY PERIODICALLY BE AUDIBLE TO NOISE-SENSITIVE RECEPTORS NEAR THE PROJECT SITE, BUT WOULD NOT EXCEED THE CITY'S STANDARDS FOR STATIONARY NOISE SOURCES. THEREFORE, ON-SITE OPERATIONAL NOISE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Operation of the off-site path area would involve pedestrians and bicyclists traveling on the path and would not generate a substantial amount of noise. Operation of the residential project would introduce new sources of on-site noise: heating, ventilation, and air conditioning (HVAC) equipment; delivery and trash hauling trucks; and outdoor recreational activities. Noise associated with each of these sources is discussed below.

HVAC Equipment

The proposed residential buildings would be supported by HVAC equipment located in a fifth-floor boiler room and on the rooftop. Condensing units on the roof could generate noise that is audible at adjacent residences. These units would be located approximately 125 feet away from residential property lines to the north. Rooftop-mounted HVAC equipment typically generates noise levels reaching 60 to 70 dBA at a distance of 15 feet from the source (Illington & Rodkin 2009). Based on a noise attenuation rate of 6 dBA per doubling of distance, this equipment would generate an estimated noise level of up to 52 dBA at 125 feet. The roofline of the proposed five-story building would further attenuate HVAC noise, blocking line-of-sight between the equipment and two-story residences located north of the site. Therefore, HVAC noise would not exceed the City's maximum allowable noise levels for stationary equipment of 55 dBA in the daytime and 50 dBA at nighttime (MVCC Section 21.26).

Delivery and Trash Hauling Trucks

A proposed trash staging and loading area would be located at the southwest corner of project site, adjacent to Villa Street. Delivery and trash hauling trucks would periodically operate in this area, approximately 50 feet south of the property lines of residences on Higdon Avenue. The loudest truck activity would occur when garbage trucks access the site and unload dumpsters. Garbage trucks have been measured at 65 dBA Leq at a distance of 50 feet while idling and up to 80-90 dBA while emptying dumpsters (DSA Engineers 2003). However, MVCC Section 36.32.75 would require the applicant to construct a seven-foot-high solid masonry wall at the loading area, abutting residentially zoned parcels to the north. This wall would block line-of-sight to adjacent residences, reducing noise levels from loading activity by 5 to 10 dBA.

Mail delivery trucks idling in the loading area would generate noise levels estimated at 80 dBA Leq at a distance of 10 feet (BridgeNet 2008). This noise level would attenuate to 56 to 61 dBA Leq at a distance of 50 feet, accounting for noise reduction by the seven-foot masonry wall. Mail delivery noise would not be expected to exceed the existing measured peak-hour ambient noise level of 61.7 dBA Leq along Villa Street. Therefore, on-site truck noise would have a less than significant impact.

Outdoor Recreational Activities

Residential use of the proposed outdoor pool in the ground-floor central courtyard and the rooftop deck would generate occasional noise during human conversations. Normal conversational noise levels are in the 60-65 dBA range. These noise levels would be consistent with existing measured peak-hour ambient noise levels at the project site, which range from 61.7 to 64.8 dBA Leq. The placement of the outdoor pool in the central courtyard, surrounded the proposed building, also would block line-of-sight to adjacent residences, reducing their exposure to recreational noise by at least 5 dBA. Therefore, noise from outdoor recreational activities would have a less than significant impact.

In conclusion, on-site operational noise associated with the project would have a less than significant impact on noise-sensitive receptors.

Mitigation Measures

Mitigation measures are not required.

Threshold 1: Would the project cause the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Threshold 3: Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

IMPACT NOI-4 VEHICLE TRIPS ASSOCIATED WITH THE PROJECT WOULD INCREMENTALLY INCREASE TRAFFIC VOLUMES ON NEARBY ROADWAYS, RESULTING IN GREATER TRAFFIC NOISE AUDIBLE TO EXISTING NOISE-SENSITIVE USES. HOWEVER, THE INCREASE IN TRAFFIC NOISE WOULD NOT EXCEED APPLICABLE THRESHOLDS. THEREFORE, THE IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.11, *Transportation and Traffic*, the project would increase the number of vehicle trips to and from the project site. All new vehicle trips would travel on Villa Street, which would provide direct access to the proposed driveway. In addition, trips would be distributed on other nearby roadways. The traffic study prepared for the project assumes that, among arterial roadways, 18 percent of trips would occur on Moffett Boulevard and Rengstorff Avenue, 15 percent on Central Expressway, and 14 percent on Shoreline Boulevard. New vehicle trips would increase the exposure to traffic noise of sensitive receptors adjacent to arterial and local roadways.

Table 20 compares the projected increase in weighted 24-hour noise levels (Ldn), under existing plus project traffic conditions, at nearby noise-sensitive receptors on Villa Street and Chiquita Street.

Table 20 Increase in Traffic Noise during P.M. Peak Hours under Existing Conditions

Receptor	Existing (dBA DNL)	Existing Plus Project (dBA DNL)	Change in Traffic Noise Level	Threshold	Threshold Exceeded?
Villa Street single-family residence	61.9	62.2	+0.3	3	No
Chiquita Street single-family residence	60.2	60.5	+0.3	3	No
Villa Street/Shoreline Boulevard single-family residence	73.5	73.5	0	3	No

Source: TNM, 2017. See Appendix K for model outputs

As shown in Table 20, it is estimated that vehicle trips generated by the project would increase existing traffic noise by 0.3 dBA Ldn at residences adjacent to Villa Street and Chiquita Street. This incremental increase in average traffic noise would not be perceptible to nearby residents. Furthermore, it would not exceed the applicable threshold of a 3 dBA increase in roadway noise where the future noise level would exceed 60 dBA Ldn. Therefore, the project would have a less than significant impact on existing noise-sensitive receptors with respect to traffic noise.

Mitigation Measures

Mitigation measures are not required.

Threshold 1: Would the project cause the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

IMPACT NOI-5 NEW OUTDOOR RECREATIONAL AREAS ON THE PROJECT SITE WOULD BE EXPOSED TO NOISE LEVELS EXCEEDING CITY STANDARDS. RECENT CEQA CASE LAW HAS CONFIRMED ANALYSES OF IMPACTS OF THE ENVIRONMENT ON THE PROJECT ARE NOT REQUIRED FOR CEQA COMPLIANCE. THEREFORE, THIS IMPACT IS LESS THAN SIGNIFICANT. NONETHELESS, ADDITIONAL NOISE ATTENUATION MEASURES ARE RECOMMENDED AT THE PROPOSED NORTHERN COURTYARD.

As noted above in the Setting, an analysis of noise exposure to new residents is provided here for informational purposes only because this issue is an impact of the environment on the project. The courts (*Ballona Wetlands Land Trust et al. v. City of Los Angeles* and *BIA v. BAAQMD*) have found that analysis of such impacts is not required for CEQA compliance. The project would introduce 226 new apartment units on the project site that would be exposed to ambient noise. As shown in Table 16, measured ambient noise levels during afternoon peak-hour traffic ranged from 64.8 dBA Leq at the rear of the site, closest to the Central Expressway and the Caltrain rail line, to 61.7 dBA Leq at the front of the site adjacent to Villa Street. The primary sources of noise on-site are traffic on nearby roadways and Caltrain operations.

With the addition of traffic generated by the project, new residences would be exposed to traffic noise reaching an estimated 68.6 dBA Ldn at the rear of the site and 60.6 dBA Ldn at the nearest residences facing Villa Street (see Appendix K). In addition, frequent Caltrain operations on the rail line behind the project site would substantially contribute to average ambient noise levels. New residences at the rear of the site would be located approximately 50 feet from the centerline of the

Caltrain tracks. At this distance, the Mountain View 2030 General Plan EIR estimated that Caltrain operations generate noise levels reaching 81.8 dBA Ldn without warning horns and 82.4 dBA Ldn with warning horns (City of Mountain View 2012c). The nearest proposed outdoor activity area to the Caltrain tracks, the northern courtyard, would be located approximately 140 feet from the rail centerline. For a line source of noise such as trains, it is assumed that noise attenuates by 3 dBA per doubling of distance from the source. Based on this attenuation rate, the northern courtyard would be exposed to train noise reaching an estimated 73.5 dBA Ldn. The proposed central courtyard would be located more than 300 feet from the rail line and fully enclosed by the proposed building, blocking line of sight to rail and motor vehicle traffic. Therefore, this courtyard would not be exposed to ambient noise levels exceeding 65 dBA Ldn.

Pursuant to Table 7.1 in the City's General Plan, exterior noise exposure of between 60 and 70 dBA Ldn is conditionally acceptable for multi-family residential developments, while noise exposure of between 70 and 75 dBA Ldn is normally unacceptable, and would require detailed analysis of noise reduction requirements and noise insulation features. In addition, Policy NOI 1.2 in the General Plan sets a standard of 65 dBA Ldn for outdoor active use areas at new multi-family residential developments. The estimated noise level of 73.5 dBA Ldn from train activity at the northern courtyard would exceed this standard of 65 dBA Ldn at outdoor active use areas. Although the northern courtyard would be largely shielded by existing buildings along Higdon Avenue and the proposed apartment building on-site, and by an existing fence between the Higdon Avenue residences and the Caltrain right-of-way, it not expected that this shielding effect would reduce exterior noise to less than 65 dBA Ldn. Therefore, noise attenuation measures are recommended for the proposed northern courtyard to attain the City's exterior noise standard of 65 dBA Ldn at outdoor active use areas.

Exterior building materials would reduce the exposure of habitable rooms in the proposed apartment units to ambient noise. It is assumed that exterior materials used in modern buildings reduce exterior noise by about 25 dBA Ldn in the interior environment. With noise attenuation by exterior building materials, interior noise levels from traffic activity would not exceed 43.6 dBA Ldn (68.6 dBA minus 25 dBA). This noise level would not exceed the California Building Code and City standard of 45 dBA Ldn. Interior noise levels from rail activity would not exceed 57.4 dBA Ldn (82.4 dBA minus 25 dBA), which would be less than the standard of 65 dBA Ldn in Policy NOI 1.2 for interior noise from intermittent train activity.

The effect of the noise environment on project residents is not considered a significant impact under CEQA. Nonetheless, because the northern courtyard would be exposed to excessive ambient noise from Caltrain activity above 2030 General Plan standards, mitigation is recommended.

Mitigation Measures

This impact would be less than significant without mitigation. Nonetheless, the following mitigation measure is recommended.

NOI-5 Exterior Noise Reduction

The applicant shall construct a sound barrier along the entire frontage of the project site with the Caltrain right-of-way. This barrier shall have sufficient height to block line of sight between residents using the northern courtyard on the project site and Caltrain rail cars. The barrier shall be constructed of a solid material that has high transmission loss (i.e., low transmittal of noise through the barrier), such as concrete masonry units.

Significance After Mitigation

This impact would be less than significant without mitigation. However, installation of a sound barrier pursuant to Mitigation Measure NOI-5, in combination with noise attenuation by existing and proposed residences that would block line of sight between the northern courtyard and the Caltrain right-of-way, would substantially reduce the exposure of residents in this outdoor active use area to ambient noise. It is expected that ambient noise in the northern courtyard would thereby not exceed the City’s exterior noise standard of 65 dBA Ldn at outdoor active use areas.

Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Threshold 6: For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

IMPACT NOI-6 THE PROJECT IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN THE VICINITY OF A PRIVATE AIRSTRIP. THEREFORE, NO IMPACT WOULD OCCUR.

The proposed project is located approximately 2.2 miles southwest of the closest airport, Moffett Federal Airfield. The project site is not located within an airport land use plan, Airport Influence Area, Airport Safety Zone, or noise contour map (DMJM 2000). No impacts involving airports or private airstrips would occur.

Mitigation Measures

Mitigation measures are not required.

c. Cumulative Impacts

The proposed project and related projects in the area, as identified in Table 4 in Section 3, *Environmental Setting*, would generate temporary noise during construction. Construction activities on the related projects in the area would generate similar noise levels as the project. Construction noise and vibration is localized and rapidly attenuates in an urban environment. Because related projects would be located at least 0.3 mile from the project site, it is anticipated that their construction would not occur at the same time and sufficiently close to the project site to result in a cumulative impact. Therefore, the project would not contribute considerably to temporary cumulative construction noise and vibration impacts.

Traffic noise impacts associated with cumulative development would incrementally increase noise levels along roadways. Table 21 shows the project’s cumulative contribution to future baseline traffic noise at nearby sensitive receptors.

Table 21 Cumulative Contribution to Traffic Noise during P.M. Peak Hours

Receptor	Projected Noise Level (dBA Ldn)			Change in Noise Level (dBA Ldn)	
	Existing (1)	Future Baseline (2)	Future Baseline + Project (3)	Overall Change in Traffic Noise (3-1)	Change due to Project Trips (3-2)
Villa Street single-family residence	61.9	62.4	62.7	+0.8	+0.3
Chiquita Street single-family residence	60.2	60.6	61.1	+0.9	+0.5
Villa Street/Shoreline Boulevard single-family residence	73.5	74.0	74.0	+0.5	0.0

Source: TNM 2018. See Appendix K for model outputs

As shown in Table 21, cumulative approved development in combination with the project and predicted growth in baseline traffic would increase traffic noise during peak hours by an estimated 0.9 dBA Ldn at single-family residences on Chiquita Street, 0.8 dBA Ldn at single-family residences on Villa Street, and 0.5 dBA Ldn at residences along Shoreline Boulevard. These incremental increases in average traffic noise would not be perceptible to nearby residents. Furthermore, they would not exceed the applicable threshold of 3 dBA Ldn where future noise levels would exceed 60 dBA Ldn. Therefore, cumulative projects would have a less than significant impact on existing noise-sensitive receptors with respect to traffic noise, and the project would not considerably contribute to a significant cumulative impact.

Cumulative development would also add sources of on-site operational (non-traffic) noise in the project vicinity, such as HVAC equipment and loading and trash hauling trucks. However, these sources would be similar to existing noise on residential and commercial properties in Mountain View. On-site operational noise from related projects also would be localized and would not result in a significant cumulative impact in Mountain View. Therefore, the project would not contribute to a significant cumulative impact.

d. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
Impact NOI-1. Construction of the project would temporarily generate high noise levels on and near the project site. However, construction activity would be restricted to the City's allowed daytime hours and subject to standard conditions of approval to minimize construction noise. Therefore, the impact from construction noise would be less than significant.	None required	Less than significant without mitigation.
Impact NOI-2. Construction of the project would temporarily generate vibration levels that would not exceed FTA criteria for human annoyance or structural damage. The impact from vibration would be less than significant.	None required	Less than significant without mitigation.

City of Mountain View
1696–1758 Villa Street Residential Project

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact NOI-3. On-site activities during operation of the residential project would generate noise that may periodically be audible to noise-sensitive receptors near the project site, but would not exceed the City’s standards for stationary noise sources. Therefore, on-site operational noise impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact NOI-4. Vehicle trips associated with the project would incrementally increase traffic volumes on nearby roadways, resulting in greater traffic noise audible to existing noise-sensitive uses. However, the increase in traffic noise would not exceed applicable thresholds. Therefore, the impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact NOI-5. New outdoor recreational areas on the project site would be exposed to noise levels exceeding City standards. Recent CEQA case law has confirmed analyses of impacts of the environment on the project are not required for CEQA compliance. Therefore, this impact is less than significant. Nonetheless, additional noise attenuation measures are recommended at the proposed northern courtyard.</p>	<p>Mitigation Measures are not required. The following mitigation measure is recommended. NOI-5 Recommended Exterior Noise Reduction. The applicant shall construct a sound barrier along the entire frontage of the project site with the Caltrain right-of-way. This barrier shall have sufficient height to block line of sight between residents using the northern courtyard on the project site and Caltrain rail cars. The barrier shall be constructed of a solid material that has high transmission loss (i.e., low transmittal of noise through the barrier), such as concrete masonry units.</p>	<p>Less than significant without mitigation.</p>
<p>Impact NOI-6. The project is not located within an airport land use plan or within the vicinity of a private airstrip. Therefore, no impact would occur.</p>	<p>None required</p>	<p>No impact.</p>

4.10 Public Services and Recreation

This section analyzes potential impacts to police protection services, fire protection services, public schools, libraries, and parks and recreation facilities.

4.10.1 Setting

a. Fire Protection Services

The Mountain View Fire Department (MVFD) provides fire protection and emergency medical services in Mountain View. In addition to participating in state-wide and mutual aid programs, the MVFD also participates in an automatic aid program with the cities of Palo Alto, Los Altos, and Sunnyvale. The MVFD serves a population of approximately 77,914 and an area of approximately 12 square miles. The MVFD has five engine companies, one rescue unit, one ladder truck, and one HAZMAT unit. The 86 full-time personnel fall into three divisions: Suppression, Fire and Environmental Protection, and Administration. Minimum on-duty daily staffing is 21 personnel.

The MVFD operates five fire stations located around the City. The closest fire station to the project site is Station One at 251 South Shoreline Boulevard, approximately 0.38 miles to the southeast. The MVFD reviews applications for new projects to ensure that they comply with the City’s current codes and standards.

Table 22 shows the number and type of incidents to which the MVFD responded in Fiscal Year (FY) 2015-2016. As shown therein, the MVFD responded to 5,958 incidents, of which 68 percent were for rescue and emergency medical service incidents.

Table 22 Mountain View Fire Department Statistics, FY 2015-2016

Call for Service by Type	# of Calls	Percent
False Alarm & False Call	478	8
Fire	102	1.7
Good Intent Call	712	12
Hazardous Condition (No Fire)	141	2.4
Overpressure Rupture, Explosion, Overheat (No Fire)	6	0.1
Rescue & Emergency Medical Service Incident	4,053	68.0
Service Call	403	6.8
Severe Weather & Natural Disaster	0	0.0
Special Incident Type	8	0.1
Other	55	0.9
Total	5,958	100.0

FY: Fiscal Year

Source: MVFD, 2016

In its *2015-2016 Annual Report*, the MVFD identifies performance goals for response times to dispatch calls. For structure fires, the MVFD has set a goal for the first fire engine to arrive on-scene within six minutes of dispatch. The second fire engine is to arrive within eight minutes. These goals were achieved for 100 percent of incidents in FY 2014-2015 and FY 2015-2016. For emergency

Medical Code Three calls, the MVFD aims to achieve a six-minute response time for at least 90 percent of incidents (MVFD 2015).

b. Police Protection Services

The Mountain View Police Department (MVPD) provides police services in Mountain View. The MVPD’s primary mission is to maintain safety and protect the community through law enforcement, crime prevention, and criminal apprehension. The MVPD practices “community-oriented policing,” an approach that uses partnerships, organizational structure and problem solving to address the conditions that give rise to crime, social disorder, and fear of crime. Some of the community-policing programs are Neighborhood Watch and Business Watch groups, school resource officers, a Youth Services Unit that focuses on anti-gang activities, and several volunteer programs including the Police Activities League and an Explorer post (City of Mountain View 2012c).

The MVPD has a staff of 95 sworn and 49 non-sworn personnel, and conducts an active volunteer program that consists of approximately 30 non-sworn volunteers (City of Mountain View 2012c). Officers patrolling the area are dispatched from the police headquarters, located at 1000 Villa Street, approximately 0.4 miles to the southeast of the project site.

The League of California Cities recommends a police service ratio of 1.4 to 1.6 sworn officers per 1,000 residents. As the MVPD employs 95 sworn officers currently, the City has a ratio of approximately 1.2 sworn officers per 1,000 residents. The MVPD once relied on U.S. Census data to calculate the need for sworn officers, but (after population growth in the City rendered the Census data out-of-date), now relies primarily on the number of received emergency calls (City of Mountain View 2012c).

The MVPD organizes the City into reporting districts and beats, the former of which are used primarily for the purpose of statistical analysis. Mountain View is divided into four geographic beats. Even though beats differ in size, the department’s goal is to respond to high-priority calls in less than four minutes. Calls for police service, the majority for property crimes, are generally spread evenly throughout the city (City of Mountain View 2012c).

The project site is located in Beat 2, where the average response time was 14.3 minutes in 2016 (MVPD 2016). Beat 2, located west of downtown between the Central Expressway and El Camino Real, produces more calls for police service than the other beats. The MVPD attributes the higher activity in Beat 2 to the presence of high-density apartment complexes, resulting in a larger population than other beats, as well as the higher number of strip malls in this area that experience shoplifting, burglary, and occasionally robbery. In addition, traffic issues and accidents have also been reported in this area. Other beats containing predominantly single-family residences with fewer commercial uses experience lower crime rates (City of Mountain View 2012c).

c. Public Schools

Mountain View is served by three public school districts: the Mountain View Whisman School District (MVWSD), Mountain View Los Altos High School District (MVLA), and the Los Altos School District (LASD). The MVWSD operates eight elementary schools and two middle schools. The MVLA serves the communities of Mountain View, Los Altos, and Los Altos Hills. In Mountain View, the MVLA operates one high school and one continuation high school. The LASD operates nine schools serving the communities of Mountain View, Los Altos, Los Altos Hills, Palo Alto, and some unincorporated areas. There are seven elementary and two middle schools. LASD also provides facilities to Bullis Charter School, which operates independently from the district.

The project site is located in MVWSD and MVLA and is served by the Mariano Castro Elementary School, Graham Middle School, and Mountain View High School (MVWSD 2017a). Table 23 shows the current student enrollment and percentage of total student capacity at public schools serving the project site.

Table 23 Public Schools in Mountain View

Public School	2017-2018 Student Enrollment¹	Student Capacity²	Percentage of Total Capacity
Mariano Castro Elementary School	253	662	38%
Graham Middle School	873	615	142%
Mountain View High School	1,969	1,784	110%

MVLA: Mountain View Los Altos High School District

¹ California Department of Education 2018

² City of Mountain View 2012c

d. Libraries

The Mountain View Public Library (Public Library) is the only one in Mountain View. The Public Library is located approximately 0.5 miles to the southeast of the project, at 585 Franklin Street. The library provides reference and reader assistance, library, programming, internet access, and print and media materials (City of Mountain View 2012c). According to the Mountain View Public Library Annual Report for FY 09-10, in that fiscal year the library lent approximately 1.7 million items and had approximately 847,000 visits (City of Mountain View 2011b).

The Public Library opened in 1997 and is under construction to expand the Children’s Services Area and first floor Community Room, create a multipurpose room and additional reading areas and study rooms on the second floor, and re-carpet all areas on the second floor (City of Mountain View 2017a). The additions would increase public space in the library by 2,300 square feet to accommodate an increase in users.

e. Parks and Recreation

The City has nearly 1,000 acres of parks and open space and an interconnected system of trails that links neighborhoods to parks and other community facilities, including recreational facilities (City of Mountain View 2012c). The City has approximately 13.35 acres of open space per 1,000 residents. The City needs an additional 30.85 acres of open space to meet the City’s goal of 3.00 acres of open space per 1,000 residents. The closest park to the project site is Mariposa Park, located approximately 650 feet to the southeast. Table 24 shows the types and sizes of parks and open space found in Mountain View.

Table 24 Parks and Open Space in Mountain View

Park Type	Number of Parks	Open Space Acreage
Mini-Parks ¹	18	14.25
Neighborhood Parks – School Sites	13	105.18
Neighborhood Parks – City Owned	5	27.44
Community Parks	2	49.48
Regional Parks and Open Space (including Stevens Creek Trail)	1	796.72
Total City Parks	39	993.07

¹ Includes one undeveloped 1.22-acre park at 771 North Rengstorff Avenue

Source: City of Mountain 2014

Two large regional open spaces, Shoreline at Mountain View Regional Park and Stevens Creek Trail, account for 80 percent of the City’s park and open space area. Recreational and community facilities include two athletic complexes, Mountain View Sports Pavilion and the Whisman Sports Center, as well as 15 ball fields, 14 soccer/football fields of varying sizes, and 32 tennis courts. The City also owns and operates two outdoor aquatic facilities, the Eagle Pool and the Rengstorff Pool. Mountain View has an extensive and growing multi-use pedestrian and bicycle trail network, including the Stevens Creek, Hetch-Hetchy, Permanente Creek, Whisman Light Rail, and Bay Trails. Mountain View also has a public golf facility, the Shoreline Golf Link, which is located in Shoreline Regional Park. Additionally, the City has two community gardens that are open to Mountain View residents and current City employees for an annual rental fee. Mountain View residents also have access to parks and recreation services in the adjacent cities of Los Altos, Sunnyvale, and Palo Alto (City of Mountain View 2014).

f. Regulatory Setting

State

Quimby Act of 1975

The Quimby Act of 1975 authorizes jurisdictions to pass ordinances that require developers of residential land to dedicate land or impose a requirement of in-lieu fees for park or recreational purposes as a condition to the approval of the parcel map.

California Government Code Section 65996

California Government Code §65996 describes the exclusive methods of considering and mitigating impacts on school facilities that result or could result from any state or local agency action, including development of real property. One of these methods is through Education Code §17620, which authorizes school districts to levy a fee, charge, dedication, or other form of requirement against any development project for the construction or reconstruction of school facilities provided the district can show justification for levying of fees.

Local Regulations

Mountain View Municipal Code

Chapter 41.3 of the City’s Municipal Code requires that as a condition of approval to construct any new single-family dwelling, duplex dwelling, multiple dwelling, apartment building, mobile home, townhouse, companion unit and other dwelling unit other than a subdivision (hereinafter referred to as “residential development” in this chapter), the owner and/or developer must dedicate land, pay a fee, or both at the option of the city, for park or recreational purposes. This Code section requires developers dedicate at least three acres of park land for each 1,000 persons who will live in a new housing project (owned or rented) or pay an in-lieu fee that would be used to offset the increased demands on park facilities (Chapter 41.3 of the Mountain View Municipal Code).

Mountain View 2030 General Plan

The Public Safety and Infrastructure and Conservation Elements of the General Plan include policies to ensure that public safety service levels remain adequate. Policies relevant to the proposed project include:

- **Policy PSA 1.1: Adequate staffing.** Maintain adequate police and fire staffing, performance levels, and facilities to service the needs of the community
- **Policy PSA 2.7: Police service levels and facilities.** Ensure Mountain View Police Department service levels and facilities meet demands from new growth and development
- **Policy PSA 3.1: Minimized losses.** Minimize property damage, injuries and loss of life from fire
- **Policy INC 2.2: Emergency service providers.** Ensure long-term reliability from service providers and suppliers, especially in the case of an emergency or natural disaster
- **Policy POS 1.1: Additional parkland.** Expand park and open space resources to meet current City standards for open space acreage and population in each neighborhood
- **Policy POS 1.2: Recreation facilities in new residential developments.** Require new development to provide park and recreation facilities
- **Policy POS 2.1: Distribution of Parks.** Give priority for park acquisition to the Planning Areas identified in the Parks and Open Space Plan
- **Policy POS 2.3: Pedestrian and bicycle access.** Improve pedestrian and bicycle access to parks, and create new connections to parks to minimize pedestrian and bicycle travel distances

Mountain View Parks and Open Space Plan

The City of Mountain View’s Parks and Open Space Plan (Plan) is a comprehensive review of open space needs for the city (City of Mountain View 2014). The Plan was last updated in 2014 and offers a long-range vision intended to guide decisions made to advance park and open space resources that enhance the quality of life for all people who live and work in Mountain View. The Plan incorporates a detailed evaluation of current needs and prioritizes recommendations for the acquisition, improvement, and preservation of parks and open space to ensure that parks and open space resources are evenly distributed throughout the community.

The Plan includes recommendations intended to ensure that parks and open space in Mountain View meet the needs of a growing population. The Plan’s recommendations are grouped into five broad categories:

- Increase open space
- Improve existing open space
- Preserve existing open space
- Provide access to open space
- Develop train systems

Within each category more detailed recommendations are ranked in order of need for additional open space. The following is a summary of some of the key Plan recommendations:

- Acquire land for parks, trails, and open space areas, especially in Planning Areas deemed most deficient in open space
- Review and update the Urban Forestry Management Plan
- Look for opportunities to add a community garden
- Look for opportunities to add off-leash dog areas to existing open space
- Work with the Mountain View Whisman School District to construct joint-use restrooms at Castro, Landels, and Huff Elementary Schools/Parks
- Work with school districts, utility companies, private owners, government agencies, etc., to preserve and protect existing open space
- Preserve the City’s urban forest and canopy in accordance with the Urban Forestry Management Plan in order to retain neighborhood character and ensure the greening of the increasingly urbanized environment.
- Improve access to parks, trails, and pathways through safe street crossings and other techniques
- Continue developing a City-wide network of trails and pathways to connect neighborhoods to each other and to open space resources, trails, and transit centers
- Look for opportunities to add hydration systems and drinking fountains along trails and pathways
- Look for opportunities to develop an east-west trail corridor

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds

Based on Appendix G of the State *CEQA Guidelines*, a public services or recreation impact is considered significant if the proposed project would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - a. Fire protection
 - b. Police protection
 - c. Schools

- d. Parks
 - e. Other public facilities
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or
 3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

b. Project Impacts and Mitigation Measures

Threshold 1a: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Threshold 1b: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

IMPACT PS-1 THE PROPOSED PROJECT WOULD INTENSIFY USE OF THE SITE AND MAY INCREASE THE DEMAND FOR FIRE PROTECTION AND POLICE SERVICES COMPARED TO EXISTING CONDITIONS. HOWEVER, COMPLIANCE WITH THE CITY’S FIRE CODE, MUNICIPAL CODE, AND 2030 GENERAL PLAN POLICIES WOULD ENSURE IMPACTS TO FIRE AND POLICE PROTECTION SERVICES WOULD BE LESS THAN SIGNIFICANT.

The project proposes to demolish the existing residential buildings on-site and construct a 226-unit multi-family apartment complex and a 0.4-acre public park. Because the project would increase the size of development and number of people residing on the site, it would increase the need for fire suppression, rescue response, and police protection services. Further, the project site has a General Plan land use designation of Medium Density Residential. The project proposes the adoption of a General Plan Amendment to change the designation to High Density Residential. Therefore, implementation of the proposed project would intensify the use of the site and increase the density compared to what is allowed under the current 2030 General Plan land use designations for the site, which would incrementally increase the demand for fire and police protection services compared to service levels that were assumed under the 2030 General Plan.

However, the 2030 General Plan includes goals and policies designed to ensure that adequate funding and sites are reserved to maintain the level of service standards for fire and police protection services as the City’s population grows. As discussed in Section 4.13, *Effects Found Not to Be Significant*, population growth associated with the proposed project is within the growth assumptions of the City’s 2030 General Plan EIR. Based on the population growth assumptions in the City’s 2030 General Plan, the MVFD does not anticipate the need to construct a new fire station to accommodate build-out of the General Plan. The 2030 General Plan EIR identified a potential need for a new police station to address spatial and seismic deficiencies (City of Mountain View 2012c). Nonetheless, based on estimated population growth, City requirements and procedures, and 2030 General Plan policies to minimize or avoid disturbing natural resources, the 2030 General Plan EIR determined that effects related to police and fire services would be less than significant with

mitigation. If at a future time it is determined that increased demand for fire and police services would require new facilities, the construction and operation of those facilities would be subject to CEQA.

Overall, development of the project site would comply with all applicable federal, state, and City, codes and ordinances related to fire and police safety, and architectural plans would be reviewed and approved by the MVFD., The proposed project is required to incorporate safety and security features, including fire sprinklers, alarm systems, and adequate access for emergency vehicles. In addition, the project would not expand the urban area already served by the MVFD and the MVPD. Therefore, the proposed project would not require the development of new or physically altered fire protection or police facilities and would not significantly impact fire or police protection services. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

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

IMPACT PS-2 THE PROPOSED PROJECT WOULD ADD AN ESTIMATED 52 STUDENTS TO THE MOUNTAIN VIEW WHISMAN SCHOOL DISTRICT AND MOUNTAIN VIEW LOS ALTOS HIGH SCHOOL DISTRICT. HOWEVER, WITH PAYMENT OF STATE-MANDATED SCHOOL IMPACT FEES, IMPACTS RELATED TO PUBLIC SCHOOL OPERATING CAPACITY WOULD BE LESS THAN SIGNIFICANT.

The proposed project would add 226 residential units with school-aged children to the area. Students residing at the project site would be served by the following public schools: Mariano Castro Elementary School, Graham Middle School, and Mountain View High School. Table 25 shows the estimated number of students generated by the proposed project that would attend these schools.

Table 25 Estimated Student Generation

Land Use	Size	Elementary School Students ¹	Middle School Students ¹	High School Students ²	Total Students
Multi-Family	226 du	34	9	9	52

du: dwelling unit

¹MVWSD student generation rates for market rate multi-family residential units are: 0.15 students per unit for elementary (grades K-5) and 0.039 students per unit middle (grades 6-8).

²MVLA student generation rate for market rate multi-family residential units is 0.038 high school students per unit.

Note: Decimals are rounded up to the nearest whole number.

Sources: MVWSD 2017b; MVLA 2017a

Table 25 shows that the proposed project would generate an estimated 34 elementary school students, 9 middle school students, and 9 high school students, for a total of an estimated 52 students. These estimates are conservative because it is likely that some of the students generated by the proposed project already reside in areas served by the MVWSD and MVLA, and would

already be enrolled in MVWSD and MVLA schools. Furthermore, 139 of the 226 units are junior or one-bedroom apartments, which are not as likely as two- or three-bedroom units to house school-aged children. However, for a conservative analysis, the standard student generation rates were used and it is assumed that all students generated by the proposed project would be new to the MVWSD and MVLA.

Table 23 in Section 4.10.1, Setting, shows the current enrollments and capacities of local public schools serving the project site. As of the 2017-2018 school year, Mariano Castro Elementary had 253 students enrolled, with an excess capacity of 409 students. Therefore, the elementary school could accommodate the estimated increase of 34 students associated with the project. Graham Middle School had 873 students enrolled, exceeding its capacity by approximately 258 students. The project would add an estimated 9 middle school students to this school, further exceeding its capacity. Mountain View High School had 1,969 students enrolled, also exceeding its capacity by approximately 185 students. The project would add an estimated 9 high school aged students to this school, further exceeding its capacity.

Therefore, the project would contribute to existing deficiencies at Graham Middle School and Mountain View High School. The *MVLA Draft Master Plan*, released in December 2017, provides plans for a net increase of 14 classrooms to Mountain View High School to accommodate future residential development (MVLA 2017b). Mountain View High School is therefore expected to be able to accommodate any new students generated as a result of the proposed project. Although the project would potentially contribute to an existing deficiency at Graham Middle School, the estimated student generation associated with the project is conservative. Further, California Education Code §17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction in the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. MVWSD's current developer fees are \$2.32 per square foot for new residential construction (MVWSD 2016). MVLA's current maximum residential construction fee is \$1.12 per square foot (MVLA 2014). With payment of school impact fees, impacts would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 1e: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other government facilities such as libraries?

IMPACT PS-3 THE PROPOSED PROJECT WOULD INCREASE THE SERVICE POPULATION OF THE MOUNTAIN VIEW PUBLIC LIBRARY. HOWEVER, THE PROJECT WOULD NOT INCREASE DEMAND FOR LIBRARY SERVICES SUCH THAT THE CONSTRUCTION OF NEW LIBRARY FACILITIES WOULD BE REQUIRED. IMPACTS TO THE MOUNTAIN VIEW PUBLIC LIBRARY WOULD BE LESS THAN SIGNIFICANT.

There is one library in the City, the Mountain View Public Library (Public Library), at 585 Franklin Street in downtown Mountain View approximately 0.5 miles southeast of the project site. The City's 2030 General Plan and EIR assessed the need for library space on material based on population growth in the City.

As discussed in Section 4.13, *Effects Found Not to Be Significant*, the proposed project would add an estimated 534 residents which would increase the City’s population by approximately 0.7 percent. This would represent a small increase in the number of residents and growth associated with the project, and is within the growth assumptions of the City’s 2030 General Plan EIR. The 2030 General Plan EIR found that population growth associated with the 2030 General Plan would not increase demand for library services in the region such that new facilities would be required (City of Mountain View 2012c). General Plan Policy POS 7.5 requires the provision of library facilities to meet community needs and goals. Due to the relatively small increase in the number of library visitors and with adherence to 2030 General Plan policies, the project would not require the construction of new library facilities. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

<p>Threshold 1d: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?</p> <p>Threshold 2: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p> <p>Threshold 3: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>

IMPACT PS-4 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD INCREASE THE AREA POPULATION BY AN ESTIMATED 543 RESIDENTS, WHICH WOULD INCREASE USE OF CITY PARK AND RECREATIONAL FACILITIES AND CONTRIBUTE TO THEIR PHYSICAL DETERIORATION. HOWEVER, PAYMENT OF IN-LIEU PUBLIC PARK FEES AND THE ESTABLISHMENT OF AN ON-SITE PUBLIC PARK WOULD REDUCE IMPACTS TO PARKS AND RECREATIONAL FACILITIES TO A LESS THAN SIGNIFICANT LEVEL.

As discussed in Section 4.13, *Effects Found Not to Be Significant*, the proposed project would add an estimated 543 residents. This increase in population could lead to increased use of park and recreational facilities and could contribute to the physical deterioration of these facilities.

The City has approximately 1,000 acres of park and open space. Currently, there are approximately 13.35 acres of open space per 1,000 residents. The City needs an additional 30.85 acres of open space to meet the City’s goal of 3.00 acres of open space per 1,000 residents.

The proposed project would add an estimated 592 residents with development of 226 multi-family residential dwellings. Based on this population growth, the proposed project would need to provide 1.78 acres of open space in order to meet the City’s standard. The proposed project includes a 0.4-acre public park, as well as other recreational amenities for residents such as courtyards, a pool, and a roof deck to help meet the recreational needs of future residents. Therefore, the provision of on-site park and recreational facilities would offset demand for other City public parks and recreational facilities generated by the project.

In addition, Mountain View requires developers to dedicate at least three acres of park land for each 1,000 persons who will live in a new housing project or pay an in-lieu fee that would be used to offset the increased demands on park facilities (Chapter 41.3 of the Mountain View Municipal Code). The number of residents generated by a proposed project is calculated using the density formula table in the "Park Land Dedication or Fees In Lieu Thereof" Ordinance (Chapter 41.6 of the Mountain View Municipal Code). Although the project would dedicate 0.4 acres of the project site to a future park, the project applicant would be required to pay City required park land fees as required by MVMC Chapter 4.13 for the additional acres of park demand generated by the project.

The proposed project involves development of a 0.4 acre park facility. The impacts associated with provision of this recreational facility are analyzed throughout this EIR. As determined in this EIR, the provision of the park facility would not result in an adverse effect on the environment.

With the provision of proposed public parkland and payment of City required park dedication fees, impacts related to parks and recreational resources would be less than significant.

Mitigation Measures

No mitigation measures are required.

c. Cumulative Impacts

The potential cumulative impacts to public services is assess based upon consideration of the proposed project in combination with the list of cumulative projects identified in Table 4 in Section 3, *Environmental Setting*, which illustrates that planned and pending development in the city would increase the housing stock by 867 residential units and expand employment space by 37,541 square feet of commercial and retail space. Population growth and new jobs associated with these development projects would require provision of public services (i.e., police and fire protection services, libraries, parks and recreation, or public-school facilities).

This growth in service population could result in the need for additional staff and equipment, resulting in the need for additional facilities to maintain acceptable service ratios. However, all cumulative projects occurring in Mountain View would be subject to City and state requirements regulating these services. If provision of public services does require additional facilities, implementation of the mitigation measures included in the Mountain View 2030 General Plan EIR would reduce these impacts to less-than-significant levels. In addition, policies in the 2030 General Plan are in place to ensure adequate response times and service levels associated with public services are maintained. Additionally, according to the 2030 General Plan EIR, if a new public services facility is warranted, it would be required to undergo independent environmental review. For these reasons, cumulative public services and recreation impacts are less than significant.

d. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact PS-1. The proposed project would intensify use of the site and may increase the demand for fire protection and police services compared to existing conditions. However, compliance with the City’s Fire Code, Municipal Code, and 2030 General Plan policies would ensure impacts to fire and police protection services would be less than significant.</p>	None required	Less than significant without mitigation.
<p>Impact PS-2. The proposed project would add an estimated 52 students to the Mountain View Whisman School District and Mountain View-Los Altos Union High School District. However, with payment of state-mandated school impact fees, impacts related to public school operating capacity would be less than significant.</p>	None required	Less than significant without mitigation.
<p>Impact PS-3. The proposed project would increase the service population of the Mountain View Public Library. However, the project would not increase demand for library services such that the construction of new library facilities would be required. Impacts to the mountain view public library would be less than significant.</p>	None required	Less than significant without mitigation.
<p>Impact PS-4. Implementation of the proposed project would increase the area population by an estimated 543 residents, which would increase use of City park and recreational facilities and contribute to their physical deterioration. However, payment of in-lieu public park fees and the establishment of an on-site public park would reduce impacts to parks and recreational facilities to a less than significant level.</p>	None required	Less than significant without mitigation.

4.11 Transportation and Traffic

This section evaluates potential impacts relating to transportation and traffic on and around the project site. The analysis is based primarily on the *1696 Villa Street Residential Development Traffic Impact Analysis (TIA)* prepared by Hexagon Transportation Consultants, Inc. (Hexagon) in October 2018 (Appendix L).

4.11.1 Environmental Setting

a. Roadway Network

Highway (US) 101, State Route (SR) 85, SR 237, Central Expressway, and El Camino Real provide regional access to the project site is provide via, and Rengstorff Avenue, Shoreline Boulevard, Castro Street, Escuela Avenue, and Villa Street offer local access to the site. The following describes these major roadways in the study area.

- **US 101** is a north/south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. US 101 is eight lanes wide (three mixed-flow lanes and one HOV lane in each direction) and is situated near the project site. US 101 provides access to the study area via full interchanges with Rengstorff Avenue and Shoreline Boulevard
- **SR 85** is a north/south freeway that begins at US 101, east of Shoreline Boulevard and extends south towards San Jose. It terminates at US 101, east of the Silicon Valley Boulevard/Bernal Road interchange. SR 85 is six lanes wide (two mixed-flow and one HOV lane in each direction) and is situated near the project site. It provides access to the study area via a full interchange with El Camino Real.
- **SR 237** is an east/west freeway that extends from El Camino Real in Mountain View to Interstate 880/Calaveras Boulevard in Milpitas. SR 237 is four lanes wide (two mixed-flow lanes in each direction) and is situated near the project site. SR 237 provides access to the study area via its intersection/terminus at El Camino Real/Grant Road.
- **Central Expressway** is an east/west expressway that runs parallel to the Union Pacific Railroad/Caltrain railroad tracks between San Antonio Avenue in Mountain View, where it transitions to Alma Street, and De La Cruz Boulevard/Trimble Road in San Jose. In the project vicinity, Central Expressway is a four-lane road with a speed limit of 45 miles per hour. Central Expressway provides access to the site via an interchange with Shoreline Boulevard.
- **El Camino Real (SR 82)** is a six-lane roadway that serves as a north/south route, but it is aligned predominantly east/west near the project site. The posted speed limit is 35 miles per hour in the project vicinity. El Camino Real extends westward and then northward through San Francisco, and eastward then southward through San Jose. Intersections with Rengstorff Avenue, Escuela Avenue, and Shoreline Boulevard provide access to the project site from El Camino Real.
- **Rengstorff Avenue** is a north/south arterial that extends northward from El Camino Real across US 101 to Amphitheatre Parkway. Rengstorff Avenue is four lanes wide with a speed limit of 45 miles per hour in the project vicinity and provides access to the site via its intersections with Crisanto Avenue and California Street.

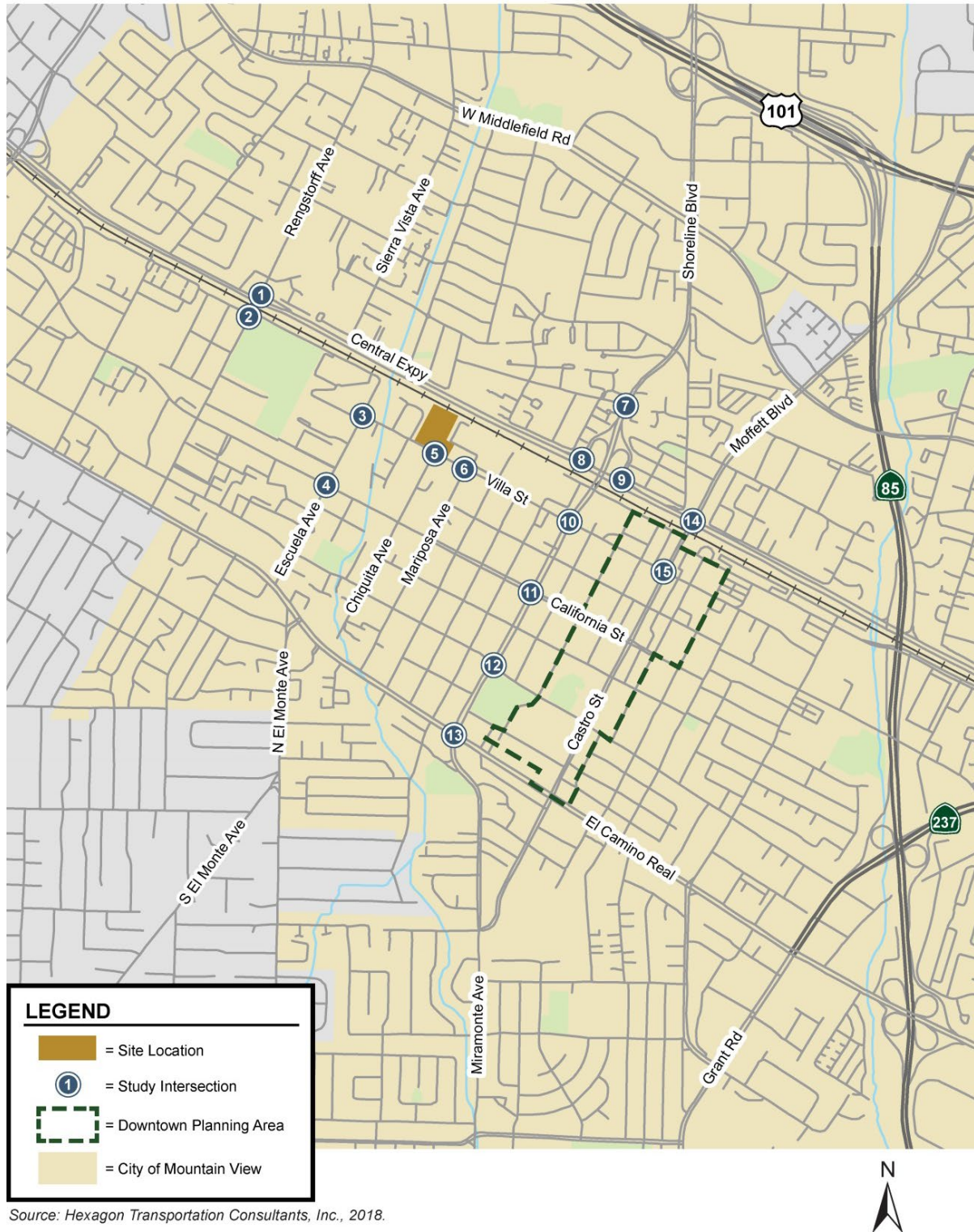
- **Shoreline Boulevard** is a north/south arterial that extends from El Camino Real, across US 101, to Shoreline Park. Shoreline Boulevard is six lanes wide in the project vicinity with a landscaped median and a speed limit of 35 miles per hour. Access to the site from Shoreline Boulevard is provided via its intersection with Villa Street
- **Castro Street** is a two-lane roadway that extends from Miramonte Avenue to Central Expressway. North of Central Expressway, Castro Street becomes Moffett Boulevard. Castro Street serves as the main roadway through downtown Mountain View and provides access to the project site via its intersection with Villa Street. The speed limit is 25 miles per hour on Castro Street and 35 miles per hour on Moffett Boulevard.
- **Escuela Avenue** is a two-lane roadway that parallels Rengstorff Avenue and extends north/south between El Camino Real and Crisanto Avenue. The posted speed limit is 35 miles per hour. Escuela Avenue provides access to the site via its intersection with Villa Street.
- **Villa Street** is a two-lane roadway that runs east/west between Escuela Avenue and Calderon Avenue. The posted speed limit is 30 miles per hour. Villa Street provides direct access to the project site via the project driveway.

Studied Intersections

Fifteen study intersections near the project site were selected for assessment and potential impacts in the study area. The list of intersections for the traffic analysis was based on estimated project trips to be added to the intersection. Intersections where the project would add fewer than 10 trips per lane would not experience project-related impacts based on preliminary scoping and are thus not included in the detailed analysis. A list of the 15 study intersections follows; they are illustrated on Figure 20.

1. Rengstorff Avenue and Central Expressway
2. Rengstorff Avenue and Leland Avenue/Crisanto Avenue
3. Escuela Avenue and Villa Street
4. Escuela Avenue and California Street
5. Chiquita Avenue and Villa Street
6. Mariposa Avenue and Villa Street
7. Shoreline Boulevard and Write Avenue
8. Shoreline Boulevard (West) and Central Expressway
9. Shoreline Boulevard (East) and Central Expressway
10. Shoreline Boulevard and Villa Street
11. Shoreline Boulevard and California Street
12. Shoreline Boulevard and Church Street
13. Shoreline Boulevard and El Camino Real
14. Moffett Boulevard and Central Expressway
15. Castro Street and Villa Street

Figure 20 Site Location and Study Intersections



b. Public Transit

The Santa Clara Valley Transportation Authority (VTA) and the Mountain View Transportation Management Association (MTA) provide existing public transit services in the project vicinity. VTA operates bus service in Santa Clara County; the City of Mountain View in partnership with Google provides free community shuttle service in the city; and MTA provides free MVgo shuttle service between the Mountain View Transit Center and corporate campuses in the North Bayshore and Whisman areas. There are over 15 bus/shuttle stops near the project site and all bus routes provide connections to the nearby Mountain View Station, about three miles from the project site. The transit station provides VTA light rail and Caltrain service, with access to various locations along the Peninsula between San Francisco and San Jose. Figure 21 illustrates existing transit service in the area.

c. Pedestrian and Bicycle Facilities

The project site is located close to downtown Mountain View and is served by existing pedestrian facilities, including sidewalks on both sides of nearby roads. The project site is surrounded primarily by unsignalized intersections without designated crosswalks. Crosswalks with pedestrian signal heads are located at all of the signalized intersections in the study area.

Bikeways that exist within one mile of the project site include striped bike lanes (Class II bikeway) and shared bike routes (Class III bikeway). Bike lanes are on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Typically, routes are designated only with signs. Existing bicycle facilities are described below and illustrated on Figure 22.

Class II bicycle facilities in the project vicinity include:

- Rengstorff Avenue
- California Street between Del Medio Avenue and Castro Street
- Shoreline Boulevard
- Evelyn Avenue east of Hope Street
- Castro Street south of El Camino Real
- El Monte Avenue south of El Camino Real
- Middlefield Road

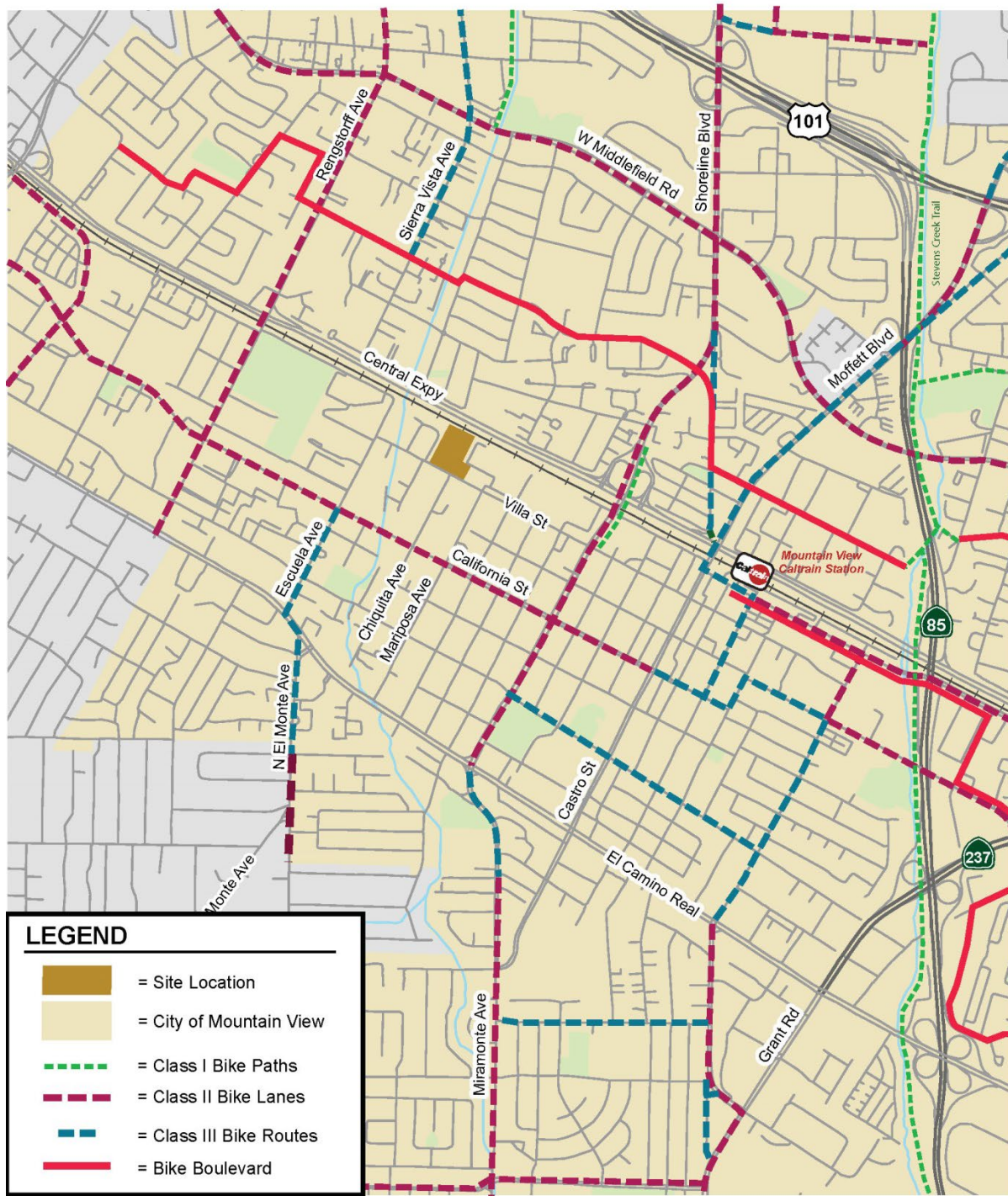
Class III bicycle facilities in the project vicinity include:

- Escuela Avenue between California and El Camino Real
- Latham Street/Church Street between Showers Drive and Calderon Avenue
- California Street between Castro Street and Bush Street

Figure 21 Existing Transit Services



Figure 22 Existing Bicycle Facilities



Source: Hexagon Transportation Consultants, Inc. 2018

d. Existing Intersection Level of Service

Existing traffic volumes were obtained from peak hour counts taken from other recent studies or from new counts collected in September 2017. VTA provided peak-hour p.m. counts for Congestion Management Program (CMP) intersections. Figure 23 shows the existing peak-hour intersection volumes.

Intersection levels of service (LOS) were evaluated against City of Mountain View and Santa Clara Transportation Authority CMP standards. Intersection LOS is a qualitative assessment of an intersection's performance based on traffic volumes and roadway capacity. An intersection is characterized by a letter grade ranging from A to F, where LOS A represents free flow conditions and LOS F represents forced flow or breakdown conditions. The level of delay accompanies the LOS rating.⁴

Table 26 shows the LOS for the 15 study intersections. The corresponding LOS calculation sheets are included as Appendix C of the Traffic Impact Analysis (Appendix L of this EIR). The results of the TIA intersection LOS show that all of the study intersections currently operate at an acceptable level of service during both peak hours.

The existing lane configurations at the study intersections were determined by observations in the field. After the existing traffic counts were collected in September 2017, the intersection geometry at the following two intersections was modified.

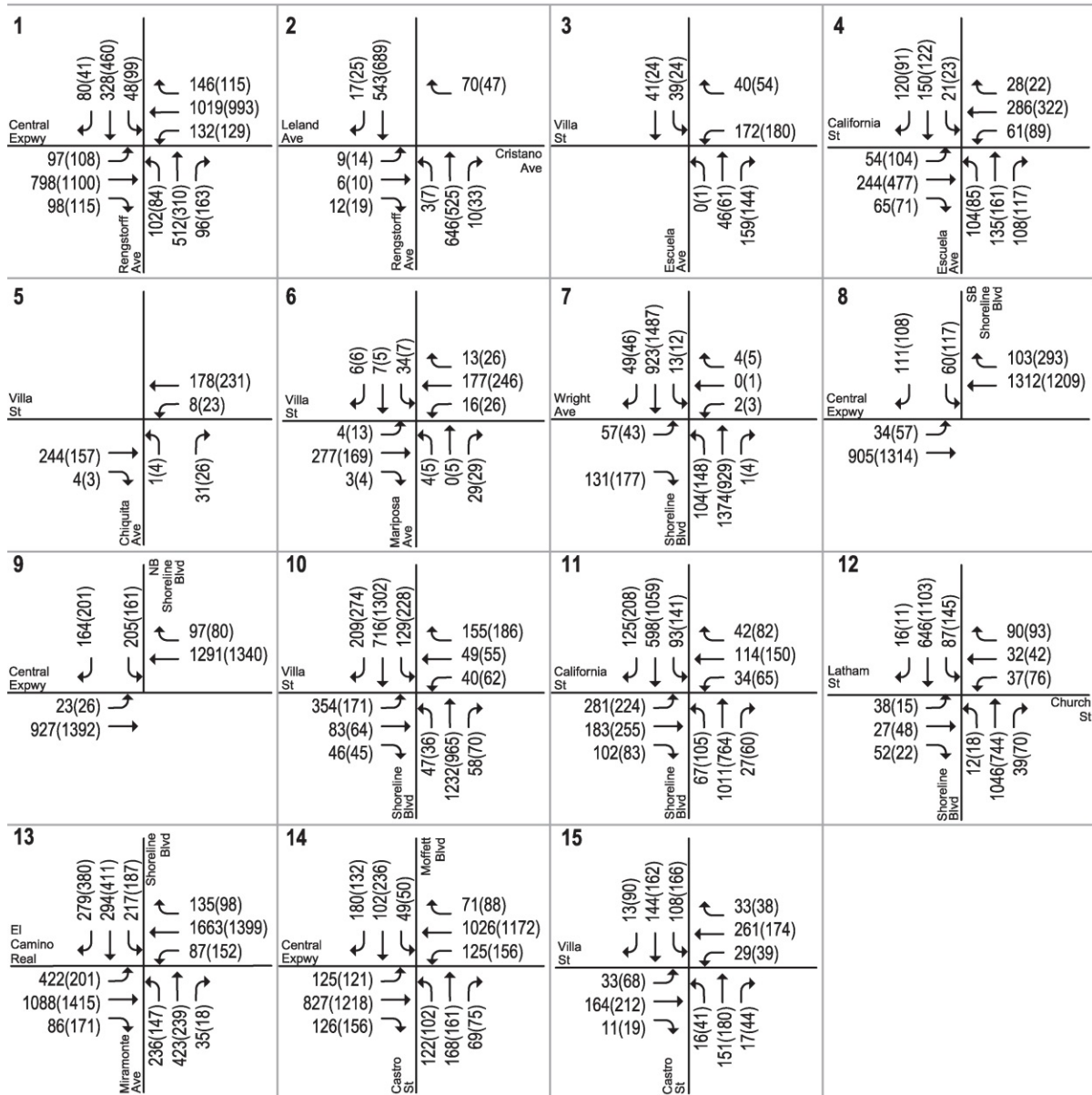
- Rengstorff Avenue and Leland Avenue/Crisanto Avenue: A channelization island was added to the west leg, and traffic movements from the eastbound Leland Avenue approach are now limited to right turns only.
- Moffett Boulevard and Central Expressway: The southbound Moffett Boulevard approach was widened to include an exclusive right turn lane. The southbound approach is now configured with one left-turn lane, two through lanes, and one right-turn lane.

The existing intersection volumes and levels of service described in this section present the traffic operating conditions at the time of the traffic counts.

Hexagon observed traffic conditions in the field to identify existing operational deficiencies and to confirm the accuracy of calculated intersection LOS. Field observations showed that traffic issues currently occur at the Shoreline Boulevard and El Camino Real intersections, as well as general traffic issues along Castro Street. A description of existing conditions at intersections with traffic issues follows Table 26.

⁴ Subsection 1.1.3(a) and Table 2 and Table 3 provide additional information about the LOS assessment and definitions.

Figure 23 Existing Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Source: Hexagon Transportation Consultants, Inc., 2018.



Table 26 Existing Intersection Levels of Service

Intersection Number	Intersection	LOS Standard	Existing Control ¹	Peak Hour	Average Delay ²	LOS
1	Rengstorff Avenue and Central Expressway*	E	Signal	AM	62.8	E
				PM	62.1	E
2	Rengstorff Avenue and Leland Avenue/Crisanto Avenue	D	Signal	AM	10.2	B+
				PM	10.4	B+
3	Escuela Avenue and Villa Street	D	AWSC	AM	8.6	A
				PM	8.7	A
4	Escuela Avenue and California Street	D	Signal	AM	38.3	D+
				PM	25.5	C
5	Chiquita Avenue and Villa Street	D	TWSC	AM	9.8	A
				PM	9.5	A
6	Mariposa Avenue and Villa Street	D	TWSC	AM	13.3	B
				PM	12.2	B
7	Shoreline Boulevard and Wright Street	D	Signal	AM	20.8	C+
				PM	24.5	C
8	Shoreline Boulevard and Central Expressway (West)*	E	Signal	AM	4.7	A
				PM	5.9	A
9	Shoreline Boulevard and Central Expressway (East)*	E	Signal	AM	8.5	A
				PM	7.4	A
10	Shoreline Boulevard and Villa Street	D	Signal	AM	33.2	C-
				PM	31.7	C
11	Shoreline Boulevard and California Street	D	Signal	AM	35.0	D+
				PM	37.5	D+
12	Shoreline Boulevard and Latham Street/Church Street	D	Signal	AM	18.6	B-
				PM	19.9	B-
13	Shoreline Boulevard and El Camino Real*	E	Signal	AM	53.5	D-
				PM	49.1	D
14	Moffett Boulevard and Central Expressway*	E	Signal	AM	54.5	D-
				PM	63.3	E
15	Castro Street and Villa Street**	E	Signal	AM	23.5	D-
				PM	23.7	E

*VTA CMP intersection

**Intersection located in Downtown Mountain View Planning Area

¹ Intersection control under existing conditions

Signal = signalized intersection, AWSC = all-way stop controlled intersection, TWSC = two-way stop-controlled intersection

²Overall weighted average control delay (seconds per vehicle) is reported for signalized and AWSC intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.

AWSC = all way stop control, TWSC = two way stop control

Source: Hexagon 2018

Castro Street PM Peak Hour

Generally, traffic volumes along Castro Street during the p.m. peak hour are relatively high and slow moving between Central Expressway and El Camino Real. Since Castro Street supports a high number of casual and fine dining uses, this area is a popular destination during p.m. peak hours. This results in a relatively large number of vehicles searching for available parking, or ride-share vehicles dropping-off/picking-up riders. Hexagon observed that traffic along Castro Street regularly required more than one cycle to clear northbound and/or southbound traffic at the signalized intersections at Villa Street, Dana Street, and California Street. In numerous instances, vehicles were observed

stopping in the travel way to pick-up or drop-off passengers rather than moving to the curbside or a nearby low-volume street. Along with vehicles stopped to wait for parallel parking spaces, this created queues along the roadway that occasionally spilled into signalized intersections.

Castro Street/Moffett Boulevard and Central Expressway

During the PM peak hour, volumes at Castro Street and Central Expressway are high in all directions. These high volumes are reflected accurately in the LOS E calculation for the intersection under existing conditions. The Downtown Mountain View Caltrain Station begins immediately east of Castro Street, resulting in trains traveling relatively slowly across Castro Street. The high volume of slow moving trains results in delays for northbound traffic, as well as southbound through, eastbound right-turn, and westbound left-turn traffic. This delay creates queues that never fully dissipate until the end of the peak hour. During this peak hour, northbound queues along Castro Street were observed extending past Evelyn Avenue and occasionally affecting northbound through traffic at the Castro Street/Villa Street intersection. These queues were observed taking more than one cycle to clear. Although the intersection is located immediately north of the Caltrain tracks, a northbound signal is present immediately south of the track to prevent vehicle queuing extending from the intersection onto the tracks.

Shoreline Boulevard and El Camino Real

During the a.m. and p.m. peak hours, Hexagon observed long vehicle queues in the eastbound left-turn and through lanes on El Camino Real due to relatively high traffic volumes. Eastbound queues extend beyond the Mountain View Avenue intersection, creating issues for vehicles attempting to get to the left-turn lane after turning onto El Camino Real from northbound Mountain View Avenue. The left-turn queues also exceeded the turn pocket length and occasionally required more than one signal to clear the intersection.

Additionally, in the eastbound direction during the p.m. peak hour, congestion along El Camino Real at the downstream intersection at Castro Street occasionally spilled back to Shoreline Boulevard. This spillback caused excess delay for northbound through and right-turn movements, as well as southbound left-turns, and prevented eastbound volumes from flowing through the intersection efficiently during their green phase. During these spillback occurrences, the southbound left-turn movement was observed as requiring more than one cycle to clear the intersection.

a. Regulatory Setting

This section discusses applicable state and local laws, ordinances, regulations, and standards governing transportation and traffic, which must be adhered to before and during implementation of the proposed project.

State

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change analysis of transportation impacts under CEQA, which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection LOS. On December 30, 2013, the Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared towards projects in areas that are designated as transit priority areas first, to be followed by other areas of the State. OPR issued another draft discussion document in March 2015 suggesting some new revisions to the formal *CEQA Guidelines*.

In January 2016, OPR issued another guidance document and requested additional input. The requirements are not binding as no formal changes to the *CEQA Guidelines* have occurred to date. The impact analysis methodology used in this EIR is based on and is consistent with the City of Mountain View's currently adopted thresholds for traffic conditions that use intersection LOS to determine impacts on the transportation system.

Local

The City of Mountain View General Plan Mobility Element reinforces the City's long-term strategy to improve access for all means of travel and streets designed for all users. The Mobility Element contains adopted policies that apply to the City's mobility network. The following goals and policies apply to the proposed project:

Goal MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities.

Goal MOB 2: Transportation networks, facilities and services accessible to all people.

- **Policy MOB 2.1: Broad accessibility.** Improve universal access within private developments and public and transit facilities, programs and services.

Goal MOB 3: A safe and comfortable pedestrian network for people of all ages and abilities at all times.

- **Policy MOB 3.3: Pedestrian connections.** Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Goal MOB-4: A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels.

- **Policy MOB 4.4: Bicycle parking standards.** Maintain bicycle parking standards and guidelines for bicycle parking and storage in convenient places in private development to enhance the bicycle network.

Goal MOB-5: Local and regional transit that is efficient, frequent, convenient and safe.

4.11.2 Impact Analysis

a. Methodology

Traffic conditions at the study intersections were evaluated using LOS. Traffic conditions at the study intersections were analyzed for both the weekday a.m. and p.m. peak hours of adjacent street traffic. The a.m. peak hour is expected to occur between 7:00 a.m. and 10:00 a.m. and the p.m. peak hour is expected to occur between 4:00 p.m. and 7:00 p.m. on a regular weekday.

Signalized Intersections

For signalized intersections, the LOS method evaluated intersection operations based on average control delay time for all vehicles at the intersection based on the methodology described by the 2000 Highway Capacity Manual. Table 27 presents the level of service definitions for signalized intersections.

The City of Mountain View LOS standard for signalized intersections is LOS D or better, except for CMP intersections and intersections in the Downtown and San Antonio Center planning areas, where the standard is LOS E. Four of the study intersections are CMP intersections, and one intersection (Castro Street and Villa Street) is within the Downtown Planning Area.

Table 27 Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay	10.0 or less
B+	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume to- capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0

Source: Transportation Research Board (TRB) 2000 , VTA 2003

Unsignalized Intersections

LOS analysis at unsignalized intersections is used generally to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). For unsignalized intersections, LOS depends on the average delay experienced by vehicles on the stop-controlled approaches. Thus, for all-way stop controlled intersections, LOS is determined by the average delay for all movements through the intersection. For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. For two-way or T-intersections, the LOS is reported based on the average delay for the worst approach. Table 28 offers the LOS definitions for unsignalized intersections. The City of Mountain View has not adopted an LOS standard for unsignalized intersections, but the City strives to maintain LOS D for these intersections.

Table 28 Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay per Vehicle (Seconds)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	Greater than 50.0

Source: TRB 2000

Vehicle Queuing

The vehicle queuing analysis was used to determine the appropriate storage lengths for high demand turn lanes where the project would add a substantial number of trips.

Freeway Segments

According to VTA’s TIA Guidelines, an analysis of freeway segment LOS is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Based on trip generation and trip distribution, the proposed project trips represent less than one percent of capacity to all freeway segments in the area (Table 1 of Appendix L). Thus, a detailed freeway segment or freeway ramp analysis was not performed.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and existing the site is estimated for the a.m. and p.m. peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

The proposed project includes replacing an existing 16-unit apartment and three single-family homes with a 226-unit apartment building. Daily and peak-hour trip generation estimates for the proposed project were based on trip rates published in the Institute of Transportation Engineers’ *Trip Generation Manual, 10th Edition* (2017). Trips generated by the proposed development were estimated by applying the average rates for multifamily housing to the proposed number of units. Trip credits were applied to account for the existing buildings on-site that would be removed.

The project would also include a 0.4-acre area along Villa Street to be developed as a park by the City. It is expected that the small park would serve the surrounding neighborhood and would be accessed by people walking, which would not generate vehicle trips.

As shown in Table 29, after applying the applicable trip credits, the project would generate an estimated 1,084 daily trips, including 73 new a.m. peak hour trips and 87 new p.m. peak hour trips. During the a.m. peak hour, the project would generate 18 new inbound trips and 55 new outbound

trips. During the p.m. peak hour, the project would generate 53 new inbound trips and 34 new outbound trips.

Table 29 Project Trip Generation

Land Use	Size	Unit	Daily		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Proposed Project								
Apartment ¹	226	du	5.44	1,229	0.36	82	0.44	99
Existing Uses								
Apartment ²	16	du	7.32	(117)	0.46	(7)	0.56	(9)
Single Family Home ³	3	du	9.44	(28)	0.74	(2)	0.77	(3)
Net Project Trips				1,084		73		87

() denotes subtraction

¹Land Use Code 221: Multifamily Housing (Mid-Rise) in a General Urban/Suburban setting (average rates, expressed in trips per dwelling unit)

²Land Use Code 220: Multifamily Housing (Low-Rise) in Urban/Suburban setting (average rates, expressed in trips per dwelling unit)

³Land Use Code 210: Single-Family Detached Housing (average rates, expressed in trips per dwelling unit)

Source: Hexagon 2018, Appendix L

Trip Distribution and Assignment

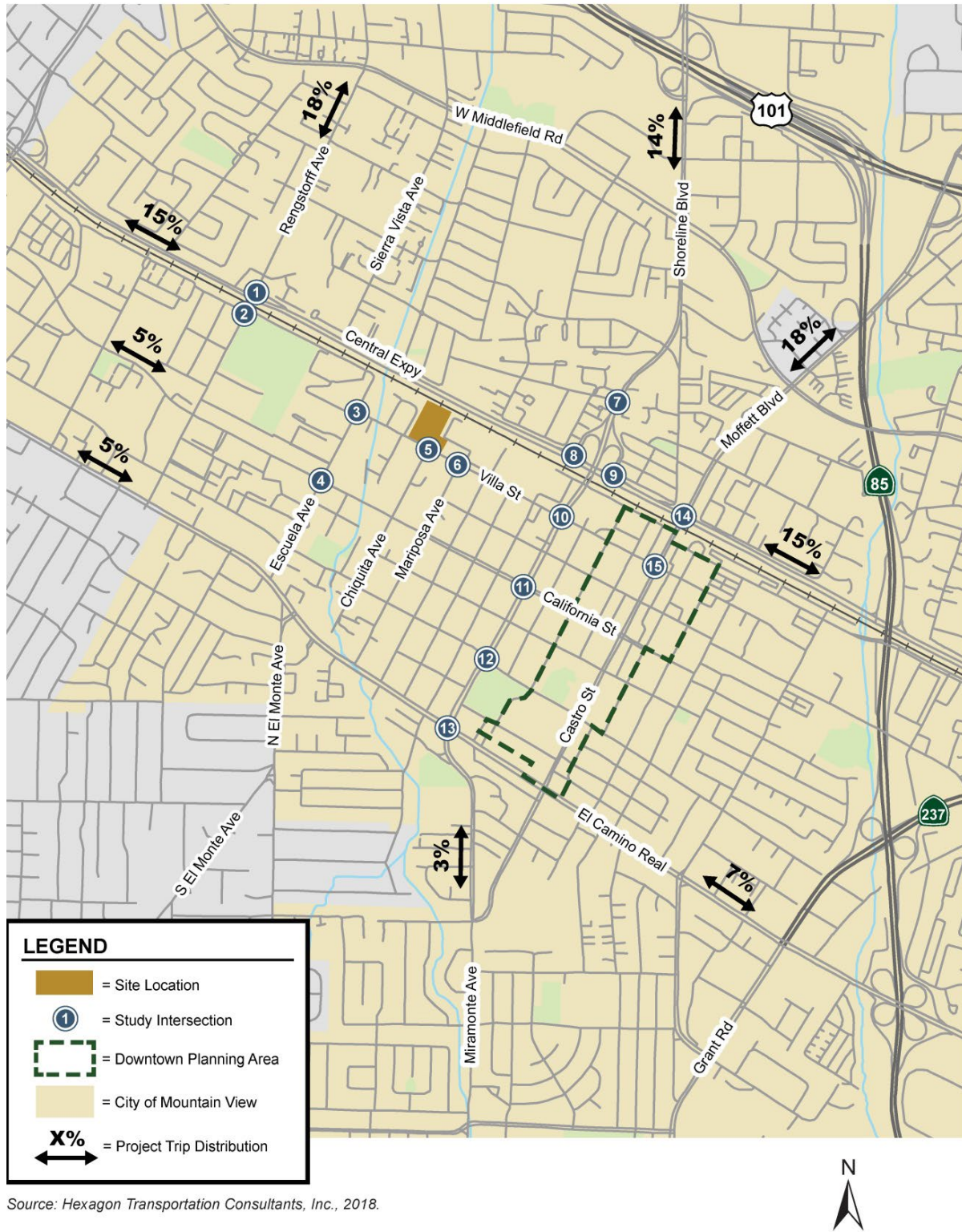
The trip distribution pattern for the proposed project was estimated based on existing travel on the surrounding roadway system and the locations of complementary land uses (Figure 24). The peak hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns.

Traffic Scenarios Evaluated

Traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing traffic volumes at study intersections were based on traffic counts conducted between October 2016 and September 2017. The 15 study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- **Existing plus Project Conditions.** Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.
- **Background Conditions.** Background traffic volumes were defined as additional trips associated with nearby approved but not yet constructed development projects added to existing traffic volumes. The City’s list of approved projects from November 2017 was used to determine background projects. The transportation network analyzed under background conditions (including roadways and intersection lane configurations) was assumed to be the same as under existing conditions, except for the intersections of Rengstorff Avenue and Leland Avenue/Cristinto Avenue and Moffett Boulevard and Central Expressway, which have been modified to match the intersection geometry described under subsection 4.11.1d “Existing Intersection Level of Service.”

Figure 24 Project Trip Distribution Pattern



- **Background plus Project Conditions.** Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were
- **Cumulative Conditions.** The cumulative baseline traffic volumes were estimated by applying a compound growth factor of two percent per year for five years to existing traffic volumes and adding trips generated by nearby approved projects. The intersection lane configurations under cumulative conditions were assumed to be the same as under Background Conditions.
- **Cumulative plus Project Conditions.** Cumulative plus project traffic volumes were estimated by adding the new net traffic generated by the proposed project to the cumulative baseline.

b. Significance Thresholds

CEQA Significance Thresholds

Based on Appendix G of the CEQA Guidelines, the project would have a significant impact on transportation and traffic if it would:

1. Conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of a circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit
2. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
5. Result in inadequate emergency access
6. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities
7. Create a temporary, but prolonged impact due to lane closure, need for temporary signals, emergency vehicle access, traffic hazards to bicycles and/or pedestrians, damage to the roadbed, truck traffic on roadways not designated as truck routes, and other similar impediments to circulation during the construction period

All threshold questions are discussed below.

City of Mountain View Standards

According to the City of Mountain View LOS standards, impacts would be significant at a signalized intersection if for either peak hour, the following would occur:

1. The LOS at the intersection drops below its respective LOS standard (LOS D or better for local intersections) when project traffic is added, or

2. An intersection that operates below its LOS standard under no-project conditions experiences an increase in critical-movement delay of four or more seconds, and the volume-to-capacity ratio (V/C) is increased by one percent (0.01) or more when project traffic is added.

The exception to this threshold occurs when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical V/C value by 0.01 or more. According to City standards a significant impact would be mitigated satisfactorily when measures are implemented that would restore intersection conditions to its acceptable LOS or to an average delay that is better than no-project conditions.

For unsignalized intersections in the City of Mountain View a significant impact would occur for either peak hour if:

1. The addition of project traffic causes the average intersection delay for all-way stop-controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F, and
2. The intersection satisfies the 2014 California Manual of Uniform Traffic Control Devices peak hour volume signal warrant.

CMP Standards

The definition of a significant impact at a CMP signalized intersection is the same as for the City of Mountain View and a significant impact by CMP standards would be mitigated satisfactorily when measures are implemented that would restore the intersection to “no-project” conditions or better.

Construction Impact to Roadway Facilities

An impact to roadway facilities would be significant if construction of a project would create a temporary, but prolonged impact due to lane closure, need for temporary signals, emergency vehicle access, traffic hazards to bicycles and/or pedestrians, damage to the roadbed, truck traffic on roadways not designated as truck routes, other similar impediments to circulation.

Bicycle and Pedestrian Facilities Impacts

The City’s 2030 General Plan describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for city residents. Using the 2030 General Plan as a guide, an impact to bicycle or pedestrian facilities would be significant if:

- The project would create a hazardous condition that does not currently exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas
- The project would conflict with an existing or planned pedestrian or bicycle facility
- The project would conflict with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the study area

Transit Services Impacts

An impact to transit services would be significant if:

- The project would create demand for public transit services above the capacity that is provided or planned

- The project would disrupt existing transit services or facilities
- The project would conflict with an existing or planned transit facility
- The project would conflict with transit policies adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the study area

c. Project Impacts and Mitigation Measures

<p>Threshold 1: Would the project conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of a circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?</p> <p>Threshold 2: Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>

IMPACT T-1 THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL TRAFFIC AT STUDY AREA INTERSECTIONS. HOWEVER, PROJECT-GENERATED TRAFFIC WOULD NOT EXCEED CITY STANDARDS AT ANY INTERSECTIONS OR CONFLICT WITH APPLICABLE PLANS, POLICES, OR PROGRAMS UNDER EXISTING PLUS PROJECT TRAFFIC CONDITIONS AND BACKGROUND PLUS PROJECT CONDITIONS. IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT WOULD BE LESS THAN SIGNIFICANT.

As shown in Table 43, the project would generate an estimated 1,084 daily trips, including 73 new a.m. peak hour trips and 87 new p.m. peak hour trips. Table 30 shows the existing traffic conditions with the addition of project-related traffic. Figure 25 illustrates Existing plus Project peak period traffic volumes. Table 6 shows and Figure 26 illustrates background traffic conditions with the addition of the project-related traffic. All study intersections would operate at an acceptable LOS during both a.m. and p.m. peak hours under Existing plus Project and Background plus Project conditions (See Appendix L for intersection LOS calculations). Therefore, project impacts to local intersections under Existing plus Project and Background plus Project conditions would be less than significant.

Mitigation Measure

Mitigation is not required.

Table 30 Existing and Existing Plus Project Intersection Levels of Service

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Existing		Existing plus Project				
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay	Increase in V/C	Significant Impact?
1	Rengstoff Avenue and Central Expressway*	E	Signal	AM	62.8	E	62.9	E	0.1	0.004	No
				PM	62.1	E	62.3	E	0.2	0.005	No
2	Rengstoff Avenue and Leland Avenue/Crisanto Avenue	D	Signal	AM	10.2	B+	11.0	B+	1.0	0.007	No
				PM	10.4	B+	10.6	B+	0.3	0.007	No
3	Escuela Avenue and Villa Street	D	AWSC	AM	8.6	A	8.7	A	-	-	No
				PM	8.7	A	8.8	A	-	-	No
4	Escuela Avenue and California Street	D	Signal	AM	38.3	D+	38.4	D+	0.2	0.004	No
				PM	25.5	C	25.5	C	0.0	0.004	No
5	Chiquita Avenue and Villa Street	D	TWSC	AM	9.8	A	10.1	B	-	-	No
				PM	9.5	A	10.2	B	-	-	No
6	Mariposa Avenue and Villa Street	D	TWSC	AM	13.3	B	14.0	B	-	-	No
				PM	12.2	B	12.8	B	-	-	No
7	Shoreline Boulevard and Wright Street	D	Signal	AM	20.8	C+	20.8	C+	0.0	0.003	No
				PM	24.5	C	24.6	C	0.1	0.002	No
8	Shoreline Boulevard and Central Expressway (West)*	E	Signal	AM	4.7	A	4.7	A	0.0	0.002	No
				PM	5.9	A	6.0	A	0.0	0.000	No
9	Shoreline Boulevard and Central Expressway (East)*	E	Signal	AM	8.5	A	8.9	A	0.6	0.008	No
				PM	7.4	A	7.6	A	0.3	0.008	No
10	Shoreline Boulevard and Villa Street	D	Signal	AM	33.2	C-	34.0	C-	1.0	0.022	No
				PM	31.7	C	32.5	C-	0.8	0.015	No

City of Mountain View
1696–1758 Villa Street Residential Project

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Existing		Existing plus Project			Significant Impact?	
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay		Increase in V/C
11	Shoreline Boulevard and California Street	D	Signal	AM	35.0	D+	35.0	C-	0.0	0.000	No
				PM	37.5	D+	37.4	D+	0.0	0.000	No
12	Shoreline Boulevard and Latham Street/Church Street	D	Signal	AM	18.6	B-	18.6	B-	0.0	0.000	No
				PM	19.9	B-	19.9	B-	0.0	0.001	No
13	Shoreline Boulevard and El Camino Real*	E	Signal	AM	53.5	D-	53.5	D-	0.0	0.000	No
				PM	49.1	D	49.2	D	0.0	0.000	No
14	Moffett Boulevard and Central Expressway*	E	Signal	AM	54.5	D-	54.7	D-	0.3	0.004	No
				PM	63.3	E	64.1	E	0.7	0.005	No
15	Castro Street and Villa Street**	E	Signal	AM	23.5	C	23.5	C	0.0	0.000	No
				PM	23.7	C	23.8	C	0.0	0.005	No

*VTA CMP intersection

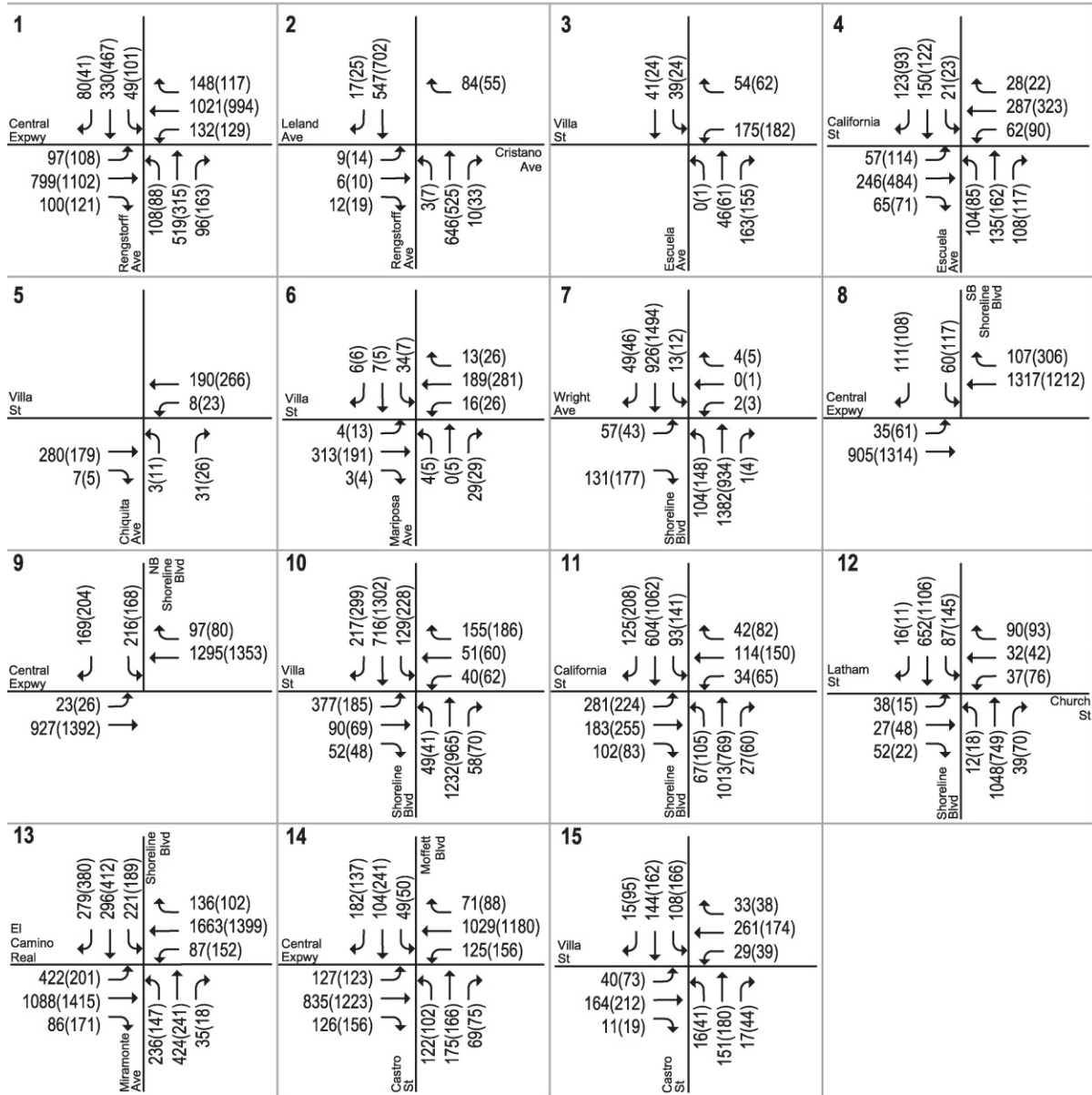
**Intersection located in Downtown Mountain View Planning Area

¹Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.

AWSC = all way stop control, TWSC = two way stop control

Source: Hexagon 2018, Appendix L

Figure 25 Existing Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Source: Hexagon Transportation Consultants, Inc., 2018.



Table 31 Background and Background Plus Project Intersection Levels of Service

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Background		Background plus Project			Significant Impact?	
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay		Increase in V/C
1	Rengstoff Avenue and Central Expressway*	E	Signal	AM	62.8	E	62.9	E	0.1	0.004	No
				PM	62.3	E	62.5	E	0.2	0.005	No
2	Rengstoff Avenue and Leland Avenue/Crisanto Avenue	D	Signal	AM	6.6	A	7.4	A	1.0	0.007	No
				PM	6.3	A	6.5	A	0.3	0.007	No
3	Escuela Avenue and Villa Street	D	AWSC	AM	8.6	A	8.7	A	–	–	No
				PM	8.7	A	8.8	A	–	–	No
4	Escuela Avenue and California Street	D	Signal	AM	38.3	D+	38.4	D+	0.2	0.004	No
				PM	25.5	C	25.5	C	0.0	0.004	No
5	Chiquita Avenue and Villa Street	D	TWSC	AM	9.8	A	10.1	B	–	–	No
				PM	9.5	A	10.2	B	–	–	No
6	Mariposa Avenue and Villa Street	D	TWSC	AM	13.3	B	14.0	B	–	–	No
				PM	12.2	B	12.8	B	–	–	No
7	Shoreline Boulevard and Wright Street	D	Signal	AM	20.8	C+	20.8	C+	0.0	0.003	No
				PM	24.6	C	24.6	C	0.1	0.002	No
8	Shoreline Boulevard and Central Expressway (West)*	E	Signal	AM	4.7	A	4.8	A	0.0	0.002	No
				PM	5.9	A	6.0	A	0.0	0.000	No
9	Shoreline Boulevard and Central Expressway (East)*	E	Signal	AM	8.4	A	8.9	A	0.6	0.008	No
				PM	7.4	A	7.6	A	0.3	0.008	No
10	Shoreline Boulevard and Villa Street	D	Signal	AM	33.2	C-	33.9	C-	1.0	0.022	No
				PM	31.6	C	32.4	C-	0.8	0.015	No

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Background		Background plus Project			Significant Impact?	
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay		Increase in V/C
11	Shoreline Boulevard and California Street	D	Signal	AM	34.9	C-	34.8	C-	0.0	0.000	No
				PM	37.4	D+	37.4	D+	0.0	0.001	No
12	Shoreline Boulevard and Latham Street/Church Street	D	Signal	AM	20.0	C+	20.0	B-	0.0	0.000	No
				PM	20.5	C+	20.5	C+	0.0	0.001	No
13	Shoreline Boulevard and El Camino Real*	E	Signal	AM	53.6	D-	53.7	D-	0.0	0.000	No
				PM	49.2	D	49.2	D	0.0	0.000	No
14	Moffett Boulevard and Central Expressway*	E	Signal	AM	53.6	D-	53.9	D-	0.2	0.004	No
				PM	64.1	E	64.9	E	0.8	0.005	No
15	Castro Street and Villa Street**	E	Signal	AM	24.0	C	24.0	C	0.0	0.000	No
				PM	23.9	C	23.9	C	0.0	0.005	No

*VTA CMP intersection

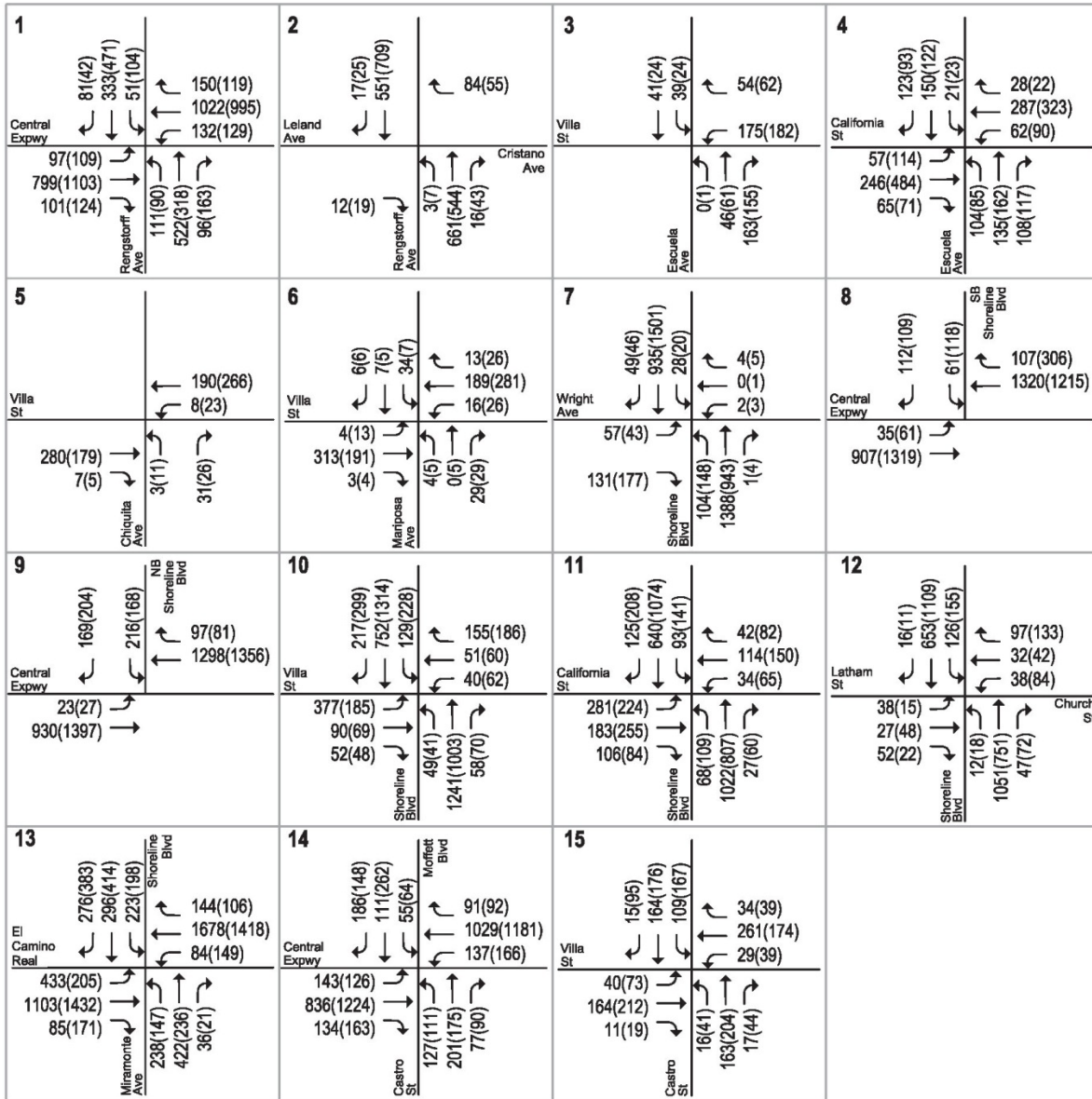
**Intersection located in Downtown Mountain View Planning Area

¹Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.

AWSC = all way stop control, TWSC = two way stop control

Source: Hexagon 2018, Appendix L

Figure 26 Background Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Source: Hexagon Transportation Consultants, Inc. 2018



Threshold 1: Would the project conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of a circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

IMPACT T-2 THE PROPOSED PROJECT WOULD GENERATE TRAFFIC ON NEIGHBORHOOD STREETS. HOWEVER, PROJECT-GENERATED TRAFFIC WOULD BE COMPATIBLE WITH THE MOUNTAIN VIEW NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Vehicle trips generated by the proposed project would add trips to local roadways in the surrounding neighborhood. The City of Mountain View’s Neighborhood Traffic Management Program provides a set of criteria to determine if traffic calming is warranted on neighborhood streets. Therefore, a neighborhood traffic analysis was conducted to determine if project trips would require traffic calming. Average daily traffic and speed counts were conducted on three neighborhood roadways, with speed limits of 25 miles per hour (mph), in the project vicinity: Villa Street, Mariposa Avenue, and Chiquita Avenue.

The Neighborhood Traffic Management Program states that a speed survey would verify traffic concerns and warrant further evaluation if 15 percent (85th percentile speed) of the vehicles on the street exceed 32 mph. Table 32 shows average daily traffic and speed counts from the three neighborhood roadways. Based on the speed counts, the 85th percentile speeds on Mariposa Avenue and Chiquita Avenue were found to be around 25 mph. The 85th percentile speed on Villa Street was found to be 32 mph in the westbound direction and 31 mph in the eastbound direction. Therefore, traffic on the three neighborhood roadways does not exceed the City’s thresholds. This impact would be less than significant. However, based on complaints of speeding on Villa Street from the surrounding residents, the project would potentially exacerbate the speeding issues. As discussed in Section 2, *Project Description*, the project may be required to fund off-site improvements including traffic calming devices or traffic controls on Villa Street near the project site. The exact details for the traffic calming devices on Villa Street have not been finalized at this time. Nonetheless, the EIR analyzes potential effects associated with the installation of traffic calming devices and assumes the improvements would only occur within the existing Villa Street right-of-way and near the project site.

Table 32 Average Daily Traffic and Speeds on Neighborhood Streets

Segment	Volumes			85 th Percentile Speed (mph)	
	AM Peak	PM Peak	Daily	NB/WB	SB/EB
Villa Street (west of Chiquita Avenue)	438	446	4,999	32	31
Mariposa Avenue (south of Villa Street)	75	91	786	23	24
Chiquita Avenue (south of Villa Street)	45	51	575	24	26

Notes: Volume and speed data from counts conducted January 16-18, 2018. NB = northbound, SB = southbound, WB = westbound, EB = eastbound

Source: Hexagon 2018

Mitigation Measure

Mitigation is not required.

Threshold 3: Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

IMPACT T-3 THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN. THERE WOULD BE NO IMPACT ON AIR TRAFFIC PATTERNS.

The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The project site is approximately 2.25 miles southwest of Moffett Federal Airfield. Therefore, implementation of the proposed project would have no impact on air safety, air traffic, or operation of airport facilities.

Mitigation Measure

No mitigation measures are required. Threshold 4: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

IMPACT T-4 THE PROPOSED PROJECT WOULD EXACERBATE QUEUING ISSUES AT THE INTERSECTION OF VILLA STREET AND SHORELINE BOULEVARD, AND PROJECT ACCESS AND CIRCULATION PATTERNS MAY CREATE HAZARDS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Inadequate site circulation, site access, queuing spaces, or sight distances from the project driveway may result in operational traffic safety hazards. The following includes an analysis of site access and circulation, site distances, and queuing based on the findings of the project TIA (Hexagon 2018).

On-site Vehicle Circulation

The project would provide 90-degree uniform parking stalls throughout the proposed parking garage. All two-way drive aisles would be 24 feet wide, which would be adequate to allow vehicles to navigate through the garage and maneuver in and out of parking spaces. The site plan shows adequate vehicular circulation throughout the site. However, there is one dead-end drive aisle shown on each garage level. On the upper garage level, no turnaround space is provided at the dead-end aisle. The dead-end drive aisles would not be problematic if the residential parking is assigned, which is assumed for this project. On both garage levels, several spaces in the parking garage are next to a wall or at a corner with no door buffer space. Large vehicles may not have sufficient space to park in those spaces. Therefore, it would be appropriate to label these spaces “compact” and assign them to residents with compact vehicles in order to avoid operational circulation hazards. Mitigation Measure T-4a is required to address this impact.

On the upper level of the proposed garage, inbound vehicles that park in the lower garage level would need to make a tight turn to get down to the access ramp. Vehicles would potentially encroach on the outbound travel lane in order to make the turn resulting in a potential traffic hazard. Therefore, inbound vehicles in the parking garage could result in a potential hazard. Mitigation Measure T-4a is required to address this impact.

Vehicle Site Access and Driveway Sight Distances

Vehicle access to the project's subterranean garage would be provided via a full access driveway at the southwest corner of the project site. Due to the low traffic volume and travel speed on Villa Street, characteristic of a typical residential street, the proposed residential traffic is not expected to create any operational issues related to vehicle queuing at the project driveway and project-related traffic entering the garage would not result in an increased hazard. The driveway would be 20 feet wide that meets the City's minimum width requirement of 18 feet for a two-way driveway.

The project would also provide a Pacific Gas & Electric (PG&E) access road along the western project boundary with a driveway on Villa Street, to the west of the main driveway. The driveway would be 10 feet wide for one-way traffic and would be gated for PG&E trucks and emergency vehicles only. Emergency response vehicles would access the project site from Villa Street and the access road along the western project boundary.

Project access points would be free and clear of obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians coming from either direction on the sidewalk as well as bicycles traveling on the street. Landscaping and signage would be located to ensure an unobstructed view for drivers entering and exiting the project site. The speed limit on Villa Street is 25 mph and the Caltrans recommended stopping sight distance for a 25 mph street is 200 feet. The sight distance from the proposed driveway would meet the 200-foot standard.

Pedestrian and Bicycle Access and On-site Circulation

Pedestrian access to the project site is provided via sidewalks on both sides of Villa Street, Chiquita Avenue, and surrounding residential streets. Pedestrian walkways would be provided through and around the site that provide access from Villa Street to the leasing office, courtyards, elevators, and stairways on the ground level. Access to the parking garage and the mail room and residential storage in the garage levels would be provided by three elevators and three stairways that can also be accessed on any level of the building.

Bicycle access to the project site is via Villa Street, Chiquita Avenue, and surrounding residential streets. Along the western project boundary, a setback would be provided as a PG&E access road. The PG&E access road travels down grade toward the north end of the project site. At the north end of the access road, it would be at the same level as the upper garage where the bicycle storage room is located. Residents would access the bicycle storage room via the PG&E access road. Signage would be provided to prohibit pedestrian and bicycle access on the garage ramp and to direct residents to use the access road to access the bicycle storage. Overall, pedestrian and bicycle access to the project site and on-site circulation would be adequate and would not create hazards.

Vehicle Queuing

A vehicle queuing analysis was conducted for the proposed project at select intersections to estimate future storage requirements at intersections and ensure that increased storage would not result in a roadway hazard. Studied intersections are discussed below.

Shoreline Boulevard and Central Expressway (East)

The existing capacity for the southbound left-turns at Shoreline Boulevard and Central Expressway (East) was measured from the back of the crosswalk to the approximate location that a queue would prevent vehicles from entering the right-turn only lane. This storage space was measured to be 200 feet (eight vehicles). During both peak hours and under existing conditions, the estimated

95th percentile queue (between 250 and 325 feet) would exceed the existing storage. The addition of project traffic would not cause the 95th percentile queue to increase under any conditions. Despite the estimate that queues would exceed the measured storage, there is enough room for these queues not to interfere with traffic along Shoreline Boulevard.

Shoreline Boulevard and Villa Street

Vehicle queuing for left-turns in the northbound and eastbound directions were analyzed at the Shoreline Boulevard and Villa Street intersection. The existing storage capacity for the northbound left-turn lane from Shoreline Boulevard onto Villa Street is 175 feet (seven vehicles) without interfering with other movements. The existing queue length is 100 feet during both peak hours. This queue length would remain the same under the existing plus project scenario. Thus, the existing storage would be adequate to meet the project's queuing demands.

The existing storage capacity for the eastbound left-turn lane from Villa Street onto Shoreline Boulevard is 150 feet (six vehicles) without interfering with other movements. At this location, any queue exceeding 300 feet (12 vehicles) would block vehicles turning onto or from Mountain View Avenue. The 95th percentile queue is 325 feet (13 vehicles) during the AM peak hour and 350 feet (14 vehicles) during the PM peak hour under existing and background conditions. The maximum left-turn vehicle queue extends from the left-turn pocket to the through lane and occasionally extends past Mountain View Avenue during the AM and PM peak hours. Therefore, project-generated traffic would increase the vehicle queue during the PM peak hour. Because the project trips would exacerbate the eastbound queuing issue at the intersection, this impact is potentially significant and Mitigation Measure T-4b is required.

Castro Street and Villa Street

Vehicles traveling in the eastbound direction at the Castro Street and Villa Street intersection are served by one all-way-movement lane. The existing storage capacity for this lane was measured to be 300 feet (12 vehicles) without interfering with intersection operations at Bryant Street/Villa Street. The 95th percentile queue during the AM peak hour would not exceed 300 feet under all conditions. The existing 95th percentile queue during the p.m. peak hour is 325 feet (13 vehicles), which exceeds the storage capacity by one vehicle. This queue length would remain the same under background conditions. The addition of project traffic would not cause the 95th percentile queue to increase under existing and background conditions.

Overall, queuing on intersections in the project vicinity would not increase vehicle stacking to lengths that may result in a traffic hazard. Impacts related to queuing would be less than significant.

Mitigation Measure

The following mitigation measure is required:

T-4a Site Access and Circulation Considerations

The following recommendations included in the Traffic Impact Analysis prepared by Hexagon Transportation Consultants in October 2018 (Appendix L in this EIR) shall be incorporated into the project plans:

- The project applicant shall label the parking spaces next to a wall or at a corner with no door buffer space “compact” and assign them to residents with compact vehicles.

- Convex mirrors shall be installed on the access ramp for inbound vehicles to assist drivers in identifying upcoming vehicles.

T-4b Shoreline Boulevard/Villa Street Intersection Improvements

The project applicant shall contribute 25 percent of the cost of the planning improvements at the west leg of the intersection of Shoreline Boulevard and Villa Street. Payment shall be made prior to issuance of a building permit and the improvements should be made prior to occupancy clearance.

Significance After Mitigation

Implementation of Mitigation Measure T-4a would place mirrors to ensure safe entry in the parking garage reducing potential roadway hazards to a less-than-significant level.

The City of Mountain View has planned intersection improvements at the Shoreline Boulevard/Villa Street intersection include upgrading the existing traffic signal system to include protected left-turn phases on the minor street (Villa Street) approaches, installing a new pedestrian crosswalk on the north leg of the intersection, removal of the existing channelized free right turn and “pork chop” island on the northeast corner of the intersection, connecting the new ramp at the northeast corner of the intersection to the existing Class 1 multi-use trail/pathway on Shoreline Boulevard, tightening the curb radius on the northwest corner of the intersection, installing ADA ramps, and installing green bike lanes along Shoreline Boulevard. With these improvements, vehicle queues exceeding 300 feet (12 vehicles) would not block vehicles turning onto or from Mountain View Avenue. Project contribution to these improvements as required by Mitigation Measure T-4b would reduce queuing impacts to a less than significant level.

Threshold 5: Would the project result in inadequate emergency access?

IMPACT T-5 THE PROPOSED PROJECT DOES NOT INCLUDE DESIGN FEATURES THAT WOULD IMPEDE EMERGENCY VEHICLE ACCESS. IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT WOULD BE LESS THAN SIGNIFICANT.

Villa Street provides direct access routes to the project site for emergency vehicles. Access to the project’s subterranean parking garage would be provided via a full access driveway at the southwest corner of the site. The project would also provide a PG&E access road along the western project boundary with a driveway on Villa Street, to the west of the main driveway. The driveway would be 10 feet wide for one-way traffic and would be gated for PG&E trucks and emergency vehicles only. Emergency response vehicles would access the project site from Villa Street and the access road along the western project boundary. According to Hexagon’s analysis, adequate vehicular circulation exists throughout the site to allow emergency vehicles access.

The proposed project would be required to conform to traffic and safety regulations that specify adequate emergency access measures. The project site would also be required to meet the standards set forth by the Mountain View Fire Department and Police Department. As discussed under Impact T-1, traffic generated by the proposed project would not substantially increase traffic congestion. Further, the project does not include permanent street closures or changes in traffic flow. Therefore, impacts to emergency access during operation would be less than significant.

Mitigation Measure

Mitigation is not required.

Threshold 1: Would the project conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of a circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

Threshold 5: Would the project result in inadequate emergency access?

IMPACT T-6 PROJECT CONSTRUCTION ACTIVITIES AND THE ASSOCIATED TRUCK AND WORKER TRIPS WOULD TEMPORARILY DISRUPT THE LOCAL ROADWAY SYSTEM. HOWEVER, BECAUSE TRUCK AND WORKER TRIPS DURING CONSTRUCTION WOULD BE LESS THAN THE PROJECT'S ESTIMATED OPERATIONAL TRIPS, AND WITH ADHERENCE TO MOUNTAIN VIEW STANDARD CONDITIONS OF APPROVAL, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction of the proposed project would result in temporary impacts to emergency access and traffic flow from construction related traffic (truck trips and construction workers). Construction activities would involve hauling of materials and transportation of heavy equipment and workers driving to and from the site, during grading, excavation, and building construction. The following haul and export routes are available for construction truck trips:

- Shoreline Boulevard to US 101
- Evelyn Avenue to SR 85
- Rengstorff Avenue to US 101

Delivery and export haul routes would use the freeway system, exit to major arterials, and end at the project site by traveling on Villa Street. Therefore, construction activity could impact traffic along Villa Street and the arterials listed above. Further, construction could affect parking availability, especially on-street parking that could be impacted if on-site parking for construction employees is not provided. Table 33 lists the estimated number of construction truck trips by trip type.

Table 33 Project-related Construction Truck Trips

Trip Type	Number of Round-trip Daily Trips
Hauling Trips ¹	84
Building Construction Vendor Trips ²	24
Worker Trips by Phase	
Demolition ³	8
Site Preparation ³	9
Grading Phase ³	8
Building Phase ⁴	163
Paving ³	10
Architectural Coating ⁵	33
Subtotal	231
Total	339

Assumptions derived from CalEEMod. See Appendix A.

¹ Assumes 12 cubic yards of soil per truck trip, 5-day work week over three months (60 construction days total), and 11 hour construction day

² Assumes 0.1069 daily vendor trips per multi-family unit

³ Assumes 1.25 worker trips per equipment in each phase

⁴ Assumes 0.72 daily trips per multi-family unit

⁵ Assumes worker trips are 20 percent of building construction phase trips

Construction of the project would involve the export of approximately 60,000 cubic yards of soil and import of approximately 300 cubic yards of soils over a three-month period. Assuming 12 cubic yards of material per truck trip, the proposed project would result in approximately 5,025 round-trip hauling trips. This equates to approximately 84 round-trip hauling trips per day (5,025 hauling trips/60 construction workdays assuming a five-day work week) or eight round-trips per hour assuming an 11 hour construction work day.

In addition to hauling trips, the proposed project would generate approximately 24 daily vendor trips during the building construction phase. It is assumed that vendor trips would be distributed evenly throughout the workday. Therefore, vendor trips during hourly period would not cause significant traffic impacts.

There would be 231 daily worker trips distributed over the course of the construction phase. Unlike hauling trips and vendor trips that are spread across the day, worker trips are expected to occur primarily at the beginning of the construction day (7:00 a.m.) and at the end of the construction day (7:00 p.m.). These trips would therefore occur outside of normal peak hours and would not cause significant congestion on surrounding roadways. The project would be required to adhere to the City’s allowable construction hours, which restrict activities to daytime hours between 7:00 a.m. and 6:00 p.m. on weekdays, with no work occurring on Saturday, Sunday, or official holidays.

Construction hours would restrict the hours of employee and truck trips. In addition, the following City of Mountain View Standard Conditions of Approval would be required:

- **Construction Parking Management Plan.** The applicant shall prepare a construction parking management plan to address parking demands and impacts during the construction phase of the project. The construction parking management plan shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.

- **Notice of Construction.** The applicant shall notify neighbors within 300 feet of the project site of the construction schedule in writing, prior to construction. A copy of the notice and the mailing list shall be submitted prior to issuance of building permits.
- At any and all points along the project site where construction operational in progress and the Contractor’s equipment and machinery in use is of such character as to endanger passing traffic, the Contractor shall provide such lights and signs and station such guards as may appear necessary to prevent accidents and avoid damage or injury to passing traffic.
- At the end of each day work and at other times when construction operations are suspended for any reason, the Contractor shall remove all equipment and other obstructions from any portion of the roadway open for use by public traffic.
- No equipment shall be stored where it will interfere with the free and safe passage of public traffic.

Project construction would result in an increase of 339 daily vehicle trips to and from the project site along area roadways, while 1,084 daily vehicle trips are expected to be generated during project operation. Therefore, project operation would generate approximately 70 percent more daily vehicle trips as the construction phase. Thus, impacts to traffic as a result of construction would be less than that of operation. As described under Impact T-1, trips associated with project operation would not significantly affect LOS at study area intersections. Therefore, construction-related trips would also not significantly affect LOS at study area intersections. Furthermore, adherence to the City’s Standard Conditions of Approval would ensure construction vehicle trips would not significantly disrupt local roadway systems. This impact would be less than significant.

Mitigation Measure

Mitigation is not required.

Threshold 6: Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

IMPACT T-7 THE PROPOSED PROJECT WOULD NOT ADVERSELY AFFECT THE LOCAL ACTIVE TRANSPORTATION SYSTEM. FURTHER, WITH IMPLEMENTATION OF MITIGATION TO INCREASE ON-SITE SHORT-TERM BICYCLE PARKING AND PROVIDE A PEDESTRIAN CROSSWALK ON VILLA STREET, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH APPLICABLE POLICIES ASSOCIATED WITH PUBLIC TRANSIT, PEDESTRIANS FACILITIES, OR BIKEWAYS AND WOULD NOT DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF MITIGATION.

Potential impacts to existing and planned transit service, bicycle facilities, and pedestrian facilities are discussed below. This discussion is based on the project TIA (Hexagon 2018).

Transit Services

The project site is located near local bus services and the Mountain View Transit Center, which is less than one mile from the project site. Due to the project site’s proximity to the Mountain View Transit Center, it is expected that the project would generate transit trips. Based on the existing commute patterns for residents in the area, it is anticipated that the project would generate transit trips on VTA Light Rail or Caltrain. The transit center is less than a mile from the project site and could be accessed by bicycle or walking. Access to the Transit Center via VTA bus is unlikely as the

nearest bus stop only serves routes traveling away from the transit center. Conversely, it could be expected that commuters could use VTA buses to travel to the project site from the transit center. Assuming a reduction five percent mode share,⁵ the project would generate an estimated 2 to 4 new transit trips during each peak hour. Due to the low number of new transit riders using these services, increased ridership generated by the proposed project could be accommodated by these existing services (Hexagon 2018).

Project-generated traffic in the study area could disrupt existing transit services by causing additional delay. To assess the project's effect on transit vehicle delay, the delay experienced by each route running through the study intersections was estimated based on the average vehicle delay that was calculated as part of the intersection level of service analysis. Table 34 summarizes the bus travel times through the study area and the increase in transit vehicle delay with the addition of the project traffic. As shown, the project would result in minimal changes (less than 1 percent) in transit travel time for every bus route in the study area. Thus, the delay increases experienced by the bus routes that operate within the study area would be imperceptible. In addition, the proposed project would not result in lane closures during construction or result in development or activities that would impede the operation of a transit system. Therefore, the project would not result in congestion that would decrease the performance of transit operations would not impact existing or planned transit services, and would not conflict with applicable policies or plans associated with public transit.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all of the surrounding streets. Crosswalks with pedestrian signal heads are located at all of the signalized study intersections in the study area. The existing sidewalks and pedestrian paths provide connectivity for pedestrians with safe routes to surrounding land uses including downtown Mountain View, the Mountain View Transit Center, and nearby parks and schools. There is currently no marked crosswalk across Villa Street within 1,000 feet in either direction of the project site, but there are implied crosswalks at the intersections at Higdon Avenue, Chiquita Avenue and Mariposa Avenue with Villa Street. Due to the relatively low vehicular volume along Villa Street, it would not be problematic for pedestrians to cross Villa Street at the implied crosswalks at nearby intersections (Hexagon 2018). However, because the project site would include a 0.4-acre park along Villa Street, which would increase the number of pedestrians crossing Villa Street to access the park, potential pedestrian safety impacts may arise. Therefore, Mitigation Measure T-7a is required to reduce impacts.

Bicycle Facilities

The project is located along a low-volume roadway, and there are designated bike lanes along nearby major roadways including Rengstorff Avenue, California Street, and Castro Street. It is anticipated that the project would generate some bicycle trips based on the project site's location in a low-volume area and proximity to complementary land uses. As mentioned above, the project would include a connection to a future bicycle and pedestrian path along the western project boundary connecting to an underpass under the Caltrain tracks on the north side of the tracks and would involve construction of a pedestrian/bicycle path connection between Shoreline Boulevard

⁵ According to the VTA's TIA Guidelines, a 9 percent vehicle trip reduction can be applied to housing within 2,000 feet of a light rail or Caltrain station. The project site is more than 2,000 feet of the light rail and Caltrain station. Therefore, a 5 percent transit mode share is assumed.

and West Evelyn Avenue. These improvements would benefit the area bicycle network. The project would not conflict with existing or planned bicycle facilities.

Table 34 Increase in Transit Vehicle Delay

Bus Route	Direction	Peak Hour	Existing		Background	Background plus Project		
			Travel time ¹ (min/sec)	Delay ² (sec)	Delay ² (sec)	Delay ² (sec)	Increase in Delay ³ (sec)	% Increase in Travel Time ³
22	Eastbound	AM	8/480	32.1	31.7	31.7	0.0	0.0%
		PM	10/600	42.1	42.0	42.0	0.0	0.0%
	Westbound	AM	8/480	43.7	43.9	43.9	0.0	0.0%
		PM	9/540	37.5	37.6	37.7	0.1	0.0%
35	Northbound	AM	11/660	114.3	115.1	115.2	0.1	0.0%
		PM	13/780	102.3	103.2	103.2	0.0	0.0%
	Southbound	AM	15/900	117.9	117.1	117.2	0.1	0.0%
		PM	17/1,020	101.3	100.7	100.7	0.0	0.0%
40	Northbound	AM	10/600	57.8	57.9	58.6	0.7	0.1%
		PM	12/720	53.6	53.7	53.9	0.2	0.0%
	Southbound	AM	10/600	73.1	73.3	74.0	0.7	0.1%
		PM	12/720	73.7	73.9	74.4	0.5	0.1%
52	Northbound	AM	4/240	63.6	62.4	62.5	0.1	0.0%
		PM	5/300	75.0	74.0	74.1	0.1	0.0%
	Southbound	AM	6/360	59.4	60.3	60.2	-0.1	0.0%
		PM	6/360	55.1	55.8	55.9	0.1	0.0%
81	Eastbound	AM	14/840	92.0	92.4	92.6	0.2	0.0%
		PM	17/1,020	88.2	90.5	91.4	0.9	0.1%
	Westbound	AM	15/900	71.4	71.1	71.4	0.3	0.0%
		PM	17/1,020	73.5	72.8	73.0	0.2	0.0%
522	Northbound	AM	5/300	32.1	31.7	31.7	0.0	0.0%
		PM	8/480	42.1	42.0	42.0	0.0	0.0%
	Southbound	AM	6/360	43.7	43.9	43.9	0.0	0.0%
		PM	6/360	37.5	37.6	37.7	0.1	0.0%
MVgo (E. Bayshore)	Signal	AM	9/540	53.2	53.7	52.6	-1.1	-0.2%
		PM	9/540	68.8	69.7	68.1	-1.6	-0.3%
		AM	9/540	96.6	97.1	99.6	2.5	0.5%
		PM	12/720	87.6	89.1	90.1	1.0	0.1%
Community Shuttle	Signal	AM	8/480	70.2	71.0	70.0	-1.0	-0.2%
		PM	8/480	88.8	89.8	88.4	-1.4	-0.3%
		AM	8/480	98.3	99.0	97.9	-1.1	-0.2%
		PM	8/480	87.0	88.1	87.0	-1.1	-0.2%

¹ Travel time based on the VTA’s bus schedule for two time points closest to each other in the study area

² The total movement delay of all relevant study intersections added together

³ Increase in delay/travel time over background conditions

Source: Hexagon 2018

Section 36.32.50 of the Mountain View Municipal Code contains bicycle parking requirements. The project would provide 226 secure bike spaces for residents, which meets the City’s requirement of one secure bicycle parking space per unit. Guest bike parking is required at the rate of one space per 10 units, or 23 spaces total. The site plan shows four short-term bicycle racks in front of the main

entry on Villa Street with eight bicycle spaces, which is short of the City's requirement by 15 spaces (Hexagon 2018). Therefore, Mitigation Measure T-7b to include additional short-term bicycle parking is required.

Mitigation Measures

The following mitigation measures are required:

T-7a Pedestrian Facilities

The project applicant shall install Americans with Disabilities Act (ADA) compliant ramps and a raised, high-visibility lighted crosswalk with pedestrian activated LED enhanced signs on Villa Street at Chiquita Avenue. Installation shall occur prior to issuance of occupancy clearance.

T-7b Short-Term Bicycle Parking.

To ensure adequate short-term bicycle parking on the project site, publicly accessible bicycle parking for short-term use shall be incorporated into the design of the park facility and apartment building. All such bicycle parking facilities shall be designed and constructed to the City's bicycle parking requirements.

d. Cumulative Impacts

The traffic impacts associated with the proposed project are addressed in a cumulative impacts analysis that compares the cumulative (5-year horizon) plus project traffic scenario to the existing traffic conditions without the project. The existing lane configurations under cumulative conditions were assumed the same as described under existing conditions. The cumulative baseline traffic volumes were estimated based on the assumption of a two percent growth factor per year for five years, or a factor of 1.104, applied to the existing traffic volumes. Traffic added by approved but not yet constructed and occupied projects in the City of Mountain View were added to generate cumulative baseline traffic volumes. The project trip estimates were added to the cumulative baseline volumes to generate cumulative plus project traffic volumes (See Appendix B of the TIA [Appendix L] for a tabulated summary of traffic volumes under all conditions).

Table 35 shows the results of the cumulative analysis. Figure 27 illustrates cumulative plus Project Traffic volumes. Under cumulative and cumulative plus project conditions the Moffett Boulevard/Central Expressway intersection would operate at an unacceptable LOS F during the p.m. peak hour. However, project generated traffic would not increase critical movement V/C by greater than 0.1. Therefore, the project's contribution would not be cumulatively significant and impacts would be less than significant. All other study intersections would operate at acceptable LOS during both the a.m. and p.m. peak hours of traffic.

It should be noted that the City is considering the possible closure of Castro Street at the Caltrain tracks. The closure of Castro Street would result in the shift of northbound and southbound traffic to Shoreline Boulevard and Rengstorff Avenue, which may degrade traffic operations at the intersections on these streets near the Caltrain tracks. In the project proximity, the closure of Castro Street would likely degrade the levels of service at the Shoreline Boulevard/Villa Street and Shoreline Boulevard/California Street intersections. However, regardless of the possible closure, the project traffic is not expected to cause a significant impact at these intersections because of the small number of added trips at these intersections.

Table 35 Cumulative Intersection Levels of Service

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Existing			Existing plus Project			Significant impact?
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay	Increase in V/C	
1	Rengstoff Avenue and Central Expressway*	E	Signal	AM	72.4	E	72.6	E	0.2	0.004	No
				PM	75.2	E-	75.5	E-	0.5	0.005	No
2	Rengstoff Avenue and Leland Avenue/Crisanto Avenue	D	Signal	AM	6.7	A	7.5	A	1.0	0.007	No
				PM	6.4	A	6.6	A	0.3	0.007	No
3	Escuela Avenue and Villa Street	D	AWSC	AM	8.9	A	9.1	A	-	-	No
				PM	9.1	A	9.2	9.2	-	-	No
4	Escuela Avenue and California Street	D	Signal	AM	38.6	D+	38.6	D+	0.0	0.003	No
				PM	25.9	C	26.0	C	0.0	0.003	No
5	Chiquita Avenue and Villa Street	D	TWSC	AM	9.9	A	10.3	B	-	-	No
				PM	9.6	A	10.4	B	-	-	No
6	Mariposa Avenue and Villa Street	D	TWSC	AM	14.2	B	14.9	B	-	-	No
				PM	12.8	B	13.4	B	-	-	No
7	Shoreline Boulevard and Wright Street	D	Signal	AM	21.1	C+	22.1	C+	0.0	0.003	No
				PM	28.3	C	28.4	C	0.2	0.002	No
8	Shoreline Boulevard and Central Expressway (West)*	E	Signal	AM	4.8	A	4.9	A	0.0	0.002	No
				PM	6.1	A	7.9	A	0.0	0.000	No
9	Shoreline Boulevard and Central Expressway (East)*	E	Signal	AM	8.9	A	9.4	A	0.8	0.008	No
				PM	7.7	A	7.9	A	0.3	0.008	No
10	Shoreline Boulevard and Villa Street	D	Signal	AM	35.2	D+	36.2	C-	1.5	0.023	No
				PM	32.9	C-	33.7	C-	0.9	0.016	No
11	Shoreline Boulevard and California Street	D	Signal	AM	35.4	D+	35.3	C-	0.0	0.000	No
				PM	38.4	D+	38.4	D+	0.0	0.001	No
12	Shoreline Boulevard and Latham Street/Church Street	D	Signal	AM	20.0	B-	20.0	B-	0.0	0.000	No
				PM	20.9	C+	20.8	B-	0.0	0.001	No
13	Shoreline Boulevard and El Camino Real*	E	Signal	AM	57.8	E+	57.9	D-	0.0	0.000	No
				PM	51.9	D-	51.9	D	0.0	0.000	No
14	Moffett Boulevard and Central Expressway*	E	Signal	AM	61.5	E	61.9	E	0.4	0.004	No
				PM	84.5	F	85.8	F	1.2	0.005	No

ID	Intersection	LOS Standard	Existing Control	Peak Hour	Existing		Existing plus Project			Significant impact?	
					Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Increase in Delay		Increase in V/C
15	Castro Street and Villa Street**	E	Signal	AM	24.3	C	24.3	C	0.0	0.000	No
				PM	24.3	C	24.3	C	0.0	0.005	No

*VTA CMP intersection

**Intersection located in Downtown Mountain View Planning Area

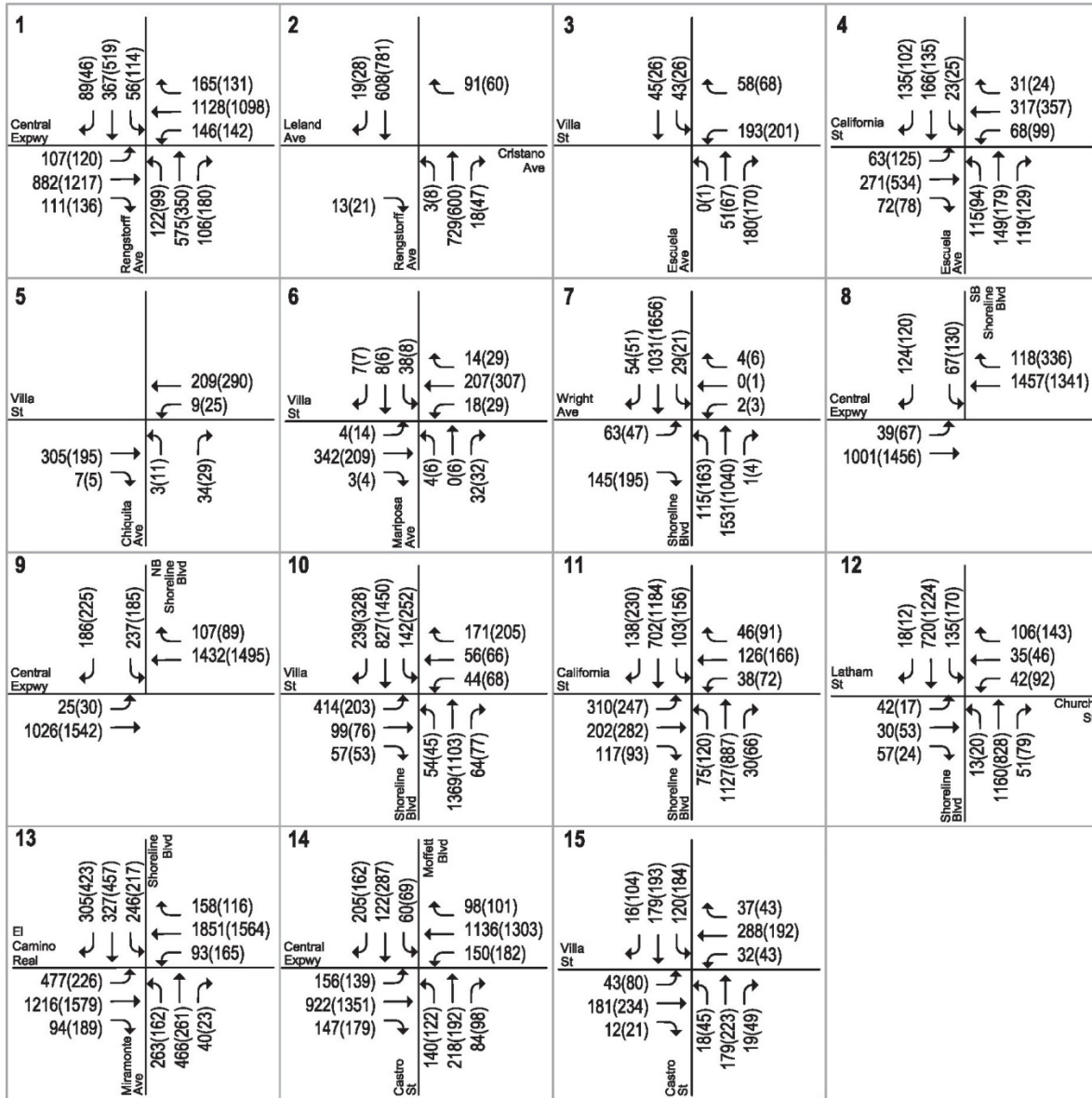
¹Overall weighted average control delay (seconds per vehicle) is reported for signalized intersections. Worst stop-controlled approach delay (seconds per vehicle) is reported for TWSC intersections.

AWSC = all way stop control, TWSC = two way stop control

Bold indicates a substandard level of service

Source: Hexagon 2018, see Appendix L

Figure 27 Cumulative Plus Project Traffic Volumes



LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Source: Hexagon Transportation Consultants, Inc. 2018



e. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact T-1. The proposed project would generate additional traffic at study area intersections. However, project-generated traffic would not exceed City standards at any intersections or conflict with applicable plans, policies, or programs under Existing plus Project traffic conditions and Background plus Project conditions. Impacts associated with the proposed project would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact T-2. The proposed project would generate traffic on neighborhood streets. However, project-generated traffic would not require traffic calming devices and would be compatible with the Mountain View Neighborhood Traffic Management Plan. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact T-3. The project is not located within an airport land use plan. There would be no impact on air traffic patterns.</p>	<p>None required</p>	<p>No impact.</p>
<p>Impact T-4. The proposed project would exacerbate queuing issues at the intersection of Villa Street and Shoreline Boulevard, and project access and circulation patterns may create hazards. This impact would be less than significant with mitigation incorporated.</p>	<p>T-4a Site Access and Circulation Considerations. The following recommendations included in the Traffic Impact Analysis prepared by Hexagon Transportation Consultants in October 2018 (Appendix L in this EIR) shall be incorporated into the project plans:</p> <ul style="list-style-type: none"> ▪ The project applicant shall label the parking spaces next to a wall or at a corner with no door buffer space “compact” and assign them to residents with compact vehicles. ▪ Convex mirrors shall be installed on the access ramp for inbound vehicles to assist drivers in identifying upcoming vehicles. <p>T-4b Shoreline Boulevard/Villa Street Intersection Improvements. The project applicant shall contribute 25 percent of the cost of the planning improvements to the west leg of the intersection of Shoreline Boulevard and Villa Street. Payment shall be made prior to issuance of a building permit and the improvements should be made prior to occupancy clearance.</p>	<p>Less than significant.</p>
<p>Impact T-5. The proposed project does not include design features that would impede emergency vehicle access. Impacts associated with the proposed project would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>

City of Mountain View
1696–1758 Villa Street Residential Project

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact T-6. Project construction activities and the associated truck and worker trips would temporarily disrupt the local roadway system. However, because truck and worker trips during construction would be less than the project’s estimated operational trips, and with adherence to Mountain View standard conditions of approval, impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant without mitigation.</p>
<p>Impact T-7. The proposed project would not adversely affect the local active transportation system. Further, with implementation of mitigation to increase on-site short-term bicycle parking and provide a pedestrian crosswalk on Villa Street, the proposed project would not conflict with applicable policies associated with public transit, pedestrians facilities, or bikeways and would not decrease the performance or safety of such facilities. This impact would be less than significant with implementation of mitigation.</p>	<p>T-7a Pedestrian Facilities. The project applicant shall install Americans with Disabilities Act (ADA) compliant ramps and a raised, high-visibility lighted crosswalk with pedestrian activated LED enhanced signs on Villa Street at Chiquita Avenue. Installation shall occur prior to issuance of occupancy clearance.</p> <p>T-7b Short-Term Bicycle Parking. To ensure adequate short-term bicycle parking on the project site, publicly accessible bicycle parking for short-term use shall be incorporated into the design of the park facility and apartment building. All such bicycle parking facilities shall be designed and constructed to the City’s guest bicycle parking requirements.</p>	<p>Less than significant.</p>

4.12 Utilities and Service Systems

This section analyzes potential impacts to utilities and service systems, including water and wastewater infrastructure as well as solid waste. The analysis in this section is based in part upon the *1696 Villa Street Utility Impact Study* (Utility Impact Study) prepared for the proposed project by Schaaf & Wheeler in June 2018 (Appendix I).

4.12.1 Setting

a. Water Supply

Mountain View owns and operates its own water utility. The City of Mountain View municipal water system services approximately 98 percent of Mountain View, including the area in which the project site is located. The remaining two percent of Mountain View’s population is served by the California Water Service Company. Mountain View purchases the majority of its drinking water from SFPUC and SCVWD. These sources are supplemented by water pumped from seven active groundwater wells owned and operated by the City. Beginning in 2009, Mountain View also began receiving nonpotable recycled water from the Palo Alto Regional Water Quality Control Plant (RWQCP). In 2015, water supplies used by the City (both potable and recycled) included 86 percent SFPUC water, seven percent SCVWD treated water, five percent recycled water, and two percent groundwater (City of Mountain View 2016a). Table 36 summarizes Mountain View’s water supply portfolio.

Table 36 Mountain View Water Supply Portfolio

Water Source	Acre-Foot Delivered in 2015	Percentage of Total Supply
SFPUC	8,043	86%
SCVWD	682	7%
Local groundwater wells	145	2%
Recycled water ¹	450	5%
Total	9,320	100%

SFPUC: San Francisco Public Utilities Commission; SCVWD: Santa Clara Valley Water District

¹ Delivered for non-potable irrigation purposes

Source: City of Mountain View, 2016a

Water purchased from SFPUC originates primarily in the Sierra Nevada and is transported via the Hetch-Hetchy Water System, but also includes treated water from facilities in Alameda and San Mateo Counties. SCVWD supplies are sourced from natural groundwater recharge, local surface water, imported surface water from the State Water Project (SWP) and Central Valley Project, recycled and purified water, and transfers (City of Mountain View 2016a).

Mountain View owns and operates groundwater supply wells that extract water from the Santa Clara Plain subarea of the Santa Clara Subbasin. Annual groundwater production varies based on a number of factors, including the availability of imported supplies. The City anticipates that groundwater production in future years would continue at similar volumes as in recent years (City of Mountain View 2016a).

The City uses tertiary treated recycled water from the RWQCP for irrigation in the North Bayshore Area. In the 2015 Urban Water Management Plan (UWMP), the City identifies potential future uses for recycled water, including greenroof irrigation, toilet flushing, and cooling (City of Mountain View 2016a).

The Mountain View water system is divided into three pressure zones to maintain reasonable pressures throughout the City. The proposed project is located in Pressure Zone 2, which is supplied by two SFPUC turnouts. The water system is generally able to supply adequate flow and pressure under normal water use conditions; however, improvements would be needed to meet peak demand and firefighting conditions as the existing infrastructure ages and as water demand increases due to new development. The City of Mountain View recently updated the water system model and Capital Improvement Program for water facilities.

The Utility Impact Study estimated that existing water demand on-site is currently 1,937 gallons per day (gpd), or approximately two acre-feet per year (AFY).

The City's 2015 UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2040, based on general growth estimates and supplier projections. During single- and multiple-dry years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be supplemented through implementation of drought-year conservation measures, the potential increased use of recycled water, and an increase in groundwater production (City of Mountain View 2016a).

b. Wastewater

The City owns and maintains its own wastewater collection system, which is operated by the Wastewater Section of the Public Works Department. The City's sanitary sewer system includes 159 miles of mains and two pump stations to transport wastewater from the City to the RWQCP in Palo Alto for treatment.

The RWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the plant. As of 2010, approximately 8.8 mgd of wastewater from Mountain View was collected and treated by the RWQCP. This quantity is expected to increase to 12.6 mgd by the year 2035. The terms of the City's agreement with the City of Palo Alto require that when Mountain View reaches 80 percent of the 15.1 mgd allowed by the contract (approximately 12.08 mgd), additional work may be required of the City to assist in future plant expansions.

The City's sanitary sewer system is a gravity system that consists of gravity pipelines, pressure pipelines, and pump stations. The Shoreline Sewage Wastewater Lift Station, located in the North Bayshore area, conveys the majority of sanitary sewer flow generated in the City to the RWQCP. The remaining flow is conveyed to the RWQCP through City of Los Altos sewer infrastructure, with the largest portion conveyed through a meter on Alma Road. The City's sanitary sewer system also receives flow from groundwater pumping stations at six locations in the City boundary and sanitary sewer flow from neighboring municipalities.

The City entered into a joint agreement, referred to as the Basic Agreement, with the cities of Palo Alto and Los Altos in 1968 for the construction and maintenance of the joint sewer system addressing the need for conveyance, treatment, and disposal of wastewater to meet Regional Board requirements. In accordance with the Basic Agreement, Palo Alto owns the RWQCP and administers the Basic Agreement with the partnering agencies purchasing individual capacity rights in terms of

an average annual flow that can be discharged to the RWQCP. Capacity rights of the three cities can be rented or purchased from other neighboring agencies and each partnering agency can sell their capacity to others. Contractual capacity is based upon the 1985 Addendum No. 3 of the 1968 Joint Sewer System agreement that revised capacity rates in relationship to facility expansion and is based upon Average Annual Flow (defined as 1.05 times Average Dry Weather Flow). Separate service agreements with the RWQCP have since reallocated current capacity rights to include six partnering agencies. At the time of preparation of this EIR, the City had capacity rights for 15.1 mgd of average annual flow (Schaaf & Wheeler 2018).

c. Storm Drainage

The City also owns and maintains the storm drain system serving the Mountain View, where stormwater runoff is collected by a municipal storm drain system that has storm drain inlets, stormwater pump stations, conveyance pipes, culverts, channels and retention basins operated by the City's Public Works Department. Stormwater runoff is collected and discharged to local creeks, which flow to the San Francisco Bay.

The Citywide Storm Drainage Master Plan indicates that the storm drain system performs adequately, although some minor deficiencies exist in the system, primarily associated with localized flooding. The Master Plan identifies capital improvements that are needed to correct deficiencies found in the system, with a 10-year implementation schedule. Identified projects are prioritized as Tier 1 through Tier 3 (with Tier 3 not having a designated implementation schedule). For example, in older neighborhoods, the cross culverts and dry wells do not comply with current storm drain standard practices. The equipment (pumps and motors) in two of the five pump stations is nearing the end of its lifecycle (based on a 25-year replacement schedule). The Mountain View Pump Station Evaluation report summarizes the replacement schedule and costs for the five pump stations. With these deficiencies corrected, under current land use conditions, the City's stormwater drainage system should be able to accommodate the projected growth, build out, and development of vacant parcels (City of Mountain View 2012c).

The existing storm system is equipped with stormwater runoff pipes downstream of the project site on Villa Street. These pipes are currently deficient for existing conditions. However, the pipe deficiencies will be alleviated by two CIPs recommended in the 2017 SDMP, which involve upsizing pipes along Villa Street to Permanente Creek (Schaaf & Wheeler 2018).

d. Solid Waste

Recology Mountain View (formerly Foothill Disposal) provides solid waste collection and recycling services for residents and businesses in Mountain View. Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Additional small quantities of waste may be transported to other landfills in the area by private contractors.

The City's non-recyclable waste from the SMaRT station is transported to the Kirby Canyon Landfill, at 910 Coyote Creek Golf Drive in San Jose. Kirby Canyon Landfill has a total estimated permitted capacity of 36.4 million cubic yards and a remaining estimated capacity of approximately 16.2 million cubic yards. The landfill receives a maximum disposal of 2,600 tons of garbage per day (CalRecycle 2014, 2016).

The City is working to maintain the waste diversion goal of 50 percent set by state law in 1995. In 2006, the City achieved a diversion rate of 72 percent. By 2015, the City raised its diversion rate to 77 percent (City of Mountain View 2017e).

Based on the total amount of solid waste disposed per year divided by the number of residents and number of employees in the City, the 2012 CalRecycle per capita disposal rates are 3.9 pounds per resident per day, and 4.1 pounds per employee per day (City of Mountain View 2012c).

e. Regulatory Setting

Federal Regulations

Section 4.7, *Hydrology and Water Quality* presents federal regulations relevant to water quality. There are no additional federal regulations relevant to utilities and services systems.

State Regulations

Section 4.7, *Hydrology and Water Quality* discusses state regulations relevant to water quality.

Senate Bill 610

SB 610 (2002) amended California Water Code to require detailed analysis of water supply availability for certain types of development projects. The primary purpose of SB 610 is to improve the linkage between water and land use planning by ensuring greater communication between water providers and local planning agencies, and ensuring that land use decisions for certain types of development projects are fully informed as to whether sufficient water supplies are available to meet project demands. SB 610 requires the preparation of a Water Supply Assessment (WSA) for a project that is subject to CEQA and meets certain requirements, including residential developments of more than 500 dwelling units. Since the proposed project does not constitute a “project” under SB 610, a WSA is not required.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 AF annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an UWMP at least once every 5 years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the state, until the UWMP is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Assembly Bill 939 and Senate Bill 1016

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of all solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. In 2006, SB 1016 updated the requirements. The new per capita disposal and goal measurement system moves the emphasis from an estimated diversion measurement number to using an actual disposal measurement number as a factor, along with evaluating program implementation efforts. These two factors will help determine each jurisdiction's progress toward achieving its AB 939 diversion goals. The 50 percent diversion requirement is measured now in terms of per-capita disposal expressed as pounds per person per day.

Local Regulations

City of Mountain View Water Conservation in Landscaping Regulations and Green Building Code

To comply with state law, the City adopted the *Water Conservation in Landscaping Regulations* and the *Mountain View Green Building Code* (MVGBC), promoting water-use efficiency. The MVGBC amends the State-mandated California Green Building Code to include local green building standards and requirements for private development. The MVGBC applies green building requirements per building type and threshold to new construction, residential additions, and commercial/industrial tenant improvements and includes energy efficiency standards that exceed the 2008 Building Energy Efficiency Standards (City of Mountain View 2017c).

City of Mountain View Construction and Demolition Debris Ordinance

The City has adopted a Construction & Demolition ordinance for the recycling and salvage of construction and demolition (C&D) debris. C&D debris comprises a significant portion of the waste stream that can be diverted from the landfill, thereby conserving resources, protecting the environment, and extending landfill life (City of Mountain View 2017d). The City's Construction and Demolition Debris Ordinance (MVCC Chapter 16, Article III) requires at least 50 percent of debris from construction, renovation, and/or demolition projects of 5,000 sf or more to be diverted from landfills through salvage and recycling.

City of Mountain View Zero Waste Resolution and Zero Waste Strategic Plan

On March 24, 2009, the Mountain View City Council adopted an *Environmental Sustainability Action Plan* that calls for, among other actions, the creation of a Zero Waste Plan. To measure progress, the Plan uses diversion rates calculated by the State of California (CalRecycle). The current State mandate requires all communities to divert at least 50 percent of waste away from the landfill through recycling, waste reduction, composting and other diversion programs or be fined \$10,000 per day. In 2006, Mountain View diverted 72 percent of the community's waste away from landfills, the second highest diversion rate in the County. By 2015, the community has achieved a 77 percent diversion rate (City of Mountain View 2017e).

CalRecycle adopted a new method of expressing diversion rates, translating the 50 percent goal into a disposal limit of 7.8 pounds per capita per day (based on population). In 2009, Mountain View's disposal rate was only 4.0 pounds per capita per day, well below the state's target (City of Mountain View 2017e).

The Zero Waste Plan seeks to further reduce the per capita disposal rate for both residential and commercial waste. In addition, the City has set a goal of reducing greenhouse gas emissions 20 percent below 1990 levels by 2020. Therefore, the Plan also addresses climate change by including waste reduction strategies to reduce carbon emissions.

City of Mountain View 2015 Urban Water Management Plan

The Urban Water Management Planning Act of 1983 amended California Water Code to require all urban water suppliers in California to prepare and adopt an Urban Water Management Plan (UWMP) and update it every five years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 acre-feet per year (AFY) of water. The UWMP is a long-term analysis for the Mountain View that compares available water supply to

historical, current, and projected water demand. The UWMP is a link between land use and water supply planning developed to ensure that sufficient water is available to meet the needs of Mountain View's existing and future water customers. Mountain View adopted its most recent UWMP (2015) on May 24, 2016 (City of Mountain View 2016; City of Mountain View 2017b).

City of Mountain View 2011 Sewer System Management Plan

The City of Mountain View *Sewer System Management Plan* (SSMP), prepared by the City of Mountain View Public Works Department in 2008, is updated to reflect organization changes and master plan updates. The SSMP includes policies, procedures and activities that are included in the planning, management, operation and maintenance of the City's sanitary sewer system. This SSMP is intended to meet the requirements of the San Francisco Bay RWQCB and the SWRCB (City of Mountain View 2011).

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds

Based on Appendix G of the state *CEQA Guidelines*, a utilities and service systems impact is considered significant if the proposed project would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects
4. Not have sufficient water supplies available to serve the project from existing entitlements and resources, so that new or expanded entitlements are needed
5. Not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
6. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs
7. Not comply with federal, state, and local statutes and regulations related to solid waste

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
Threshold 2:	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Threshold 5:	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

IMPACT UTIL-1 THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL WASTEWATER, WHICH WOULD FLOW THROUGH THE EXISTING WASTEWATER CONVEYANCE SYSTEM TO THE RWQCP. THE WASTEWATER TREATMENT PLANT HAS ADEQUATE CAPACITY TO SERVE THE PROPOSED PROJECT. IN ADDITION, LOCAL CONVEYANCE INFRASTRUCTURE WOULD BE SUFFICIENT TO SERVE THE PROPOSED PROJECT. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed project would generate additional wastewater, which would flow through the existing conveyance system to the RWQCP. Wastewater generated at the project site would be discharged into the existing 12-inch diameter public wastewater main beneath Villa Street (Schaaf & Wheeler 2018). The Utility Impact Study estimates project-generated sewer flow using a return-to-sewer ratio of 0.9 for water use from High Density residential uses. Table 37 shows the anticipated incremental project flow for existing conditions.

Table 37 Estimated Wastewater Generation

	Sewer Flow (gpd)
Pre-Project (Baseline) Flow	1,345
Project Flow	20,340
Incremental Project Flow	+19,035

gpd: gallons per day

Source: Schaaf & Wheeler 2018

Pre-Project (Baseline) Flow represents the existing water use at the project site. Project Flow represents the on-site water use after implementation of the proposed project. Incremental Project Flow calculates the difference between Project Flow and Pre-Project (Baseline) Flow. As indicated above, the proposed project is expected to generate up to 19,035 gpd in incremental sewer flow. Flows generated at the project site would discharge into the City system at Villa Street and flow north to the Shoreline Sewer Pump Station via the West Trunk. Sewage generated in the City is treated at the RWQCP in Palo Alto (Schaaf & Wheeler 2018).

The Mountain View 2030 General Plan EIR found that the Palo Alto RWQCP has more than adequate capacity to serve growth anticipated under the General Plan. According to the City of Palo Alto’s 2010 Urban Water Management Plan, the Palo Alto RWQCP’s capacity is sufficient for current dry and wet weather loads and for future load projections, and there are no plans for expanding the treatment plant. General Plan 2030 Policy INC 6.4 ensures coordination with partners and local agencies to monitor changing rules and regulations regarding wastewater discharge from the Palo

Alto RWQCP, and the future implementation of the Palo Alto RWQCP Long Range Facilities Plan would address aging equipment, new regulatory requirements, and sustainability. Therefore, the Palo Alto RWQCP would not have inadequate capacity to serve the demand associated with the growth associated with the 2030 General Plan, in addition to existing commitments (City of Mountain View 2012c).

As discussed in the Utility Impact Study, the sanitary sewer system downstream of the project site does not have adequate hydraulic capacity under existing conditions. However, with implementation of the approved CIPs identified in the 2030 GPUUIS and being completed by the City, the sanitary sewer system downstream of the project site would have sufficient capacity to serve the proposed project. Project flow is minimal (<1%) to CIPs downstream of Villa Street (Schaaf & Wheeler 2018).

Per the Basic Agreement, the RWQCP partnering agencies agree to conduct an engineering study when their respective service area reaches 80 percent of their contractual capacity rights. In the Utility Impact Study, the Future Cumulative Condition estimates that the projected demand would exceed the 80 percent capacity threshold. When the City reaches 80 percent of its capacity, it shall be required to prepare an engineering study and redefine the anticipated future needs of the treatment plant. The proposed project itself would not exceed the existing capacity of the RWQCP (Schaaf & Wheeler 2018).

The Utility Impact Study modeling indicates that the wastewater treatment facilities have adequate capacity to serve the proposed project, under both existing conditions and future cumulative conditions. No new wastewater treatment facilities would be required, and the project would not exceed the treatment requirements of the RWQCB.

Wastewater-related impacts would be less than significant and no mitigation would be necessary.

Mitigation Measures

No mitigation measures are required.

Threshold 3: Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

IMPACT UTIL-2 THE PROPOSED PROJECT WOULD INCREASE THE AMOUNT OF IMPERVIOUS SURFACE AREA ON THE PROJECT SITE, WHICH MAY LEAD TO INCREASED STORMWATER RUNOFF. WITH CONSTRUCTION OF IMPROVEMENTS IDENTIFIED IN THE 2017 STORM DRAIN MASTER PLAN, THE PROPOSED PROJECT WOULD NOT EXCEED THE CAPACITY OF THE CITY'S EXISTING STORMWATER DRAINAGE SYSTEM. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Stormwater flow from the project site is transported through an existing 18-inch diameter stormwater main located along Villa Street before discharge into the Permanente Creek northwest of the project site (Schaaf & Wheeler 2018). The proposed project would construct a 226-unit multi-family residential development on the project site. Development of the project would increase the impervious area of the project site from the existing condition.

The existing storm system has deficient pipes downstream of the project site on Villa Street. These deficient pipes are alleviated by two CIPs recommended in the 2017 Storm Drain Master Plan that involve upsizing pipes along Villa Street to Permanente Creek. The project would contribute flow to pipes in both CIP Number 142 and CIP Number 60. With the existing storm drain system, the project

would contribute flow to existing deficiencies. However, the incremental head required to drive the flow through the existing storm drain system would increase by less than 0.1 feet, meaning the existing infrastructure could accommodate the additional flow. Therefore, the proposed project would not represent a significant impact. With the recommended CIPs constructed, the project would result in an incremental increase in flow, but water in the storm drains would remain below the ground surface and would not exceed the capacity of existing infrastructure (Schaaf & Wheeler 2018). The project would not require the construction of new stormwater drainage facilities or the expansion of existing facilities.

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2:	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Threshold 4:	Would the project not have sufficient water supplies available to serve the project from existing entitlements and resources, so that new or expanded entitlements are needed?

IMPACT UTIL-3 THE PROPOSED PROJECT WOULD INCREASE WATER DEMAND. EXISTING AND PROJECTED WATER SUPPLY WOULD BE ADEQUATE TO SERVE THE PROPOSED PROJECT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed project would construct a 226-unit multi-family residential development on the project site. Project water demand, calculated in the Utility Impact Study (Appendix I), is estimated from the number of multi-family residential units and is based on water meter records from recent developments throughout the City. The demands were based on water duty factors developed from the City’s billing records from 2005 and 2006, further explained in the 2010 WMP. Pre-Project (Baseline) Demand represents the existing water demand at the project site. Project Demand represents the on-site water demand after implementation of the proposed project. Incremental Project Flow calculates the difference between Project Demand and Pre-Project (Baseline) Demand, since existing uses would no longer contribute to water demand after project implementation. Table 38 shows the estimated incremental water demand associated with the proposed project. As shown, the proposed project is anticipated to increase on-site water demand by an incremental 20,663 gallons per day, or approximately 23 AFY.

Table 38 Estimated Water Demand

	Water Demand (gpd)
Pre-Project (Baseline) Demand	1,937
Project Demand	22,600
Incremental Project Demand	+20,663

gpd: gallons per day

Source: Schaaf & Wheeler 2018

Domestic and fire services for the proposed project would connect to the existing 6-inch diameter water main on the north side of Villa Street. The existing City fire hydrant on Villa Street from the 6-inch diameter water main would remain in place with the project. The project specific required fire flow at the site is estimated to be 3,000 gallons per minute, with an applied 50 percent reduction for the installation of a fire sprinkler system. Based on the project’s estimated domestic and fire flow water demand, the Utility Impact Study assessed deficiencies in the water system under two demand scenarios: Peak Hour Demand and Maximum Day Demand with Fire Flow. Under both scenarios, the water system would be able to adequately supply the increased project demand (Schaaf & Wheeler 2018).

Therefore, implementation of the proposed project would not require new or expanded entitlements for water supplies and would not require the construction or expansion of water infrastructure. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 1: Would the project be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?
Threshold 1: Would the project comply with federal, state, and local statutes and regulations related to solid waste?

IMPACT UTIL-4 THE PROPOSED PROJECT WOULD NOT RESULT IN A SUBSTANTIAL INCREASE IN WASTE LANDFILLED AT KIRBY CANYON, OR BE SERVED BY A LANDFILL WITHOUT SUFFICIENT CAPACITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project would develop a 226-unit multi-family residential apartment complex, where residents would generate solid waste and recyclables. In addition, construction and demolition activities would generate large amounts of construction waste. At least 50 percent of construction waste would be recycled, in compliance with the City Municipal Code. The project would comply with Mountain View’s Construction and Demolition Ordinance.

As discussed in Section 4.13, *Effects Found Not to Be Significant*, the proposed project would add an estimated 543 residents. According to the City of Mountain View 2030 General Plan EIR, new residents in the City are expected to dispose approximately 4.5 pounds of nonhazardous waste per day (City of Mountain View 2012c). Using this estimated solid waste generation rate, the proposed project would therefore result in an increase of approximately 2,445 pounds, or 1.2 tons, of solid waste per day. This represents approximately 0.05 percent of the permitted daily throughput of 2,600 tons per day for the Kirby Canyon Landfill.

The proposed project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity, and would comply with federal, state, and local statutes and regulations related to solid waste.

Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

e. Cumulative Impacts

Water and Wastewater Systems

Schaaf & Wheeler analyzed future cumulative (2030) water and sewer system impacts in their Utility Impact Study (Schaaf & Wheeler 2018). The Future Cumulative Condition models include incremental changes from City approved projects since the *2030 General Plan Update Utility Impact Study* (GPUUIS) was adopted and includes all sewer system CIPs in the GPUUIS and all water system CIPs in the *2030 General Plan – Updated Water System Modeling*. The report found that project development would not significantly impact the water utility system or sewer system during Future Cumulative Condition, assuming all the CIPs have been constructed (Schaaf & Wheeler 2018). Therefore, with construction of the recommended CIPs, sewer mains downstream of the project site and water supply systems have sufficient capacity to accommodate the proposed project in the Future Cumulative Condition (Schaaf & Wheeler 2018).

Stormwater

Cumulative impacts related to stormwater runoff are discussed in Section 4.7, *Hydrology and Water Quality*.

Solid Waste

The proposed project, together with the cumulative projects, would increase the generation of solid waste in Mountain View. Using the estimated solid waste generation rate used for the proposed project, planned and pending residential developments in Mountain View would generate approximately 3,901 pounds, or approximately two tons, of nonhazardous waste per day (City of Mountain View 2012c).⁶ Therefore, cumulative projects in combination with the proposed project would increase solid waste generation by approximately 3.2 tons, or one percent of the daily permitted throughput of 2,600 tons. The proposed project in combination with cumulative development would represent an incremental increase in the amount of solid waste disposed at the Kirby Landfill. The landfill would have capacity to serve the project and cumulative development. Therefore, implementation of the project would not contribute to cumulative impact related to solid waste disposal.

f. Summary of Impact Conclusions

Impact	Mitigation Measure(s)	Residual Impact
Impact UTIL-1. The proposed project would generate additional wastewater, which would flow through the existing wastewater conveyance system to the RWQCP. The wastewater treatment plant has adequate capacity to serve the proposed project. In addition, local conveyance infrastructure would be sufficient to serve the proposed project. Therefore, impacts would be less than significant.	None required	Less than significant without mitigation.
Impact UTIL-2. The proposed project would increase the amount of impervious surface area on the project site, which may lead to increased stormwater runoff. With construction of improvements identified in the 2017 Storm Drain Master Plan, the proposed project would not exceed the capacity of the City’s existing stormwater drainage system. This impact would be less than significant.	None required	Less than significant without mitigation.

⁶ 4.5 lbs per day*867 residential units =3,901 pounds per day.

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Impact	Mitigation Measure(s)	Residual Impact
Impact UTIL-3. The proposed project would increase water demand. Existing and projected water supply would be adequate to serve the proposed project. Impacts would be less than significant.	None required	Less than significant without mitigation.
Impact UTIL-4. The proposed project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity. Impacts would be less than significant.	None required	Less than significant without mitigation.

4.13 Effects Found Not to Be Significant

CEQA Guidelines §15128 requires an EIR to briefly describe any possible significant effects determined not to be significant and, therefore, not discussed in detail in the EIR. This section addresses the potential environmental effects of the proposed project that have been found not to be significant. This includes potential impacts related to agricultural and forestry resources, geology and soils, mineral resources, and population and housing. These items are contained in the environmental checklist form included in Appendix G of the most recent update of the CEQA Guidelines. Items on the checklist not addressed in this section are addressed in Section 4, *Environmental Impact Analysis*, of this EIR.

4.13.1 Agriculture and Forestry Resources

a. Setting

Mountain View is a highly urbanized city in Santa Clara County. Approximately 57 acres of land in Mountain View are zoned for agriculture (City of Mountain View 2012c). The project site and surrounding areas are not zoned or used for agriculture. The Farmland Mapping and Monitoring Program of the California Resources Agency identifies one area of unique farmland in the city, approximately 1.2 miles northeast of the project site (California Department of Conservation 2016a). No areas of forestland or forest and rangeland are identified within the City.

b. Checklist Questions

Would the proposed project:

1. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
4. Result in the loss of forest land or conversion of forest land to non-forest use?
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

c. Answers to Checklist Questions

- 1-5. The project site and off-site path area are within an urbanized neighborhood in Mountain View. There is no existing agriculture or timberland on-site or nearby. No agricultural land, agriculturally zoned land, or land under Williamson Act contract is within a half-mile radius of the project site (California Department of Conservation 2016a). The project site is zoned R1 (Single-Family), R3-2 (Multiple Family), and P(17) (Planned Community/Precise Plan). The proposed project would have no impact on agriculture, forestland, or forestry resources.

4.13.2 Geology and Soils

a. Setting

The information presented in this section is partially based on the Preliminary Geotechnical Investigation prepared by TRC dated July 29, 2015 (Appendix J).

Mountain View is located in the seismically active San Francisco bay Area. Three faults run through Mountain View: the Stanford Fault, Cascade Fault, and San Jose Fault. The fault nearest the project site is the Stanford Fault, approximately 0.7 miles to the south. The project site is not located within an identified earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (California Department of Conservation 2016b).

The soil survey from the U.S. Department of Agriculture (1968) indicates that the soils of Mountain View consist of three basic soil associations arranged in bands paralleling the shoreline of San Francisco Bay. Nearest the Bay, soils are of the Alviso association and consist of fine textured sediments influenced by tidal waters. South of this area, and approximately 3 miles wide, is a band of soils of the Sunnyvale – Castro – Clearlake (SCC) association. These SCC soils are typically very deep and somewhat poorly to very poorly drained. Farther south, a band of well drained, medium to fine grained soils, derived from alluvial fans, is dominated by the Yolo association within Mountain View. Many of these soils are moderately to highly corrosive to steel, and are likely to be at least moderately corrosive to concrete. They are also moderately to highly expansive, and may result in shrink-swell damage to structures (USDA 1968).

Elevation on the project site is mostly flat and ranges from approximately 61 to 67 feet above mean sea level. The Natural Resources Conservation Service Online Web Soil Survey (U.S. Department of Agriculture 2018) interactive soil mapping tool identifies two soil types at the project site: Urban land-Campbell complex and Urban land-Hangerone complex. The United States Geologic Survey online interactive National Cooperative Geologic Mapping Program (United States Geologic Survey 2018) identifies the geology of the project site as alluvial gravel, sand, silt, and clay.

b. Checklist Questions

Would the proposed project:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - I. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - II. Strong seismic ground shaking?
 - III. Seismic-related ground failure, including liquefaction?
 - IV. Landslides?
2. Result in substantial soil erosion or the loss of topsoil?
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

c. Answers to Checklist Questions

- 1.a. The project site is not located in an Alquist-Priolo Earthquake Fault Zone (California Department of Conservation 2016b). The active fault closest to the site that is capable of surface rupture is the Stanford Fault, approximately 0.7 miles south of the project site. Therefore, the proposed project would not be exposed to hazards associated with surface fault rupture. No impact would occur.
- 1.b. Seismically-induced ground shaking could damage proposed structures and infrastructure, potentially resulting in loss of property or risk to human health and safety. The Stanford Fault is the most likely to affect the project site. Earthquakes along this fault could produce ground shaking on the proposed project. However, according to the Preliminary Geotechnical Investigation, no known surface expression of active faults is believed to cross the site; therefore, fault rupture through the site is not anticipated (TRC 2015, Appendix J). There are no unusual circumstances that would make the project site more prone to seismically-induced ground shaking than other sites in the immediate area. In addition, based on required compliance with all applicable City building and fire code standards, as well as the California Building Code (CBC, Title 24 of the California Code of Regulations), regarding seismic safety, design and construction of the proposed project would be engineered to withstand the expected ground acceleration that may occur at the project site. The project would also be required to incorporate City of Mountain View Standard Conditions of Approval for design-level geotechnical investigations and project construction would also be subject to review and approval by City building and safety officials. Therefore, impacts would be less than significant.
- 1.c., 3. The majority of land in Mountain View is underlain by materials that have moderate to very high liquefaction potential. The project site is located in an area identified by the State of California as having potential for seismically induced liquefaction hazards (TRC 2015, CGS 2006). According to the Preliminary Geotechnical Investigation, Permanente Creek is located approximately 450 feet northwest of the site. Based on the distance to the creek, lateral spreading or movement would not affect the project. Furthermore, TRC found the probability of dry seismic settlement to be low based on the type of soils beneath the site. TRC's liquefaction analysis found that several sand and silt layers below the design ground water depth may theoretically liquefy, resulting in approximately ½-inch to ¾-inch of total liquefaction induced settlement. Therefore, the proposed project has the potential to expose people and structures to the adverse effects of liquefaction. To address liquefaction hazards, the proposed project would be required to comply with all federal, State, and City building code standards that require that the project be designed to reduce geological hazards. This would reduce the potential for loss of life or property due to liquefaction. Furthermore, the City has a standard condition of approval that the applicant shall have a design-level geotechnical investigation prepared that includes recommendations to address and mitigate geologic hazards and that the recommendations made be implemented as part of the project. With adherence to this standard condition of approval and implementation

of recommendations in the design-level geotechnical investigation, and compliance with California Building Code requirements, impacts would be less than significant.

- 1.d. The project site and surroundings are generally level, and no steep slopes are located near the site. Therefore, there is no potential for landslides at the site. No impact would occur.
2. The proposed project would include construction activities that could potentially result in soil erosion. The project would be required to follow all applicable California Building Code and MVCC requirements to reduce soil erosion, including MVCC Section 35.32.10, which requires all construction projects extending into the rainy season (October 15 through April 15) to submit and implement an erosion control plan to the City. Where appropriate, the plan must include silt fences around the site perimeter, gravel bags surrounding catch basins, filter fabric over catch basins, covering exposed stockpiles, concrete washout areas, stabilized rock/gravel driveways at points of egress from site, and vegetation, hydroseeding, or other soil stabilization methods for high erosion areas. Compliance with federal, State, and City regulations would ensure a less than significant impact to soil erosion.
4. Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations or pavements. According to the Preliminary Geotechnical Investigation, expansive soils are present on the project site, which may create substantial risks to life or property. To reduce impacts from potentially expansive soils, the proposed project would be required to be designed and constructed to meet or exceed standards set forth by the City of Mountain View, as well as California Building Code requirements. Furthermore, the City has a standard condition of approval requiring that the applicant have a design-level geotechnical investigation prepared, which includes recommendations to address and mitigate geologic hazards and that the recommendations made be implemented as part of the project. With adherence to this standard condition of approval and implementation of recommendations in the design-level geotechnical investigation, impacts would be less than significant.
5. The proposed project would not include components that would require the use of septic tanks. The project site's existing buildings are connected to the City of Mountain View's municipal sewer system, as would be the project. There would be no impact.

4.13.3 Mineral Resources

a. Setting

A small area within the southern boundary of Mountain View along Stevens Creek is classified MRZ-3, which are "areas containing mineral deposits the significance of which cannot be evaluated from the available data" (California Division of Mines and Geology 1987). However, based on subsequent mapping by the State of California for suitability of use as construction materials, it was determined that no minerals or aggregate resources of statewide importance are located within Mountain View (California Department of Conservation 1996). In addition, there are no natural gas, oil, or geothermal resources identified in or adjacent to Mountain View.

b. Checklist Questions

Would the proposed project:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

c. Answers to Checklist Questions

- 1-2. The project site is not located in an area used or available for mineral resource extraction, nor does it convert a potential future mineral extraction use to another use, nor does the development affect access to a site used for mineral resource extraction. In addition, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, the proposed project would have no impact related to loss of availability of a known mineral resource or a locally-important mineral resource recovery site.

4.13.4 Population and Housing

a. Setting

According to the most recent (2017) estimates from the California Department of Finance (DOF), the current population of Mountain View is approximately 79,278. In addition, the city has approximately 35,595 housing units and the average persons per household is approximately 2.4 (DOF 2018).

b. Checklist Questions

Would the proposed project:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

c. Answers to Checklist Questions

1. The proposed project would involve the construction of 226 residential units, which would directly induce population growth. Conservatively assuming that project residents would all be new to the City, and based on the City's average persons per household size of 2.4, the project would generate 543 new residents, bringing the City's population to 79,812, a 0.7 percent increase. According to the EIR for the City's 2030 General Plan, buildout under the General Plan would theoretically allow for development of 8,790 new housing units for a total of 42,240 housing units in the City by 2030. As stated above, currently, there are approximately 35,595 housing units in the City. ABAG also developed household forecasts through 2040 for Mountain View (ABAG 2017). According to the ABAG forecasts, the City would have 58,300 housing units by 2040, growth of 26,300 housing units from 2010 conditions. The addition of 226 housing units associated with the project would be within the anticipated housing growth through 2030 anticipated under the General Plan and housing growth through 2040 anticipated by ABAG.

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- 2-3. The site is currently developed with a 16-unit, one-story apartment complex and three single-family dwelling units. None of the existing residential units are occupied; therefore, the proposed project would not displace people. Although the project would remove the existing vacant housing units, it would replace them with 226 new units, for a net increase of 207 units. Therefore, no impact related to the displacement of housing units and people would occur.

5 Other CEQA Required Discussions

This section discusses growth-inducing impacts, irreversible environmental impacts, and energy impacts that would be caused by the proposed project.

5.1 Growth Inducement

CEQA Guidelines §15126(d) requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population Growth

The proposed project would involve the construction of a 226 residential units, which would directly induce population growth. Conservatively assuming the project residents would all be new to the City and based on the City's average persons per household size of 2.4, the project would generate 543 new residents. According to the EIR for the City's 2030 General Plan, buildout under the General Plan would theoretically allow for development of 8,790 new housing units for a total of 42,240 housing units in the City by 2030. Currently, there are approximately 35,595 housing units in the City. ABAG also developed household forecasts through 2040 for Mountain View (ABAG 2017). According to the ABAG forecasts, the City would have 58,300 housing units by 2040, growth of 26,300 housing units from 2010 conditions. The addition of 226 housing units associated with the project would be within the anticipated housing growth through 2030 anticipated under the General Plan and housing growth through 2040 anticipated by ABAG.

As discussed in Section 0, *Air Quality*, and Section 4.5, *Greenhouse Gas Emissions*, development and operation of the proposed project would not generate air quality or GHG emissions that would result in a significant impact. Additionally, the proposed project involves redevelopment within a fully urbanized area that lacks significant scenic resources, native biological habitats, known cultural resource remains, surface water, or other environmental resources. Therefore, any population growth associated with the proposed project would not result in significant long-term physical environmental effects.

5.1.2 Economic Growth

The proposed project would generate temporary employment opportunities during construction. Because construction workers would be expected to be drawn from the existing regional work force, construction of the proposed project would not be growth-inducing from a temporary employment standpoint. The proposed project does not involve commercial uses that would add long-term employment opportunities associated with commercial operation. The project may involve a small number of employees to assist residents with leasing, maintenance, cleaning, etc., but would not

induce substantial economic expansion to the extent that direct physical environmental effects would result.

5.1.3 Removal of Obstacles to Growth

The proposed project is located in a fully urbanized area that is well served by existing infrastructure. As discussed in Section 4.12, *Utilities and Service Systems*, and Section 4.11, *Transportation and Traffic*, existing infrastructure in Mountain View would be adequate to serve the proposed project. Minor improvements to water, sewer, and drainage connection infrastructure would be needed, but would be sized to specifically serve the proposed project. Although the project involves an off-site pedestrian and bicycle path improvement and an on-site path connection to a future bicycle and pedestrian path, these are intended to improve pedestrian and bicycle connectivity and provide a public benefit rather than removing an obstacle to growth. These path connections would not present significant changes to existing circulation. No new roads would be required. Because the proposed project constitutes redevelopment within an urbanized area and does not require the extension of new infrastructure through undeveloped areas, project implementation would not remove an obstacle to growth.

5.2 Irreversible Environmental Effects

The CEQA Guidelines require that EIRs contain a discussion of significant irreversible environmental changes. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

The proposed project involves infill development on currently developed lots in Mountain View. Construction and operation of the proposed project would involve an irreversible commitment of construction materials and non-renewable energy resources. The proposed project would involve the use of building materials and energy, some of which are non-renewable resources, to construct the 226-unit residential building with subterranean parking. Consumption of these resources would occur with any development in the region, and are not unique to the proposed project.

The proposed project would also irreversibly increase local demand for non-renewable energy resources such as petroleum products and natural gas. However, increasingly efficient building design would offset this demand to some degree by reducing energy demands of the proposed project. As discussed in Section 2, *Project Description*, the proposed project would be Green Point Rated and would include energy and resource efficient features such as: energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, low VOC paints and stains, and enhanced ventilation to improve indoor air quality. The proposed project would also include 11 electric car charging stations. As required by the City's 2030 General Plan Policy LUD 17.2, a Transportation Demand Management program is required and would be created to incentivize walking, biking, and reduced automobile usage. In addition, the proposed project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California, and the Green Building Standards Code requires solar access, natural ventilation, and stormwater capture. Consequently, the proposed project would not use unusual amounts of energy or construction materials and impacts related to consumption of non-renewable and slowly renewable resources

would be less than significant. Again, consumption of these resources would occur with any development in the region, and is not unique to the proposed project.

Additional vehicle trips associated with the proposed project would incrementally increase local traffic and regional air pollutant and GHG emissions. However, as discussed in Section 4.2, *Air Quality*, and Section 4.5, *Greenhouse Gas Emissions*, development and operation of the proposed project would not generate air quality or GHG emissions that would result in a significant impact. Additionally, Section 4.11, *Transportation and Traffic*, of this EIR conclude that long-term impacts associated with the proposed project would be less than significant based on City and regional thresholds.

The proposed project would also require a commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. However, as discussed in Section 10, *Public Services and Recreation*, and Section 4.12, *Utilities and Service Systems*, impacts to these service systems would not be significant.

CEQA requires decision makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. The analysis contained in this EIR concludes that the proposed project would not result in significant and unavoidable environmental impacts.

5.3 Energy Effects

Public Resources Code Section 21100(b)(2) and Appendix F of the *State CEQA Guidelines* require that EIRs include a discussion of the potential energy consumption and/or conservation impacts of proposed projects when relevant, with particular emphasis on avoiding or reducing inefficient, wasteful, or unnecessary consumption of energy.

California is one of the lowest per capita energy users in the United States, ranked 49th in the nation, due to its energy efficiency programs and mild climate (U.S. Energy Information Administration [EIA] 2014). California used 295,405 gigawatt-hours (GWh) of electricity in 2015 and 2,309,759 million cubic feet of natural gas in 2014 of which 401,172 million cubic feet were consumed by residential users (EIA 2015). In addition, Californians presently consume nearly 18 billion gallons of motor vehicle fuels per year (California Energy Commission [CEC] 2016b). The single largest end-use sector for energy consumption in California is transportation (38.7 percent), followed by industry (24.4 percent), commercial (18.6 percent), and residential (18.3 percent) (EIA 2014).

The proposed project would involve the use of energy during the construction and operational phases of the project. Energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, and machinery. In addition, temporary grid power may also be provided to any temporary construction trailers or electric construction equipment. Long-term operation of the proposed project would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems.

Electricity and natural gas service in Mountain View is provided by Pacific Gas & Electric (PG&E). PG&E provides natural gas and electric service to approximately 16 million people throughout a 70,000-square mile service area in northern and central California (PG&E 2017). In 2015, PG&E provided 29,796 million GWh of electricity to its residential users and 56,193 GWh of electricity to

all other user types (CEC 2016a). In 2015, PG&E provided 1,690 million therms of natural gas to its residential users and 2,718 million therms of natural gas to all other user types (CEC 2016b).

The California Emission Estimator Model (CalEEMod) is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Furthermore, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. Complete CalEEMod results and assumptions can be viewed in Appendix B. The proposed project’s estimated motor vehicle fuel as calculated from CalEEMod is shown in Table 39.

Table 39 Estimated Project-Related Annual Motor Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips ¹	Annual Vehicle Miles Traveled ²	Average Fuel Economy (miles/gallon) ³	Total Annual Fuel Consumption (gallons)
Passenger Cars	60.8%	1,730,060	36.4	47,529
Light/Medium Trucks	32.8%	933,322	23.5	39,716
Heavy Trucks/Other	5.9%	167,884	7.7	21,803
Motorcycles	0.5%	14,228	50	285
Total	100.00%	2,845,494	–	109,333

¹ Percent of vehicle trips found in Table 4.3 “Trip Type Information” in CalEEMod output (see Appendix B)

² Mitigated annual VMT found in Table 4.2 “Trip Summary Information” in CalEEMod output (see Appendix B)

³ Average fuel economy for light/medium trucks, heavy trucks/other, and motorcycles provided by the United States Department of Transportation, Bureau of Transportation Statistics (2010); average fuel economy for passenger vehicles provided by the United States Department of Transportation, Bureau of Transportation Statistics (2016).

Note: Totals may not add up due to rounding.

Total estimated energy usage, including motor vehicle fuel, is summarized and compared to statewide usage in Table 40. The proposed project would result in increased vehicle trips and vehicle miles traveled (VMT) as compared to the current use of the site. However, the proposed project would make a minimal contribution to statewide energy consumption and would not adversely affect energy supplies.

Table 40 Estimated Project-Related Energy Usage Compared to State-Wide Energy Usage

Form of Energy	Units	Annual Project-Related Energy Use	Annual State-Wide Energy Use	Project % of State-Wide Energy Use ⁶
Electricity	mWh	1,617 ¹	295,405,000 ²	0.0005%
Natural Gas	kBTU	2,147,848 ¹	2,313,000,000,000 ³	0.00009%
Motor Vehicle Fuels	gallons	109,333 ⁴	18,019,000,000 ⁵	0.0006%

¹ Energy Use provided in Appendix B;

² California Energy Commission, California Energy Almanac, 2016. Total Electricity System Power, data as of July 2016. Available: http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html.

³ California Energy Commission, California Energy Almanac, Overview of Natural Gas in California – Natural Gas Supply. Available: http://www.energy.ca.gov/almanac/naturalgas_data/overview.html.

⁴ See Table 39

⁵ California Energy Commission, 2015 Integrated Energy Policy Report, Available at: http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN212017_20160629T154354_2015_Integrated_Energy_Policy_Report_Small_File_Size.pdf.

⁶ As a conservative estimate that those uses have not been subtracted.

As discussed previously, the proposed project would also be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances. The Code provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including: appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls and ceilings. The Code emphasizes saving energy at peak periods and seasons, and improving the quality of installation of energy efficiency measures. In addition, the California Green Building Standards Code sets targets for: energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels.

The proposed project is required to comply with Title 24 standards. Specific sustainability features to be incorporated into the project are described in subsection 2.5.5 of Section 2, *Project Description*. Meeting Title 24 energy conservation requirements in combination with the project's sustainability components described in Section 2, *Project Description*, would ensure that energy is not used in an inefficient, wasteful, or unnecessary manner per Public Resources Code Section 21100(b)(2).

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6 Alternatives

The CEQA Guidelines require that EIRs identify and evaluate a reasonable range of alternatives that are generally designed to reduce the significant environmental impacts of the proposed project, while still satisfying most of the basic project objectives. The CEQA Guidelines also set forth the intent and extent of alternatives analysis to be provided in an EIR.

The following discussion evaluates alternatives to the proposed project and examines the potential environmental impacts associated with each alternative. Through comparison of these alternatives to the proposed project, the relative environmental advantages and disadvantages of each are weighed and analyzed. The CEQA Guidelines require that the range of alternatives addressed in an EIR should be governed by a rule of reason. Not every conceivable alternative must be addressed, nor do infeasible alternatives need to be considered (CEQA Guidelines §15126.6[a]). CEQA Guidelines §15126.6 states that the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency or other plans or regulatory limitations, and jurisdictional boundaries. CEQA Guidelines §15126.6(b) of the states that the discussion of alternatives must focus on alternatives capable of either avoiding or substantially lessening any significant environmental effects of the project, even if the alternative would impede, to some degree, the attainment of the project objectives or would be more costly. The alternatives discussion should not consider alternatives whose implementation is remote or speculative, and the analysis of alternatives need not be presented in the same level of detail as the assessment of the proposed project.

Based on the CEQA Guidelines, several factors need to be considered in determining the range of alternatives to be analyzed in the EIR and the level of analytical detail that should be provided for each alternative. These factors include: (1) the nature of the significant impacts of the proposed project, (2) the ability of alternatives to avoid or lessen the significant impacts associated with the proposed project, (3) the ability of the alternatives to meet the objectives of the proposed project, and (4) the feasibility of the alternatives. The analysis in this EIR shows that all impacts of the project can either be mitigated to a level of less than significant or are less than significant. The alternatives examined herein represent alternatives that could potentially reduce or avoid the potentially significant and less than significant impacts associated with implementation of the proposed project.

As required by CEQA Guidelines §15126.6 of the, this section of the EIR examines a range of reasonable alternatives to the proposed project. The following alternatives are evaluated in this EIR:

- Alternative 1: No Project/No Development
- Alternative 2: Development Consistent with Existing General Plan Land Use Designations
- Alternative 3: Reduced Disturbance Alternative

Table 41 provides a summary comparison of the development characteristics of the proposed project and each of the alternatives considered. Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.1 through 6.4.

Table 41 Comparison of Project Alternatives’ Buildout Characteristics

Feature	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: Development Consistent with Existing General Plan Land Use Designations	Alternative 3: Reduced Disturbance Alternative
Building Floor Area	298,069 square feet	Existing	92,101 square feet	154,996 square feet
Unit Summary	226 units	Existing	71 units	119 units
Height	Maximum 65 feet (up to 5 stories)	Existing	Maximum 45 feet (up to 3 stories)	Maximum 65 feet (up to 5 stories)
Vehicle Parking	318 spaces	Existing	142 spaces	218 spaces

As indicated above, project alternatives should feasibly be able to attain “most of the basic objectives of the project” (CEQA Guidelines §15126.6[a]), even though implementation of the project alternatives might, to some degree, impede the attainment of those objectives or be more costly (CEQA Guidelines §15126.6[b]). The following are the applicant’s project objectives as also listed in Section 2, *Project Description*.

1. Construct new residential units to help Mountain View better balance the jobs-to-housing ratio in the city
2. Develop residential units that are close to transit services, the downtown area, and major employment sectors in the city, and include transportation demand amenities that reduce vehicle trips and instead promote walking, biking, carpooling, and increased transit use
3. Design and construct a project in accordance with the City’s Green Building Ordinance that incorporates energy, water, and natural resource conservation features and a construction program that minimizes waste and the use of toxic and hazardous materials
4. Redevelop a former Superfund site which has been vacant for over 20 years
5. Dedicate land to Mountain View which will be developed as a public park

6.1 Alternatives Considered but Rejected As Infeasible

The City considered alternative sites for the project pursuant to *CEQA Guidelines* Section 15126.6, which states an agency shall consider a reasonable range of alternatives to the project or to the location of the project. However, alternative sites for the project were considered but determined to be infeasible for several reasons: (a) the project applicant does not own other parcels in the City that could accommodate this project, and CEQA Guidelines section 15126.6(f)(1) only requires consideration of alternative sites if the project applicant can reasonably acquire or gain access alternative locations; (b) to achieve Objective #2, the project must be located near existing alternative means of transportation; (c) other sites along in the City would not easily accommodate a project of this size and provide sufficient area for a park dedication. Furthermore, given the City’s current level of urban development, an alternative site location would not necessarily avoid or substantially reduce project impacts.

6.2 Alternative 1: No Project/No Development

6.2.1 Alternative Description

This alternative assumes that the project is not implemented and the project site remains in its current condition.

6.2.2 Impact Analysis

The No Project/No Development alternative would involve no changes to the physical environment and thus would have no environmental effects. As such, this alternative would have generally reduced impacts with respect to aesthetics, air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services and recreation, traffic, and utilities and service systems. Construction impacts associated with the project would be avoided because no development would occur on the project site. The existing vacant residences would not be demolished. No mitigation measures would be required for the No Project/No Development alternative. Overall impacts would be reduced compared to those of the project since no change to environmental conditions would occur.

The No Project/No Development Alternative would not meet any of the objectives of the project. This alternative would not: construct new residential units to help Mountain View better balance the jobs/housing ratio (Objective 1), provide residential units that are close to transit services, the downtown area, and major employment centers (Objective 2), design and construct a project in accordance with the City's Green Building Ordinance (Objective 3), redevelop a former Superfund site that has been vacant for over 20 years (Objective 4), and would not dedicate land to Mountain View that will be developed as a City park (Objective 5). Furthermore, this alternative would not preclude future development of the site. Development consistent with the project site's existing land use designations is described and analyzed under Alternative 2.

6.3 Alternative 2: Development Consistent with Existing General Plan Land Use Designations

6.3.1 Alternative Description

The project site encompasses approximately 3.29 acres and includes five parcels: APNs 154-02-001, 154-02-002, 154-03-019, 154-03-020, 154-03-021, and 154-03-022. As shown on Figure 4 in Section 2, *Project Description* and as defined in the Land Use and Design Element of the City's 2030 General Plan, most of the project site has a General Plan land use designation of Medium-Density Residential (APNs 154-02-001 and 154-02-002) with an allowed density of 13-25 dwelling units per acre. The southeastern corner of the project site has a land use designation of Low-Density Residential (APNs 154-03-019, 154-03-020, 154-03-021, and 154-03-022) which has an allowed density of 1-6 dwelling units per acre. This alternative would involve development consistent with the existing 2030 General Plan land use designations, and therefore, would not include a request for a General Plan Amendment. This alternative would still involve a zone change from R-1, RS-2 and P(17) to P(17). Based on the allowed density in the 2030 General Plan, this alternative would involve development of 71 residential units, a 69 percent reduction in units compared to the proposed project. Similar to the proposed project, this alternative would include a residential building with associated amenities. This alternative would not involve subterranean parking; rather, parking would be provided in the

form of surface and/or podium parking incorporated into building design. In addition, similar to the proposed project, this alternative would also involve development of a 0.4 acre park area. This alternative would not involve development of the off-site path improvement.

This alternative would meet most of the project objectives. However, it would meet objectives 1 and 2 to a lesser extent than the proposed project as it would not involve the provision of as many housing units as the proposed project.

Table 42 provides a summary comparison of Alternative 2 to the project.

Table 42 Alternative 2 Characteristics

	Project	Alternative 2	
		Low Density Residential Parcels (0.65-acres)	Medium Density Residential Parcels (2.69-acres)
Building Floor Area	298,069 square feet	6,556 square feet	85,845 square feet
Unit Summary	226 units	4 units	67 unit
Height	Maximum 65 feet (up to 5 stories)	Maximum 28 feet (up to 2 stories)	Maximum 45 feet (up to 3 stories)
Vehicle Parking	318 spaces	8 spaces	134 spaces

6.3.2 Impact Analysis

Aesthetics

This alternative would involve removal of mature trees, some of which are heritage trees. However, these trees are not substantially visible from public viewpoints and views of onsite heritage trees from adjacent roadways and the Caltrain tracks are brief and narrow. Therefore, they are not considered substantial scenic resources. There are no rock outcroppings on the project site, and the buildings to be demolished are not historic. Like the proposed project, removal of heritage trees associated with this alternative would not constitute substantial damage to scenic resources.

Similar to the project, Alternative 2 would result in temporary impacts on the visual character of the site during construction, but these impacts would be less than significant. In addition, this alternative would involve an increase in intensity of development of the project site by replacing single-story structures with a two-to three-story residential building. This alternative would be lower in height and density than the proposed project with a maximum height of three stories instead of five stories and a 69 percent reduction in the number of units. This alternative would still result in an increase in intensity of development at the project site; however, this increase would be reduced compared to the proposed project and, like the proposed project, design elements of this alternative would ensure compatibility of the alternative with the visual character of the surrounding neighborhood. Overall, aesthetic impacts associated with Alternative 2 would be similar to the project and would be less than significant.

Like the proposed project, this alternative would introduce new sources of light and glare on the project site. However, these new sources would not substantially increase the amount of light and glare relative to existing conditions in the neighborhood. Furthermore, development under this

alternative would be subject to City standards to reduce light spillover to neighboring properties. Like the proposed project, impacts related to light and glare would be less than significant

Air Quality

This alternative would involve construction of a 92,401-square foot, 71-unit residential building. Ozone precursors NO_x and VOC, as well as CO, would still be emitted by the operation of construction equipment such as graders, backhoes, and generators, while fugitive dust (PM₁₀) would still be emitted by activities that disturb the soil, such as grading and excavation and building construction. Because the size of the project would be reduced compared to the proposed project, the construction period would be shorter and overall construction emissions would be reduced. Mitigation Measure AQ-2 would still be required to reduce construction-related emissions and would reduce impacts to a less than significant level.

Operational emissions associated with Alternative 2 would be substantially decreased compared to the proposed project as the number of trips would decrease (241 net average daily trips compared to 1,084 as described below under Transportation and Traffic). Emissions would remain below BAAQMD thresholds. As with the project, operational air quality impacts would be less than significant.

Finally, this alternative would involve development of new sensitive receptors (residences) near Central Expressway, which carries over 10,000 vehicles per day. However, emissions from this roadway would not exceed BAAQMD individual excess cancer risk thresholds. Therefore, like the proposed project, this alternative would not expose new residents to toxic air contaminants from roadway vehicle emissions. Therefore, this impact would be the same as the proposed project and would be less than significant.

Biological Resources

This alternative would involve development of a project site that includes mature trees. Therefore, impacts to biological resources would be similar under this alternative to those under the proposed project. Similar to the proposed project, this alternative would be required to comply with City of Mountain View Standard Conditions of Approval and City policies requiring permits for the removal of heritage trees. Development on the site could potentially impact special-status bats due to removal of mature trees; and indirectly impact special-status plant species through the spread of invasive, non-native species. Implementation of mitigation measures BIO-1a and BIO-1b would be required for this alternative and, similar to the project, impacts would be less than significant with mitigation incorporated.

Cultural and Tribal Cultural Resources

Similar to the proposed project, this alternative would involve the demolition of four structures constructed prior to 1964. However, for the same reason as described in Section 4.4, *Cultural Resources*, this alternative would not result in impacts to historic resources. Although this alternative would not include excavation for a subterranean parking structure, ground disturbing activities such as grading could result in disturbance of undiscovered archeological, paleontological, tribal cultural resources and human remains similar to the project. Incorporation of City of Mountain View Standard Conditions of Approval and adherence to mitigation measures CR-2a, CR-2b, and CR-5 would be necessary. Similar to the proposed project, impacts would be less than significant with mitigation incorporated.

Greenhouse Gas Emissions

GHG emissions associated with Alternative 2 would be reduced compared to those associated with the proposed project as it would result in a lower number of vehicle trips (see “Transportation and Traffic” below). Emissions associated with Alternative 2 would be below BAAQMD thresholds and would be consistent with applicable plans and policies adopted for the purposes of reducing GHG emissions, including SB 375, and the City of Mountain View’s Greenhouse Gas Reduction Program. Similar to the proposed project, impacts would remain less than significant.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would be located on a federally designated Superfund site, adjacent to an operating railroad track and would involve the demolition of buildings, which due to their age may contain asbestos and/or lead-based paint. Furthermore, due to the presence of contaminated groundwater and soils at the project site, construction activities could result in exposure of people to hazardous materials. However, because this alternative would not involve major excavation for underground parking, this alternative would result in decreased potential exposure of construction workers and adjacent residents to contaminated soils and groundwater and reduced risk of upset and accident during transport of earth materials from the project site. Nonetheless, mitigation measures AQ-2, HAZ-3(a), and HAZ-3(b) would be required to reduce potential exposure to contaminated soils and soil vapor during construction and for future on-site residents. Like the project, this alternative would develop the site into residential use allowed by the USEPA and operation of the adjacent Caltrain tracks is infrequent and does not represent a significant hazard to operation of Alternative 2. This alternative would be required to comply with existing regulations, programs, deed restrictions, mitigation measures, and 2030 General Plan policies, which would reduce potential impacts to less than significant.

Hydrology and Water Quality

Construction and operation of this alternative would increase the impervious surface area covering the site, resulting in an increase in stormwater flow from the site and a potential increase in pollutant discharges that would affect water quality. However, because this alternative would involve approximately one third of the building floor area, it would involve the development of fewer square feet of impervious surfaces compared to the project. In addition, due to the reduced density and lack of underground parking involved in this alternative, excavation would be shallower and groundwater is less likely to be encountered. Thus, dewatering would not be necessary and impacts on water quality would be less than the proposed project and less than significant. In addition, like the project, this alternative would not extract or deplete groundwater supplies, or substantially interfere with groundwater recharge and this alternative would not alter existing drainage patterns on the site. Finally, this alternative would be required to comply with regulatory requirements and City Standard Conditions of Approval that would ensure impacts are less than significant. Overall, impacts would be reduced compared to the proposed project and would remain less than significant.

Land Use and Planning

This alternative is designed to involve development consistent with the General Plan land use designations for the project site. Based on maximum allowable build out under the existing General Plan land use designation, Alternative 2 would include approximately 71 residential units in a two- to three-story building spread across parcels with land use designations of Medium-Density

Residential and Low-Density Residential. Like the proposed project, this alternative would involve a zone change; but assuming the change is approved, the project would be zoning compliant. This alternative would still implement the City's General Plan policies that encourage increased housing opportunities, this alternative would not conflict with applicable land use plans adopted to reduce environmental impacts. Impacts associated with this alternative would be less than significant and would be the same as those under the proposed project.

Noise

Construction-related noise and vibration impacts would be similar to those of the project, but reduced because the scale of development and length of construction would be reduced. As with the project, construction activity would be restricted to the City's allowed daytime noise and subject to standard conditions of approval to minimize noise impacts. Therefore, construction noise and vibration impacts would be less than significant.

The decrease in vehicle trips under Alternative 2 associated with the reduced number of units would decrease off-site operational traffic noise proportionally when compared to the project. Therefore, the decrease in vehicle trips associated with this alternative would result in incrementally lower noise levels on study area roadways. As with the project, traffic-related noise impacts to existing sensitive receptors would be less than significant.

Alternative 2 would include new outdoor recreational areas on the project site which would be exposed to noise levels exceeding City standards; however, because the project is smaller in size it is assumed that the project would be designed such that outdoor areas are not located in proximity to the Caltrain tracks. Therefore, this alternative would not expose persons to or result in the generation of noise in excess of standards established in local general plan or noise ordinance. Impacts would be the same as the proposed project and would be less than significant.

Operation of Alternative 2 would result in noise from on-site sources such as rooftop ventilation and heating systems, trash hauling, conversations and other noises associated with residential activities. Noise levels would be similar to those of the project and would be less than significant.

Public Services and Recreation

This alternative would involve development of 71 units, 69 percent fewer than the proposed project. Because of the reduction in the number of units and associated population, this alternative would involve reduced demand for police and fire protection services, library services, and would reduce the number of students that would need to be accommodated at local public schools. Furthermore, this alternative would reduce demand for parks and recreation facilities. Impacts associated with public services and recreation would be less than significant, similar to the proposed project.

Transportation and Traffic

As shown in Table 43, based on rates provided in the project TIA (Appendix L), this alternative would generate an estimated 241 daily trips, 17 a.m. peak hour trips, and 19 p.m. peak hour trips during operation, which is a reduction in trips compared to the proposed project. Furthermore, this alternative would reduce trips during construction due to the lack of subterranean parking and associated excavation and hauling trips. Like the proposed project, traffic associated with this alternative would not exceed city standards or conflict with applicable plans, policies or programs including the City's traffic management plan. It is assumed that site access and circulation and

driveway sight distances would be adequate under this alternative. In addition, it is assumed this alternative would provide adequate resident and guest bicycle parking. Because of the reduction in trips compared to the proposed project, this alternative would not exacerbate existing queuing impacts and Mitigation Measure T-4b would not be required. Like the proposed project, this alternative would not affect bicycle, pedestrian, or transit operations or facilities; but Mitigation Measure T-7a would still be required to ensure adequate pedestrian crossings on Villa Street near the project site. Overall, traffic impacts would be reduced compared to the proposed project and would remain less than significant.

Table 43 Alternative 2 Trip Generation

Land Use	Size	Unit	Daily		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Alternative 2								
Apartment ¹	71	du	5.44	386	0.36	26	0.44	31
Existing Uses								
Apartment ²	16	du	7.32	(117)	0.46	(7)	0.56	(9)
Single Family Home ³	3	du	9.44	(28)	0.74	(2)	0.77	(3)
Alternative 2 Net Trips				241		17		19
Proposed Project Net Trips (for reference)				1,084		73		78

() denotes subtraction

¹Land Use Code 221: Multifamily Housing (Mid-Rise) in a General Urban/Suburban setting (average rates, expressed in trips per dwelling unit)

²Land Use Code 220: Multifamily Housing (Low-Rise) in Urban/Suburban setting (average rates, expressed in trips per dwelling unit)

³Land Use Code 210: Single-Family Detached Housing (average rates, expressed in trips per dwelling unit)

Utilities and Service Systems

Alternative 2 would involve construction of a residential building with 155 fewer units (a 69 percent reduction) compared to the proposed project. Therefore, Alternative 2 would reduce wastewater, solid waste generation, and water use by approximately 69 percent compared to the proposed project. Furthermore, as mentioned under *Hydrology and Water Quality* above, this alternative would result in less impervious surface coverage and reduced stormwater runoff. Therefore, overall impacts related to wastewater, water, and solid waste infrastructure and water supply would be reduced compared to the proposed project. Impacts would be less than significant, similar to the proposed project.

6.4 Alternative 3: Reduced Disturbance Alternative

6.4.1 Alternative Description

Like the proposed project, this alternative would involve development of a multi-family residential building and would include a request for a zone change and General Plan Amendment to support a higher density project than is currently allowed by the existing zoning and General Plan land use designation. However, this project would involve a reduced footprint and lower number of units than the proposed project in order to reduce the project’s physical footprint and overall level of site disturbance and reduce impacts in the areas of aesthetics, biological resources, and noise. Based on the allowed density of 36-80 units per acre and assuming this alternative would develop on the

lower end of the range, this alternative would involve development of 119 residential units, a 47 percent reduction in units compared to the proposed project. Similar to the proposed project, this alternative would include a residential building with associated subterranean parking and amenities. However, this alternative would involve a larger park (0.6 acres) and larger buffer (50 feet on both sides) between the project and adjacent properties. Approximately 49 fewer trees would be removed from the project site under this alternative. This alternative would not involve development of the off-site path improvement.

This alternative would meet most of the project objectives. However, it would meet objectives 1 and 2 to a lesser extent than the proposed project due to the decreased number of housing units provided by this alternative.

Table 44 provides a summary comparison of Alternative 2 to the project.

Table 44 Alternative 3 Characteristics

	Project	Alternative 3
Building Floor Area (square feet [sf])	298,069 square feet	154,996 square feet
Unit Summary	226 units	119 units
Height	Maximum 65 feet (up to 5 stories)	Maximum 65 feet (up to 45 stories)
Parking	318 spaces	218 spaces

6.4.2 Impact Analysis

Aesthetics

This alternative would involve removal of mature trees, some of which are heritage trees. However, this alternative would remove approximately 49 fewer trees than the proposed project.

Nonetheless, these trees are not substantially visible from public viewpoints and views of onsite heritage trees from adjacent roadways and the Caltrain tracks are brief and narrow. Therefore, they are not considered substantial scenic resources. There are no rock outcroppings on the project site, and the buildings to be demolished are not historic. Like the proposed project, removal of heritage trees associated with this alternative would not constitute substantial damage to scenic resources. Impacts would be reduced compared to the proposed project and would remain less than significant.

Similar to the proposed project, this alternative would remove mature trees, some of which are heritage trees. However, this alternative would remove approximately 49 fewer trees than the proposed project. In addition, this alternative would increase the size of the proposed park by 50 percent and would increase the landscaped buffer on the east and west sides of the project site. There are no rock outcroppings on the project site, and the buildings to be demolished are not historic, as discussed in Section 4.4, *Cultural Resources*. Because this alternative would remove fewer trees than the proposed project, impacts would be reduced compared to the proposed project but would remain less than significant.

Similar to the project, Alternative 3 would result in temporary impacts on the visual character of the site during construction but these impacts would be less than significant. In addition, this alternative would involve an increase in intensity of development of the project site by replacing single-story

structures with an up to five-story residential building. However, impacts to visual character would be reduced in comparison to the project because it would remove fewer trees, increase buffers to adjacent uses and Villa Street, and involve a building with reduced mass and height compared to the project. This alternative would still result in an increase in intensity of development at the project site, however this increase would be reduced compared to the proposed project and, like the proposed project, design elements of this alternative would ensure compatibility of the alternative with the visual character of the surrounding neighborhood. Overall, aesthetic impacts associated with Alternative 3 would be reduced compared to the project but would remain less than significant.

Like the proposed project, this alternative would introduce new sources of light and glare on the project site. However, these new sources would not substantially increase the amount of light and glare relative to existing conditions in the neighborhood. Furthermore, development under this alternative would be subject to City standards to reduce light spillover to neighboring properties. Like the proposed project, impacts related to light and glare would be less than significant.

Air Quality

This alternative would involve construction of a 154,996-square-foot, 119-unit residential building. Ozone precursors NO_x and VOC, as well as CO, would be still emitted by the operation of construction equipment such as graders, backhoes, and generators, while fugitive dust (PM₁₀) would still be emitted by activities that disturb the soil, such as grading and excavation and building construction. Because the size of the project would be reduced compared to the proposed project, the construction period would be shorter and overall construction emissions would be reduced. Nonetheless, similar to the project, impacts would be significant but mitigable. Mitigation Measure AQ-2 would be required to reduce impacts to less than significant.

Operational emissions associated with Alternative 3 would be substantially decreased compared to the proposed project as the number of trips would decrease (647 average daily trips compared to 1,229 as described below under “Transportation and Traffic”). Emissions would remain below BAAQMD thresholds. As with the project, operational air quality impacts would be less than significant.

Finally, this alternative would involve development of new sensitive receptors (residences) near Central Expressway, which carries over 10,000 vehicles per day. However, emissions from this roadway would not exceed BAAQMD individual excess cancer risk thresholds. Therefore, like the proposed project, this alternative would not expose new residents to toxic air contaminants from roadway vehicle emissions. This impact would be the same as the proposed project and would be less than significant.

Biological Resources

This alternative would involve development of a project site that includes mature trees. However, compared to the proposed project, expansion of the park (0.6 acres) and larger buffer (50 feet on both sides) between the project and adjacent properties included in Alternative 3 would reduce the number of trees removed by approximately 49 trees. Therefore, impacts to biological resources would be reduced under this alternative to those under the proposed project. Similar to the proposed project, this alternative would be required to comply with City of Mountain View Standard Conditions of Approval and City policies requiring permits for the removal of heritage trees. Development on the site could potentially impact nesting birds and special-status bats due to removal of mature trees; and indirectly impact special-status plant species through the spread of

invasive, non-native species. Implementation of mitigation measures BIO-1a and BIO-1b would be required for this alternative and, similar to the project, impacts would be less than significant with mitigation incorporated.

Cultural and Tribal Cultural Resources

Similar to the proposed project, this alternative would involve the demolition of four structures constructed prior to 1964. However, for the same reason as described in Section 4.4, *Cultural Resources*, this alternative would not result in impacts to historic resources. Similar to the proposed project, this alternative would include excavation for a subterranean parking structure and ground disturbing activities such as grading that could result in disturbance of undiscovered archeological, paleontological, tribal cultural resources and human remains similar to the project. Incorporation of City of Mountain View Standard Conditions of Approval and mitigation measures CR 2a, CR-2b, and CR-5 would be necessary. Impacts would be less than significant with mitigation incorporated.

Greenhouse Gas Emissions

GHG emissions associated with Alternative 3 would be reduced compared to those associated with the proposed project as it would result in a lower number of vehicle trips (see “Transportation and Traffic” below). Similar to the proposed project, emissions associated with Alternative 3 would be below BAAQMD thresholds and would be consistent with applicable plans and policies adopted for the purposes of reducing GHG emissions, including SB 375, and the City of Mountain View’s Greenhouse Gas Reduction Program. Impacts would remain less than significant.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would be located on a federally designated Superfund site, adjacent to an operating railroad track and would involve the demolition of buildings, which due to their age may contain asbestos and/ or lead-based paint. Furthermore, due to the presence of contaminated groundwater and soils at the project site, construction activities could result in exposure of people to hazardous materials. Mitigation measures AQ-2, HAZ-3(a), and HAZ-3(b) would be required to reduce potential exposure to contaminated soils and soil vapor during construction and for future on-site residents. Like the project, this alternative would develop the site into residential use allowed by the USEPA and operation of the adjacent railway would not present a significant hazard. In addition, this alternative would be required to comply with existing regulations, programs, deed restrictions, mitigation measures and 2030 General Plan policies, which would reduce potential impacts to less than significant.

Hydrology and Water Quality

Construction and operation of this alternative would increase the impervious surface area covering the site, resulting in an increase in stormwater flow from the site and a potential increase in pollutant discharges that would affect water quality. However, because this alternative would involve approximately one half of the building floor area, it would involve the development of fewer square feet of impervious surfaces compared to the project. In addition, due to the reduced density and underground parking involved in this alternative, excavation would be shallower. However, groundwater is still likely to be encountered and, like the project, dewatering would be necessary and impacts on water quality would be similar to but slightly less than the proposed project. In addition, like the project, this alternative would not extract or deplete groundwater supplies, or substantially interfere with groundwater recharge and this alternative would not alter existing

drainage patterns on the site. Finally, this alternative would be required to comply with regulatory requirements that would ensure impacts are less than significant. Overall, impacts would be reduced compared to the proposed project and would remain less than significant.

Land Use and Planning

Alternative 3 would include approximately 119 residential units in an up to five-story building. Like the proposed project, this alternative would involve a zone change and General Plan Amendment; but assuming these requests are approved the project would be zoning and General Plan compliant. This alternative would still implement the City's General Plan policies that encourage increased housing opportunities, with approval of the zone change General Plan amendment, this alternative would not conflict with applicable land use plans adopted to reduce environmental impacts. Impacts associated with this alternative would be less than significant and would be the same as those under the proposed project.

Noise

Construction-related noise and vibration impacts would be similar to those of the project but reduced. As with the project, construction activity would be restricted to the City's allowed daytime noise and subject to standard conditions of approval to minimize noise impacts. Therefore, construction noise and vibration impacts would be less than significant.

The decrease in vehicle trips under Alternative 3 associated with the reduced number of units would decrease off-site operational traffic noise proportionally when compared to the project. Therefore, the decrease in vehicle trips associated with this alternative would result in incrementally lower noise levels on study area roadways. As with the project, traffic-related noise impacts to existing sensitive receptors would be less than significant.

Alternative 3 would include new outdoor recreational areas on the project site that would be exposed to noise levels exceeding City standards; however, for the same reasons as described in Section 4.9, *Noise*, this alternative would not expose persons to or result in the generation of noise in excess of standards established in local general plan or noise ordinance. Impacts would be the same as the proposed project and would be less than significant with recommended mitigation.

Operation of Alternative 3 would result in noise from on-site sources such as rooftop ventilation and heating systems, trash hauling, conversations and other noises associated with residential activities. Noise levels would be similar to those of the project and would be less than significant.

Public Services and Recreation

This alternative would involve development of 119 units, 47 percent fewer than the proposed project. Because of the reduction in the number of units and associated population, this alternative would involve reduced demand for police and fire protection services, library services, and would reduce the number of students that would need to be accommodated at local public schools. Furthermore, this alternative would reduce demand for parks and recreation facilities. Impacts associated with public services and recreation would be less than significant, similar to the proposed project.

Transportation and Traffic

As shown in Table 45, based on rates provided in the project TIA (Appendix L), this alternative would generate an estimated 502 daily trips, 34 a.m. peak hour trips, and 40 p.m. peak hour trips during

operation, which is a reduction in trips compared to the proposed project. Like the proposed project, traffic associated with this alternative would not exceed City standards or conflict with applicable plans, policies or programs including the City’s traffic management plan. Because of the reduction in trips compared to the proposed project, this alternative would not exacerbate existing queuing impacts and Mitigation Measure T-4b would not be required. It is assumed that site access and circulation and driveway sight distances would be adequate under this alternative. In addition, it is assumed this alternative would provide adequate resident and guest bicycle parking. Like the proposed project, this alternative would not affect bicycle, pedestrian, or transit operations or facilities, but Mitigation Measure T-7a would still be required to ensure adequate pedestrian crossings on Villa Street near the project site. Overall, traffic impacts would be reduced compared to the proposed project and would remain less than significant.

Table 45 Alternative 3 Trip Generation

Land Use	Size	Unit	Daily		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Alternative 3								
Apartment ¹	119	du	5.44	647	0.36	43	0.44	52
Existing Uses								
Apartment ²	16	du	7.32	(117)	0.46	(7)	0.56	(9)
Single Family Home ³	3	du	9.44	(28)	0.74	(2)	0.77	(3)
Alternative 3 Net Trips				502		34		40
Proposed Project Net Trips (for reference)				1,084		73		78

() denotes subtraction

¹Land Use Code 221: Multifamily Housing (Mid-Rise) in a General Urban/Suburban setting (average rates, expressed in trips per dwelling unit)

²Land Use Code 220: Multifamily Housing (Low-Rise) in Urban/Suburban setting (average rates, expressed in trips per dwelling unit)

³Land Use Code 210: Single-Family Detached Housing (average rates, expressed in trips per dwelling unit)

Utilities and Service Systems

Alternative 3 would involve construction of a residential building with 107 fewer units (a 47 percent reduction) compared to the proposed project. Therefore, Alternative 2 would reduce wastewater, solid waste generation, and water use by approximately 47 percent compared to the proposed project. Furthermore, as mentioned under *Hydrology and Water Quality* above, this alternative would result in less impervious surface coverage and reduced stormwater runoff. Therefore, overall impacts related to wastewater, water, and solid waste infrastructure and water supply would be reduced compared to the proposed project. Nonetheless, impacts would be less than significant, the same as the proposed project.

6.5 Environmentally Superior Alternative

Table 46 compares the physical impacts for each of the alternatives to the physical impacts of the project. Alternative 1, No Project/No Development, would be the overall environmentally superior alternative since it would avoid all project impacts. However, the No Project Alternative would not achieve the basic project objectives as stated in Section 2, *Project Description*.

Among the development options, Alternative 2 (Development Consistent with Existing General Plan Land Use Designations) would be environmentally superior to the project as it would involve fewer emissions of air pollutants and GHGs, would reduce hazards related to disturbance of contaminated groundwater and soils, and would reduce project-generated trips and associated traffic. Furthermore, Alternative 2 would meet all of the project objectives. However, Alternative 2 would fulfill objectives 1 and 2 (provide new residential units to assist the city in achieving optimal jobs/housing balance (Objective 1), develop new housing units near existing public transit lines (Objective 2)) to a lesser degree than the proposed project.

Table 46 Summary Comparison of Project Alternatives

Issue Area	Proposed Project*	Alternative 1: No Project/No Development	Alternative 2: Development Consistent with Existing General Plan Land Use Designations	Alternative 3: Reduced Disturbance
Aesthetics	LTS	– (NI)	= (LTS)	– (LTS)
Air Quality	LTSWM	– (NI)	– (LTSWM)	– (LTSWM)
Biological Resources	LTSWM	– (NI)	= (LTSWM)	= (LTSWM)
Cultural and Tribal Cultural Resources	LTSWM	– (NI)	= (LTSWM)	= (LTSWM)
Greenhouse Gas Emissions	LTS	– (NI)	– (LTS)	– (LTS)
Hazards and Hazardous Materials	LTS	– (NI)	– (LTSWM)	= (LTSWM)
Hydrology and Water Quality	LTS	– (NI)	– (LTS)	= (LTS)
Land Use and Planning	LTS	– (NI)	= (LTS)	= (LTS)
Noise	LTS	– (NI)	= (LTS)	= (LTS)
Public Services and Recreation	LTS	– (NI)	– (LTS)	– (LTS)
Transportation and Traffic	LTS	– (NI)	– (LTSWM)	– (LTSWM)
Utilities and Service Systems	LTS	– (NI)	– (LTS)	– (LTS)

* Impact classifications are shown for the greatest impact within the issue area.

NI - No impact

LTS - Less than significant

LTSWM – Less than significant with mitigation

– impact would be lower than that of the project

+ impact would be greater than that of the project

= impact would be the same as the project

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