

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	1625 Plymouth Street Office Project	FILE NUMBER: 204-15-PCZA
SITE ADDRESS:	1625 Plymouth Street, Mountain View, CA	APN: 116-13-035
APPLICANT:	Broadreach Capital Partners	PHONE: 650-331-2511
PROPERTY OWNER:	NorCal Plymouth Realty, LLC 248 Homer Avenue Palo Alto, CA 94301	
Previously Certified EIRs:		
<ul style="list-style-type: none"> – <i>North Bayshore Precise Plan EIR</i> (2014), SCH #: 2013082088 – <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR</i> (2012) SCH #: 2011012069 		
PROJECT DESCRIPTION SUMMARY: The project includes the development of a 224,508 square foot, six-story office building and 4.5 tier parking garage and the removal of 15 Heritage trees and the relocation of 5 Heritage trees on an approximately 5.2 acre site.		
ENVIRONMENTAL SETTING: The site is located on APN 116-13-035 at the southern terminus of Huff Avenue at the intersection of Plymouth Street in the North Bayshore Precise Plan Area. The surrounding land uses include office on the north, east and west and U.S. Highway 101 (US 101) to the south. The project site is currently vacant; however, it was previously developed with two commercial buildings that were demolished in approximately 2007.		
DETERMINATION: This Initial Study determined that the proposed project would result in either no impact or a less than significant impact as addressed in the <i>North Bayshore Precise Plan EIR</i> (2014) and the <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR</i> . The project complies with CEQA (California Environmental Quality Act), since office uses at the proposed intensity on the site were analyzed in the <i>North Bayshore Precise Plan EIR</i> (2014).		

(ADDITIONAL / NO ADDITIONAL IMPACT FINDING): The proposed project is in compliance with the California Environmental Quality Act (CEQA), because an Initial Study was prepared pursuant to CEQA Guidelines and found with implementation of the North Bayshore Precise Plan standards and guidelines, standard City Conditions of Approval, State regulations, and mitigation measures identified in the *North Bayshore Precise Plan EIR* and the *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR*, the proposed addition of 224,508 square feet of office uses would not result in any new environmental impacts beyond those previously evaluated and disclosed in these EIRs.

All referenced documentation is available for Public Review at the City of Mountain View, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.

HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The *North Bayshore Precise Plan Environmental Impact Report* (November 2014) evaluated the environmental impacts of the North Bayshore Precise Plan. The North Bayshore Precise Plan is the area identified in the Mountain View 2030 General Plan as the North Bayshore Change Area. The North Bayshore Precise Plan updated and consolidated five previous Precise Plans, along with areas zoned *Limited Industrial (ML)*, *General Industrial (MM-40)*, and *Flood Plain (F)*, into a single North Bayshore Precise Plan zoning district.

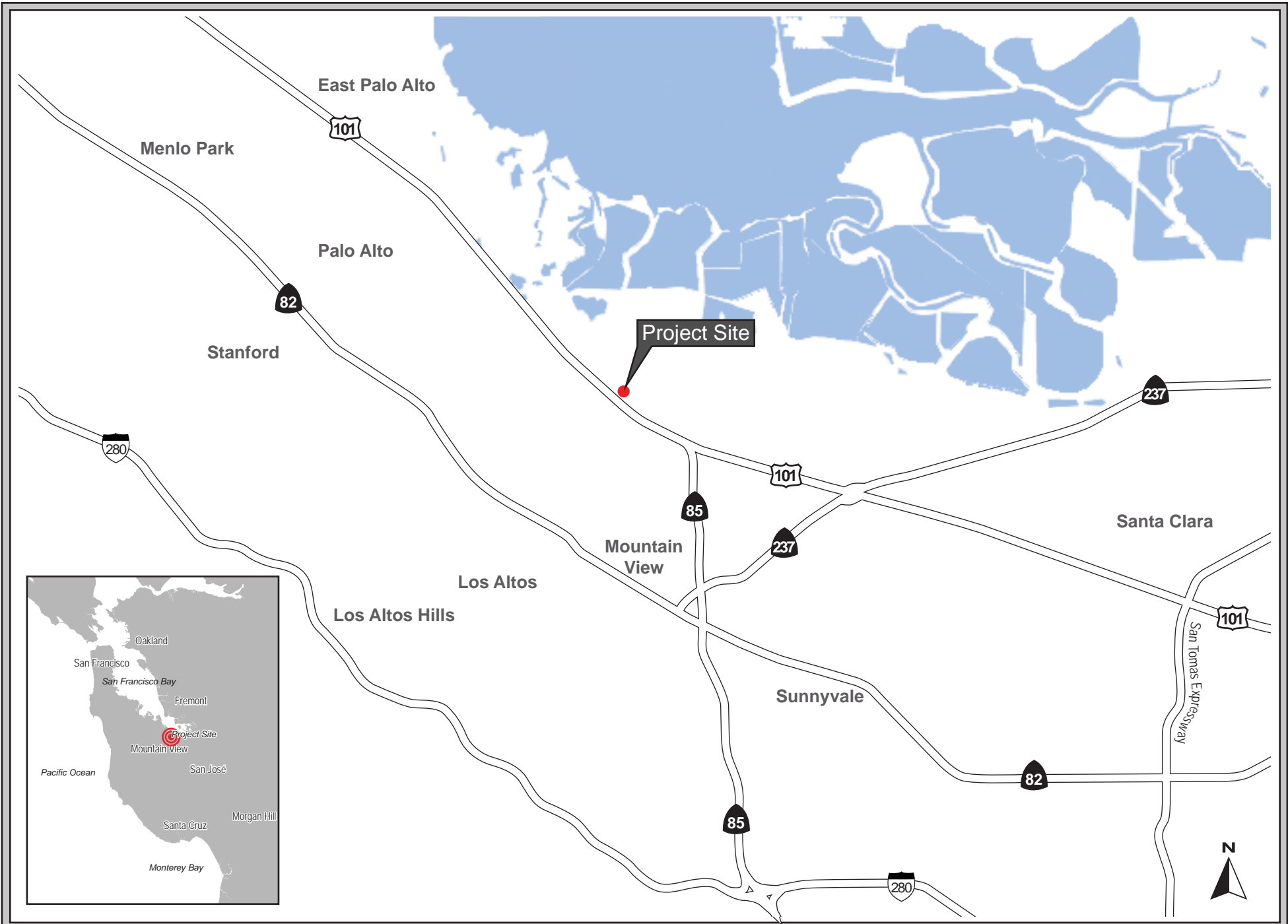
The North Bayshore Precise Plan allowed an increase in the intensity of office and commercial uses within the area, consistent with the growth studied for the North Bayshore area in the 2030 General Plan, up to a maximum of approximately 3.4 million square feet of new office area. In addition to office and commercial space, new development in the project area could include enhanced parks and trail corridors, new public streets, and recreation facilities. Infrastructure and transportation improvements are included as part of the plan activities. The Mountain View City Council certified the *North Bayshore Precise Plan EIR* and approved the *North Bayshore Precise Plan* project in November 2014.

PROJECT DESCRIPTION

Existing Site Conditions: The 5.2-acre property is currently vacant; however it was previously developed with two commercial buildings that were demolished in approximately 2007. The existing site supports remnant improvements including pavement, landscaping, and mature trees. Surrounding land uses include office to the north, east, and west, and US 101 to the south. A regional map and a vicinity map of the site are shown on Figures 1 and 2, and an aerial photograph of the project site and the surrounding area is shown on Figure 3.

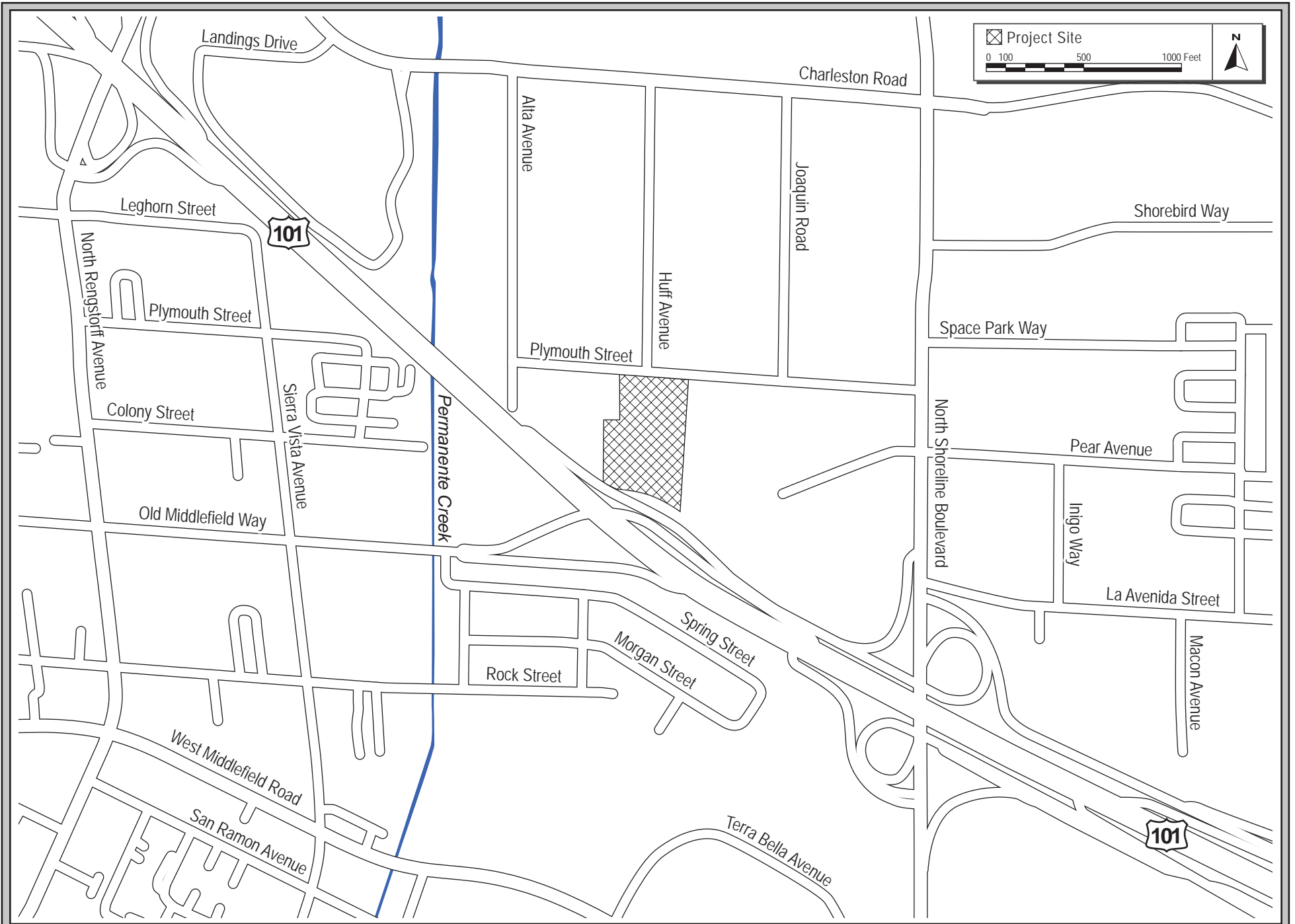
Proposed Project: The project includes the development of a 224,508 square foot, six-story office building and 4.5-tier parking garage, the removal of 15 Heritage trees and the relocation of five Heritage trees on the approximately 5.2 acre project site.

The proposed office building would be located on the north portion of the project site, fronting Plymouth Street, with the parking garage located on the south portion of the site towards US 101. A portion of the southern part of the existing property would be dedicated to the City for future use as part of a frontage road that is planned along the northern side of US 101 between Alta Avenue and the property located at 1400 North Shoreline Boulevard.



REGIONAL MAP

FIGURE 1



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VICINITY MAP

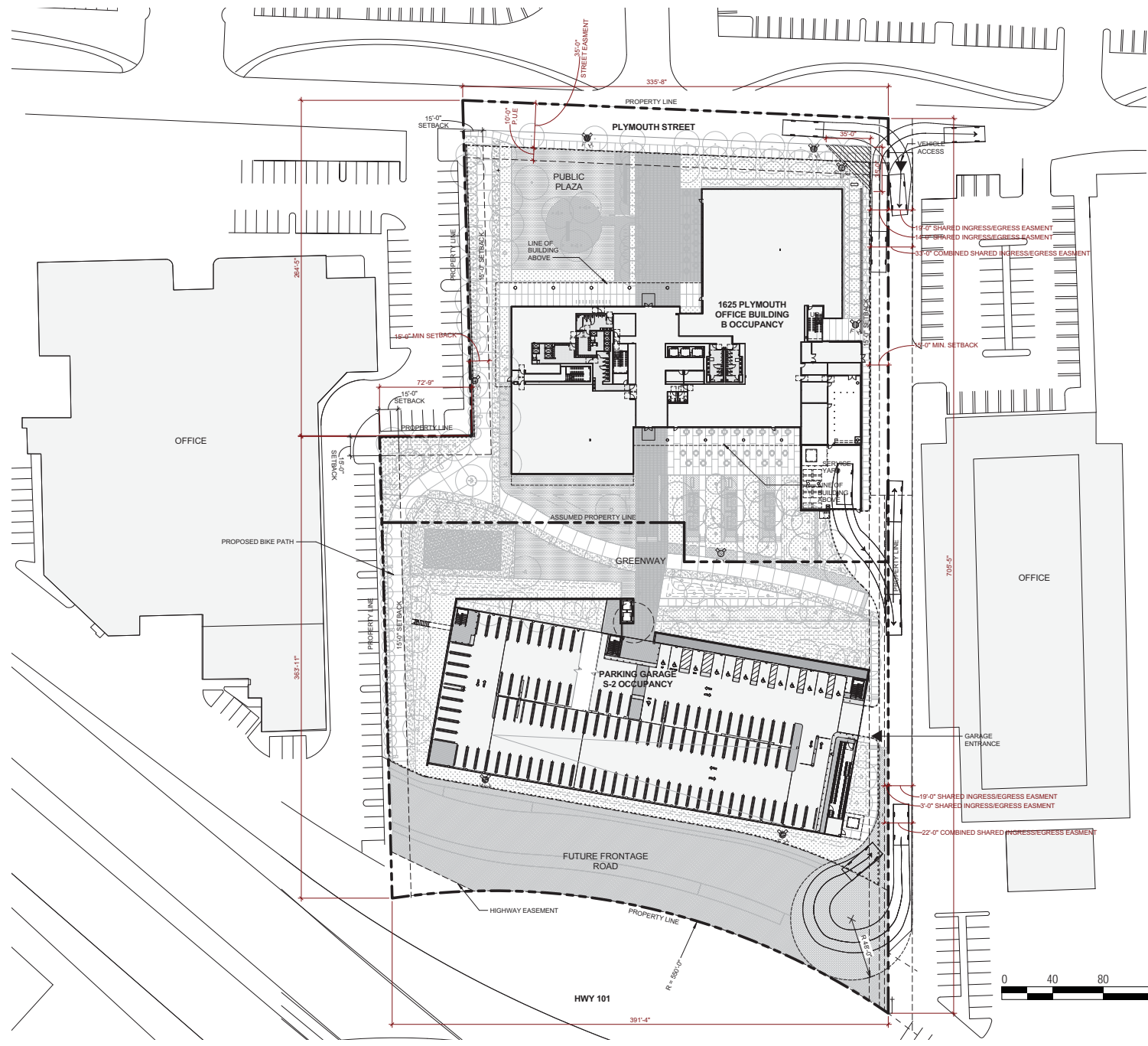
FIGURE 2



Project Boundary
 0 100 200 300 400 Feet
 Aerial Source: Google Earth Pro, Jan. 27, 2016. Photo Date: Mar. 2015

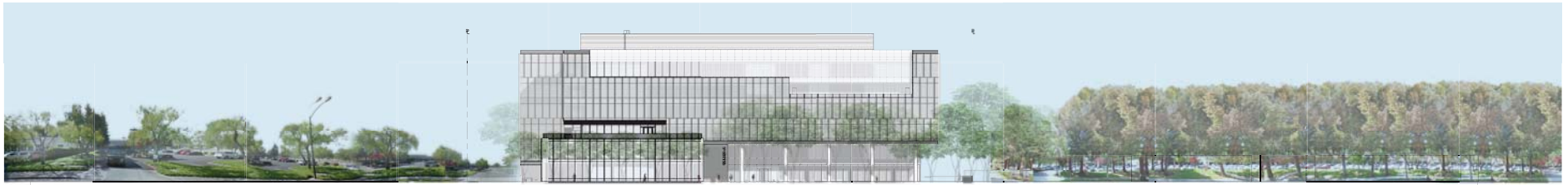
AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3



SITE PLAN

FIGURE 4



1555 Plymouth Street

1625 Plymouth Site

1667 Plymouth Street

Plymouth Street North Site Elevation



HWY 101

Future Frontage Road

Parking Structure

Greenway

Office Building

1625 Plymouth Site

Plymouth Street

Access Drive East Site Elevation

A public plaza is proposed along the Plymouth Street frontage and would provide landscaped open space for use by the office building occupants as well as the general public. A pedestrian/bicycle greenway would provide public pedestrian and bicycle access from Plymouth Street along the western side of the site and connect to a new east/west greenway segment between the parking garage and office building; which is planned to eventually connect to the adjacent properties.

The proposed six-story office building would extend to a height of approximately 86 feet at the top of the building roof and 110 feet at the top of the mechanical enclosure which protrudes from the roof, and the five-level parking garage would extend to a total height of approximately 48 feet.

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

General Plan and Zoning

The site has a current General Plan designation of *North Bayshore Mixed-Use* and is currently zoned *North Bayshore Precise Plan (P-39)*. The site is located within the Core Character Area of the North Bayshore Precise Plan.

Parking, Access, and Circulation

The project would construct a 606 space, 4.5-tier parking garage, with a partial level below-grade. The project would also provide 22 short-term bicycle parking spaces and 112 long-term bicycle spaces in a secured room.

Access to the parking garage would be from Plymouth Street via an existing shared driveway along the eastern side of the property, which is shared with the adjacent office building. Once the frontage road is constructed, an additional access point to the garage would be provided from the frontage road as well.

Heritage Trees

The site contains 46 trees, including 22 Heritage trees, as defined in the City of Mountain View Municipal Code. The project proposes to remove 15 Heritage trees and transplant five Heritage trees on site as part of the project. Approximately 140 California native and region-appropriate trees are proposed to be planted on the project site and along the project street frontages.

Demolition, Grading, and Construction

Remnant improvements on the vacant site, such as pavement and landscaping, would be removed during grading and site development activities. The project proposes to remove approximately 20,228 cubic yards of soil and debris from the site, and would not import any soil. Project construction would take approximately 16 months to complete.

Green Building and Emissions Reduction Features

The project would be designed to LEED¹ Platinum standards. The Mountain View Green Building Code requires adherence to the Non-residential Mandatory Measures of the 2013 California Green Building Code (CALGreen) and new non-residential buildings of over 25,000 square feet to meet the requirements of Title 24, Part 6, and meet the intent of LEED Silver. The project would include solar panels, high efficiency glass curtain walls, high efficiency heating and cooling systems and electrical vehicle charging stations to achieve LEED Platinum standards.

COMPARISON WITH PRECISE PLAN

The approved North Bayshore Precise Plan includes 3.4 million square feet of net new office uses and commercial development in the North Bayshore Change Area, consistent with the analysis and assumptions in the Mountain View 2030 General Plan. The 1625 Plymouth Street Office Project proposes approximately 224,508 square feet of new office development, or approximately 6.7 percent of the approved increase in development within the North Bayshore Precise Plan. The site is located within the Core Character Area of the North Bayshore Precise Plan area, and the project proposes the type and scale of development envisioned in the Precise Plan and complies with the adopted standards and guidelines.

APPROVALS REQUIRED

The proposed 1625 Plymouth Street Office Project will require approval from the Mountain View City Council. The project is subject to the City's site-specific design review process, and would require the following City permits:

- Planned Community Permit
- Development Review Permit
- Heritage Tree Removal Permit
- Building Permit

The project site is part of a larger source site for contamination, and the San Francisco Bay Regional Water Quality Control Board (RWQCB) has placed a deed restriction on the property that includes limitations on the use and development of the property. The proposed use is consistent with the deed restriction.

ENVIRONMENTAL CONCLUSION

The proposed project is in compliance with the California Environmental Quality Act (CEQA) because an Initial Study was prepared pursuant to CEQA Guidelines and found with implementation of the North Bayshore Precise Plan standards and guidelines, standard City Conditions of Approval, State regulations, and mitigation measures identified in the *North Bayshore Precise Plan EIR* and the *2030 General Plan and Greenhouse Gas Reduction Program EIR*, the proposed addition of 224,508 square

¹ US Green Building Council's Leadership in Energy and Environmental Design (LEED).

feet of office uses would not result in any new environmental impacts beyond those previously evaluated and disclosed in these EIRs.

Appendices Following Checklist:

- Appendix A: Air Quality Report
- Appendix B: Arborist Report
- Appendix C: Phase I Environmental Site Assessment
- Appendix D: Noise and Vibration Report
- Appendix E: Site Specific Transportation Analysis (SSTA)
- Appendix F: Transportation Demand Management Plan
- Appendix G: Utility Impact Study

Other referenced documents and correspondence are available for review at the City of Mountain View, Community Development Department, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.

ENVIRONMENTAL CHECKLIST

COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

The purpose of the checklist is to evaluate the categories in terms of any “changes” or “new information” that may result in a changed environmental impact evaluation. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no relevant change in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

Overriding considerations were adopted with the certification of an EIR that accepted the possibility of certain impacts regardless of whether mitigations could reduce them to a less-than-significant level. Thus, certain environmental categories might be answered with a “no” in the checklist because the proposed project does not introduce changes that would result in a modification to the conclusion of the EIR Findings Document.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where an Impact was Analyzed in Prior Environmental Documents

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

B. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

C. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases of the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR or negative declaration.” If a “yes” answer is given, additional mitigation measures or alternatives may be needed.

D. Any New Information of Substantial Importance Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant

if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration that might change the nature of analysis of impacts or the specifications of a mitigation measure.

If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered.

If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered again.

If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

E. Prior Environmental Document Mitigations Implemented or Address Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents provide mitigations to address effects in the related impact category. If N/A is indicated, a previous environmental document and this environmental checklist conclude that the impact does not occur with this project and, therefore, no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or that has already been implemented.

Standard Mitigation Measures

Applicable Standard Mitigation Measures are listed under each environmental category.

EIR Mitigation Measures

Applicable mitigation measures from previous EIRs that apply to the changes or new information are referenced under each environmental category.

Special Mitigation Measures

If changes or new information involve new impacts, special mitigations will be listed which will be included as project conditions to address those impacts.

ENVIRONMENTAL CHECKLIST

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
1. AESTHETICS. Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Draft NBPP EIR (2014) pp. 270-271	No	No	No	N/A
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Draft NBPP EIR (2014) pp. 270-271	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Draft NBPP EIR (2014) pp. 271-272	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Draft NBPP EIR (2014) pp. 272	No	No	No	N/A
<p><u>Discussion:</u></p> <p>Based on the <i>North Bayshore Precise Plan Environmental Impact Report</i> (North Bayshore Precise Plan EIR) completed in November 2014, the addition of a six-story, 224,508 square foot office building within the North Bayshore Precise Plan Area would not result in a significant impact to aesthetic resources. The North Bayshore Precise Plan is organized into four different areas, each with distinct urban form and character: Gateway, Core, General and Edge. The proposed project is within the Core character area and is consistent with the character area’s development standards which allow office, research and development (R&D), retail and service uses with maximum building heights ranging from 95 to 110 feet above ground surface. The façades of the proposed office building are primarily comprised of glass, and the parking structure would be constructed primarily of concrete.</p>					

1a. The proposed project would not result in a significant impact to scenic vistas. The project would comply with General Plan Policies LUD 9.5 and LUD 16.5, which would ensure that significant viewsheds would be preserved. A site-specific view study was completed to assess how the proposed development affects views of the Santa Cruz Mountains, per the North Bayshore Precise Plan Chapter 3.7, Building Height. Although the mountains are partially visible from a property northeast of the site, these views are limited due to surrounding urban development and landscaping. The project would, therefore, not substantially block views of the Santa Cruz Mountains.

In addition, *Chapter 3: Land Use and Design* of the Precise Plan includes measures to limit building heights and preserve views. For these reasons, the project would result in a less than significant impact on scenic vistas.

1b. There are no officially designated State Scenic Highways in the Precise Plan area, nor is the Precise Plan area visible from a designated State Scenic Highway. The project site is not located on a scenic view corridor. The proposed project, which is within the Precise Plan area would, therefore, not damage scenic resources within a State Scenic Highway. For these reasons, the project would result in a less than significant impact on scenic resources.

Based on the Arborist Survey for the proposed project (Attachment B), most of the trees proposed for removal are in poor to fair condition and are not considered scenic resources. The project site does not contain rock outcroppings or other scenic resources. For these reasons, the project would result in a less than significant impact to scenic resources on site and in the project area.

1c. The proposed project is consistent with General Plan policies designed to protect and enhance visual character of the project area. The project would implement Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways and Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. The project would be consistent with Policies LUD 9.5, 9.6, and 16.5, which would preserve views and viewsheds, and minimize light and glare from new development. The City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the architecture and urban design of new developments would protect the City's visual environment. The project would also be consistent with the development standards and guidelines in *Chapter 3: Land Use and Design* (including building massing and frontage guidelines, in Sections 3.4 and 3.8) of the proposed Precise Plan, to ensure the proposed development fits the planned form and character of the area. For these reasons, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

1d. The proposed project is consistent with General Plan Policy LUD 9.6, which would minimize the amount of light and glare from new lighting sources, and with *Chapter 3: Land Use and Design* and the Bird Safe Design Guidelines of the Precise Plan, which would reduce the likelihood of building collision bird fatalities through window coverings, façade treatments, and light pollution reduction. Implementation of the proposed project would, therefore, not create a new source of substantial light or glare.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>2. AGRICULTURE AND FORESTRY RESOURCES.</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>Would the project:</p>					
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<p>Draft NBPP EIR (2014) pp. 47-48, 53</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<p>Draft NBPP EIR (2014) pp. 47-48, 53</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland</p>	<p>Draft NBPP EIR (2014) pp. 47-48, 50-53</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
Production (as defined by Government Code section 51104(g))?					
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Draft NBPP EIR (2014) pp. 47-48, 50-53	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Draft NBPP EIR (2014) pp. 47-48, 50-53	No	No	No	N/A

Discussion:

2a-e. Based on the North Bayshore Precise Plan EIR completed in 2014, there are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, land under the Williamson Act Contract, or timberland within the North Bayshore Precise Plan area. The project site is not designated by the California Resources Agency as farmland of any type and is not subject to a Williamson Act contract. No land adjacent to the project site is designated or used as farmland or timberland.

The North Bayshore Precise Plan EIR determined that no forestland would be converted to non-forestry uses under the North Bayshore Precise Plan.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>3. AIR QUALITY.</p> <p>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</p> <p>Would the project:</p>					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Draft NBPP EIR (2014) pp. 150	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Draft NBPP EIR (2014) pp. 150-152	No	No	No	N/A
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Draft NBPP EIR (2014) pp. 151, 340-341	No	No	No	Yes
d. Expose sensitive receptors to substantial pollutant concentrations?	Draft NBPP EIR (2014) pp. 151-156	No	No	No	Yes
e. Create objectionable odors affecting a substantial number of people?	Draft NBPP EIR (2014) pp. 155-156	No	No	No	N/A

Discussion:

The discussion in this section is based in part on the “1625 Plymouth Office Project Construction TAC Assessment, Mountain View, CA,” prepared by *Illingworth & Rodkin, Inc.*, in April 2016. This report is attached to this checklist as Appendix A.

The proposed project site is currently undeveloped, and does not generate air quality emissions from operations or vehicles. The closest sensitive receptors to the project site include the residence to the east of the site and the residences to the south, across US 101.

3a. By incorporating air quality control measures identified in the North Bayshore Precise Plan EIR and incorporating a transportation demand management (TDM) program, the proposed office development would not disrupt or hinder implementation of any Clean Air Plan control measures. The North Bayshore Precise Plan EIR also includes mitigation measures to reduce the cumulatively considerable net increase in criteria air pollutants, as described below.

3b. The North Bayshore Precise Plan project would increase vehicle miles traveled (VMT) at a rate greater than the projected population increase, and could contribute to or result in a violation of air quality standards for criteria pollutants, as previously identified in the 2030 General Plan EIR. As described in *Section 3.2, Transportation*, of the North Bayshore Precise Plan EIR and *Chapter 6, Mobility* of the Precise Plan, the North Bayshore Precise Plan includes extensive requirements for transportation demand management (TDM) and control measures to reduce vehicle trips and VMT. Since the project is in compliance with the North Bayshore Precise Plan by including a TDM program, and being consistent with the requirements of the Precise Plan and 2030 General Plan, no other feasible mitigation measures have been identified to further reduce this impact.

3c. The North Bayshore Precise Plan identified a potentially significant air quality impact (**Impact AQ-3**) from project operations near sensitive uses, specifically from toxic air contaminants (TACs) and/or particulate matter under 2.5 microns (PM_{2.5}), and required project-specific study to identify these impacts (**MM AQ-3.1**). At approximately 224,508 square feet, the proposed project would be below the screening threshold of 346,000 square feet for general office projects, and can be assumed to not result in an operational air quality impact. The project does not propose to generate TACs as part of project operations.

3d. The North Bayshore Precise Plan identified a potentially significant air quality impact (**Impact AQ-4**) from project operations near sensitive uses, specifically from short-term impacts from construction air quality emissions, specifically criteria air pollutants, TACs, and fugitive dust. Mitigation measure **MM AQ-4.1** required future development in the Precise Plan area to complete a construction criteria pollutant analysis on a project-by-project basis, dependent on the size of the project, in conformance with the Air Quality Guidelines. Mitigation measure **MM AQ-4.2** required future development to complete Construction Health Risk Analyses, dependent on the project size and location in compliance with the Air Quality Guidelines and the BAAQMD Draft Construction Health Risk Screening Table.

Based on these requirements, a Construction TAC Assessment was completed for the project by *Illingworth & Rodkin* (Appendix A). Modeling completed for this analysis incorporated the project

anticipated details of construction activities. The analysis found the maximum incremental residential child cancer risk at the maximally exposed individual (MEI) receptor (across US 101 from the project site) would be 9.8 in one million, and the residential adult incremental cancer risk would be 0.2 in one million. The maximum-modeled annual PM_{2.5} concentration, which is based on combined exhaust and fugitive dust emissions, was 0.1 µg/m³. The maximum modeled annual residential diesel particulate matter (DPM) concentration (i.e., from construction exhaust) was 0.0532µg/m³, which is much lower than the recommended exposure limit (REL). The maximum computed hazard index (HI) based on this DPM concentration is 0.01, which is lower than the BAAQMD significance criterion of a HI greater than 1.0.

The results listed above are below the BAAQMD thresholds for these contaminants. For these reasons, the project would not result in a significant air quality impact.

The City will also require the following measures as standard Mountain View conditions of approval, to reduce any impacts from construction dust.

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

Standard Conditions of Approval:

- **BASIC AIR QUALITY CONSTRUCTION MEASURES:** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as:
 - (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day;
 - (b) all haul trucks transporting soil, sand, or other loose material off-site will be covered;
 - (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
 - (d) all vehicle speeds on unpaved roads will be limited to 15 mph;
 - (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and
 - (f) post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

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

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

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

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
4. BIOLOGICAL RESOURCES. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Draft NBPP EIR (2014) pp. 210-213	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Draft NBPP EIR (2014) pp. 210-213	No	No	No	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft NBPP EIR (2014) pp. 213,223	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Draft NBPP EIR (2014) pp. 216, 221-225	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Draft NBPP EIR (2014) pp. 203, 225	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Draft NBPP EIR (2014) pp. 209, 343-344	No	No	No	N/A

Discussion:

The discussion in this section is based in part on the arborist report prepared by *McClenahan Consulting, LLC* in June 5, 2015, which is attached to this checklist as Appendix B.

The project site is within a developed and landscaped habitat, as defined by the Draft North Bayshore Precise Plan EIR (pp. 203). The project site is not in or adjacent to one of the Habitat Overlay Zones (HOZs) in the plan area, specifically burrowing owl habitat, egret nesting area, or open water, creeks, and storm drain facilities. The 5.2-acre site is vacant and is comprised of concrete surfaces and approximately two acres of remnant landscaping, including ruderal (weedy) grass areas and 46 trees, including 22 Heritage trees, as defined in the City of Mountain View Municipal Code.

The project proposes to remove 15 Heritage trees and transplant five Heritage trees on site as part of the project. Approximately 140 California native and region-appropriate trees are proposed to be planted on the project site and along the project street frontages.

4a. Based on the Precise Plan EIR, the proposed project would have a less than significant impact on special-status species plants. There is only one special-status plant, Congdon's tarplant (which occur in grassland habitat), that could potentially occur in the Precise Plan area. This species has the ability to occur in disturbed grassland habitats, however, the patches of grassland habitat on the site are not likely contain the species.

Planting of invasive non-native species could further degrade habitat, both in the plan area and in Shoreline at Mountain View Regional Park (i.e., if invasive species were to spread from the plan area). The Landscape Design standards and guidelines in *Chapter 5.4, Landscape Design* of the Precise Plan (page 93) include a prohibition on planting invasive species, implementation of best management practices to manage and control invasive species found on the site, and preservation of native plants, including special-status plants. The project's implementation of these measures would avoid substantial impacts on Congdon's tarplant.

Due to the lack of suitable habitat, special-status animal species would not likely occur on the project site. Burrowing owls would not likely occur on the site, since the nearest nesting habitat is at Shoreline at Mountain View Regional Park, approximately one mile north of the site. The project site is not within a burrowing owl or nesting egret HOZ. Nesting raptors or birds of prey may nest on the project site's existing trees. The Precise Plan incorporates standards and guidelines that will avoid or potential impacts to nesting birds. *Chapter 5.3, Nesting Bird Protection* (page 92) of the Precise Plan includes standards such as avoidance of construction during the nesting season, preconstruction surveys for nesting birds during breeding-season work, and maintenance of buffers around active nests, that would minimize the potential for such impacts.

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

Standard Conditions of Approval:

- **PRE-CONSTRUCTION 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 feet for active nests -- with particular emphasis on nests of migratory birds -- if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project 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 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If 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.

- **BIRD-SAFE DESIGN:** The following project design features shall be included in the project design to reduce bird strikes and included on the building permit plans:
 - a. A minimum of 90 percent of the glazing on the office building (including the pavilion) within 60 feet of the ground shall be treated with a bird-friendly glazing treatment, such as a frit pattern.
 - b. Occupancy sensors or other switch control devices shall be installed on nonemergency lights. The lights shall be programmed to shut off during nonwork hours and between 10:00 p.m. and sunrise.
 - c. The glass railings on the terraces of the office building and glass corners of the building shall be treated with a bird-friendly design treatment to make them visible to birds.
 - d. A bird-strike monitoring plan for the monitoring and evaluation of bird strikes post-construction.

4b-c. The project is not located within a City-designated habitat overlay zone (i.e., burrowing owl, egret rookery, or open water creeks, storm drain facilities HOZ), which are sensitive habitat areas within the Precise Plan area. Additionally, the project site does not contain and is not adjacent to riparian habitat. The project would, therefore, have a less than significant impact on riparian habitat and other sensitive natural communities identified in the Precise Plan and by the California Department of Fish and Wildlife or US Fish and Wildlife Service. There are no wetlands on or adjacent to the site and, therefore, the project would not have an impact on federally protected wetlands.

4d. As disclosed in the Precise Plan EIR, the project site is not an important area for movement by non-flying wildlife, and it does not contain any high-quality corridors allowing dispersal of such animals through the plan area (page 224). The only feature in the Precise Plan area that is considered an important site is the egret rookery, which is 0.6 miles northeast of the site on Shorebird Way. Given the distance of the site from the rookery, the proposed project would not impact the egret rookery. The proposed office development would be designed to minimize adverse effects or movement of native and migratory bird species. The project would implement the bird safe design measures in *Chapter 5.2* of the Precise Plan (pages 90-91), to help reduce the likelihood of building collision fatalities through façade treatments and light pollution reduction.

There are no wetland or riparian habitats on or adjacent to the site and, therefore, the project would not interfere with the movement of migratory fish. The project would, therefore, have a less than significant impact on the movement of native or migratory wildlife species, established native resident or migratory wildlife corridors, and native wildlife nursery sites.

4e. Construction of the project would require the removal of 15 Heritage Trees and transplanting of five Heritage trees on site. In accordance with the Mountain View Tree Preservation Ordinance, a tree removal permit would be obtained prior to the removal of Heritage trees. The Heritage trees on site are not native

to the North Bayshore area and, therefore, their removal is not considered to have a significant ecological impact. The project would plant approximately 140 California native and region-appropriate trees to replace the trees to be removed. The project would comply with the Heritage Tree Ordinance, and accompanying tree replacement and maintenance requirements, as a condition of approval.

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

Standard Conditions of Approval:

- **IMPLEMENTATION:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.
- **REPLACEMENT:** The applicant shall offset the loss of each Heritage tree with a minimum of two replacement trees, for a total of 30 replacement trees. Each replacement tree shall be no smaller than a 36” box and shall be noted on the landscape plan as Heritage replacement trees.
- **RELOCATION:** Tree Numbers 24 through 28 in the arborist report prepared by McClenahan Consulting, LLC, dated June 2015 and revised October 2015, shall be relocated to another location on-site as identified in the approved landscape plans.
- **TREE PROTECTION MEASURES:** The applicant shall revise the arborist report prepared by McClenahan Consulting, LLC, dated June 2015 and revised in October 2015, to include tree protection measures and a preservation plan for trees to remain and be relocated on-site. These measures shall be included as notes on the title sheet of all grading and landscape plans and shall include at a minimum six-foot chain link fencing at the drip line, a continuous maintenance and care program, protective grading techniques, and no materials storage within the drip line of any tree on the project site.

4f. The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV) Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The North Bayshore Precise Plan area, including the project site, is located outside the SCV Habitat Plan area, and the project site is not within a SCV Habitat Plan expanded study area for burrowing owl conservation.

Nitrogen deposition contribution estimates to impacts on serpentine habitat in Santa Clara County were made as a part of the development of the SCV Habitat Plan. On pages 343-344 of the North Bayshore Precise Plan Draft EIR, the City of Mountain View concluded that the nitrogen emissions (based on existing and future vehicle emissions) which would result from build-out of the Precise Plan were found less than cumulatively considerable (given that buildout of the Precise Plan is a small portion of Santa Clara County’s overall emissions). The SCV Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future), and identifies measures to conserve and manage serpentine areas over the term of the SCV Habitat Plan, such that cumulative impacts to this habitat and Bay checkerspot butterfly would not be significant and adverse. For these reasons, the project would not conflict with an adopted habitat conservation plan.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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5. CULTURAL RESOURCES.

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Draft NBPP EIR (2014) pp. 259	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft NBPP EIR (2014) pp. 257-258	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Draft NBPP EIR (2014) pp. 258	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	Draft NBPP EIR (2014) pp. 258-259	No	No	No	N/A

Discussion:

Permanente Creek is located approximately 950 feet west of the site, and Stevens Creek is located along the eastern border of the Precise Plan area. The North Bayshore Precise Plan EIR did not identify any direct impacts to these watercourses. Given the project site was developed with industrial/commercial uses until approximately 2007, and the site is surrounded by urban development, it is unlikely that buried historical or prehistoric resources are present. There are currently no structures on the project site.

5a. The project site is vacant and does not contain structures. Based on the North Bayshore Precise Plan EIR, there are no historic resources listed in the National Register of Historic Places or the California Register of Historical Resources, and the North Bayshore Precise Plan area does not contain property or parcels listed on the City’s Register of Historic Resources. Therefore, the project would not result in a significant impact on historic resources.

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

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

Standard Conditions of Approval:

- **DISCOVERY OF ARCHAEOLOGICAL RESOURCES:** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.
- **DISCOVERY OF HUMAN REMAINS:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall

verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

- **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.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
6. GEOLOGY AND SOILS.					
Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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? 	Draft NBPP EIR (2014) pp.192-194	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Draft NBPP EIR (2014) pp. 193	No	No	No	N/A
c. 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	Draft NBPP EIR (2014) pp. 192-194	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
landslide, lateral spreading, subsidence, liquefaction or collapse?					
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	Draft NBPP EIR (2014) pp. 193-194	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Draft NBPP EIR (2014) pp. 194	No	No	No	N/A

Discussion:

Consistent with the conclusions of the North Bayshore Precise Plan EIR, the project site is underlain by Urbanland-Hangerone complex soils which are primarily comprised of imported material as well as clay, clay loam, and gravelly loam to a depth of approximately eight feet below ground surface.² The soils exhibit a low to high expansion potential. The project site is within a seismically active region, and the North Bayshore Precise Plan area is within a liquefaction hazard zone.

6a. As disclosed in the North Bayshore Precise Plan EIR, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map. While no active faults are known to cross the project site and fault rupture is not anticipated to occur, ground shaking on the site could damage structures and threaten

² United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey: Santa Clara Area, California, Western Part (CA641)*. Available at: <<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>>. Accessed February 29, 2016.

future occupants of the proposed development. In addition, the project site is located in a liquefaction hazard area, which is consistent with the conclusions in the Precise Plan EIR.

To avoid or minimize potential damage from seismic shaking and liquefaction, the proposed project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2013) California Building Code. Specific recommendations contained in a geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division, in accordance with the standard condition of approval listed below. Implementation of standard conditions of approval and General Plan Policies would reduce the impacts of seismically induced ground shaking and liquefaction on the project and reduce the risk of loss, injury or death.

The project would not be subject to substantial slope instability or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Therefore, the impacts of landslides on the project would be less than significant.

As identified in the North Bayshore Precise Plan EIR, the project would implement General Plan policies PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, PSA 4.2, and INC 2.3 to reduce the impacts of geologic hazards on future site occupants. Compliance with the California Building Code, General Plan policies, and the City's standard conditions of approval, will ensure that geological impacts related to implementation of the proposed project would be less than significant.

6b. Given the site and site area's flat topography, the proposed project would not be subject to substantial erosion. Therefore, the project would not expose people or structures to significant erosion-related hazards.

6c-d. Soils with a high expansion potential occur on-site, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Given the proximity (within 10 miles) of seismically active faults, seismic ground shaking could result in liquefaction, liquefaction-induced lateral spreading, or differential settlement. Implementation of Mountain View standard conditions of approval, would reduce the impacts of expansive soils, seismic and seismic-related hazards to a less than significant level.

6e. The project would connect to City sewer lines along Plymouth Street. Septic tanks or alternative wastewater disposal systems for the disposal of wastewater are not proposed. Therefore, septic tanks or alternative wastewater systems would have no impact on the project site's soils.

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

Standard Conditions of Approval:

In accordance with Action PSA 4.2.6 of the 2030 General Plan, the following standard conditions of approval shall be implemented to reduce the impacts of expansive soils, seismic, and seismic-related hazards (e.g., liquefaction, lateral spreading and differential settlement) on the site to a less than significant level:

- **GEOTECHNICAL REPORT:** 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 back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
7. GREENHOUSE GAS EMISSIONS.					
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Draft NBPP EIR (2014) pp. 164-165, 167	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Draft NBPP EIR (2014) pp. 164-165, 167	No	No	No	N/A
<p><u>Discussion:</u></p> <p>7a.-b. The North Bayshore Precise Plan EIR concluded that all future projects, including the proposed project, that are consistent with the Mountain View Greenhouse Gas Reduction Program and the 2030 General Plan would result in a less than significant impact.</p> <p>The proposed project complies with the City of Mountain View Greenhouse Gas Reduction Measures, and includes a Transportation Demand Management (TDM) Plan that meets the requirements listed in the North Bayshore Precise Plan Draft EIR. Additionally, developments in North Bayshore must provide monitoring reports to the City to identify the success of the various components of the TDM program, to ensure that the Precise Plan meets its mode share goals.</p> <p><u>Conclusion:</u> The proposed office development project would not result in a new or substantially increased environmental impact compared to the North Bayshore Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8. HAZARDS AND HAZARDOUS MATERIALS.					
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft NBPP EIR (2014) pp. 239-244	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Draft NBPP EIR (2014) pp. 239-244	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft NBPP EIR (2014) pp. 239-244	No	No	No	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Draft NBPP EIR (2014) pp. 239-244	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use	Draft NBPP EIR (2014) pp. 244-249	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
airport, would the project result in a safety hazard for people residing or working in the project area?					
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Draft NBPP EIR (2014) pp. 244-249	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft NBPP EIR (2014) pp. 249	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Draft NBPP EIR (2014) pp. 249-250	No	No	No	N/A

Discussion:

The discussion in this section is based in part on the *Phase I Environmental Site Assessment, 1615 and 1625 Plymouth Street, Mountain View, California*, prepared by Cornerstone Earth Group in June 29, 2015, which is attached as Appendix C.

Hazardous materials reports prepared by *Conestoga-Rovers & Associates* in 2013 and 2014 were also referenced. Further information was obtained from the State Water Resources Control Board (SWRCB) ‘Geotracker’ website: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL18253674

Existing Setting and Background: The proposed project site is currently vacant, with remnant landscaping and trees. Light industrial buildings with the addresses of 1615 and 1625 Plymouth Street were previously located on the site, which were demolished in 2006 and 2007, respectively. An existing building at 1555 Plymouth Street east of the project site is included in the site's hazardous materials cleanup activities. This building is currently occupied by light industrial uses. The three properties together are referred to as the "Montwood" site.

Soil, soil vapor, and groundwater at the project site has been affected by contamination from two main sources: 1) the migration of contaminated groundwater from an existing plume south of US 101 (the Teledyne-Spectra Physics plume, described below), and 2) on-site manufacturing activities in previous decades. Detailed descriptions of the former industrial activities at the site and previous environmental investigations can be found in the Phase I Environmental Site Assessment in Appendix C.

1) Off-site plume: The project site resides within an area underlain by a relatively large regional plume of chlorinated volatile organic compound (CVOC) impacted groundwater. The plume is referred to as the North Bayshore Area (NBA) plume. The plume is about one mile in length, and as much as 2,000 feet wide in some areas. The primary chemical of concern (COC) in the plume is trichloroethene (TCE) and to a lesser degree its biodegradation by-product cis-1,2-dichloroethene (cDCE). The NBA plume originates from the Former Spectra-Physics Lasers, Inc. facility at 1250 West Middlefield Road, and the Former Teledyne Semiconductor facilities located at 1300 Terra Bella Avenue. These sites are listed on the National Priorities List and are overseen by the United States Environmental Protection Agency (EPA) and San Francisco Bay Regional Water Quality Control Board (Regional Water Board). These sites are located hydraulically upgradient (south) of the site.

Numerous investigations have been conducted since November 1991 to characterize the extent of the plume on-site. Previous investigations have characterized the site geology/hydrogeology in the Shallow, Upper-Intermediate, and Lower-Intermediate aquifers, including areas downgradient of the site and adjacent properties. Ongoing groundwater monitoring of the wells associated with the site has been conducted since 1993.

2. On-site Activities: From 1960 to 1980, Arrow Development Company used the previously undivided site to manufacture amusement park rides. The subsequent owner of the site formed 'Montwood' as a holding company and operated at the site until the Union Pacific Railroad (UPRR) purchased the properties. Operations on-site used chlorinated solvents known as volatile organic compounds (VOCs), including TCE for vapor degreasing in the manufacturing process. The main release of chlorinated solvents is believed to have occurred during the occupancy of Arrow Development Company from 1960-1980.

The property contains a 16-foot deep well, a 50-foot deep well, and a 200-foot deep well, which are classified as 'abandoned,' in addition to numerous monitoring wells.

Sanmina filed a Covenant and Environmental Restriction on the 1625 Plymouth Street property on January 25, 2007 with the County of Santa Clara in accordance with a Cleanup and Abatement Order (CAO) issued by the Water Board in 2001. The document stipulates the following:

- Restrictions on drilling and well installation;
- Restrictions on extracting groundwater from the shallow zone;
- Notification requirements for all leases and purchase agreements;
- Requirements for evaluation of potential health risks prior to residential development;
- Access requirements for certain inspection, maintenance and monitoring tasks;
- Requirements for development (all development must be consistent with any existing operative Water Board Order, and all uses and development must preserve the integrity of any remedial measures that are in place).

The covenant remains in place regardless of whether the property is sold or transferred to new ownership. All site development must be coordinated with the Water Board, and compliance with the Covenant and Environmental Restriction should be maintained.

The Regional Water Board is the lead agency overseeing soil and groundwater investigation and cleanup at this site. The Regional Water Board approved a Remedial Action Plan in a letter dated June 10, 2013.

Monitoring, reporting, and hazardous materials remediation has been on-going at the site since the identification of the groundwater contamination, and the applicants for the proposed project have been coordinating with Regional Water Board regarding the development of the site. The site will remain under Regional Water Board jurisdiction until a “No Further Action” letter can be issued.

8a., b. The North Bayshore Precise Plan EIR concluded that projects that comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard City conditions of approval will reduce the potential for hazardous materials impacts to existing residents and businesses in and near the Precise Plan area to a less than significant level. The proposed office project will be required to comply with the cleanup and development requirements under the direction of the Regional Water Quality Control Board, and for this reason would not result in a new or substantially increased significant impact. (See also Section 8.d, below.)

8c. The proposed project does not propose child care or school uses. The applicant proposes to construct an office building, which would not be a substantial emitter of hazardous materials or hazardous waste (following construction).

8d. The proposed project site is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The site has been under review and remediation for over 20 years, and cleanup and oversight by the Regional Water Board is continuing.

The North Bayshore Precise Plan EIR found that all future development projects will be required to comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard conditions of approval related to hazardous materials and hazardous waste. Future projects that demonstrate consistency with these regulations, policies, and conditions of approval would reduce potential impacts associated with contaminated soils, groundwater, and hazardous building materials, to a less than significant level.

The following 2030 General Plan policies, standard Mountain View conditions of approval, and requirements of the Regional Water Quality Control Board would apply to the project. With

incorporation of the following standard conditions of approval, the proposed office development project would not result in a new or substantially increased environmental impact compared to the North Bayshore Precise Plan EIR.

Standard Conditions of Approval: In coordination with the responsible parties and the Water Board, the following City of Mountain View conditions of approval would apply to the proposed project:

- **VAPOR BARRIER:** Installation of a high-quality vapor barrier with an active venting system to protect building occupants from any TCE vapors. This “sub-slab depressurization system” (SSD) will be overlain by a spray-applied membrane. The system will be designed to function by continuously creating a lower pressure directly underneath the building slab relative to the pressure within the building. The resulting sub-slab negative pressure will inhibit soil gases from flowing into the building. The spray-applied membrane will be placed between the foundation of the building and the base materials, effectively sealing penetrations and the sub-slab to create an additional barrier to vapors from permeating through the slab and into the building.
- **GROUNDWATER WELLS AND CONVEYANCE PIPING:** Replacement of groundwater monitoring wells that would be displaced by project construction. Some monitoring wells would be destroyed, and the ‘abandoned’ wells will be identified and destroyed in conformance with SCVWD regulations.
 - The project will also relocate the on-site groundwater conveyance piping associated with the groundwater treatment system for the Teledyne-Spectra Physics plume under the oversight of the Water Board and/or EPA.
 - Potential installation of recirculation wells under the building footprint to facilitate any future remediation that might be determined to be necessary.
 - Wells and piping shall be protected during construction activities or destroyed under oversight from the San Francisco Bay Regional Water Quality Control Board (RWQCB) and under permit from the Santa Clara Valley Water District (SCVWD).
 - On-site storm drain piping and associated sediment that may be contaminated with copper and lead shall be removed, sampled and tested, and properly disposed of; or cleaned and abandoned in place.
- **SOIL AND GROUNDWATER MANAGEMENT PLAN:** Prior to building permit submittal, a Soil and Groundwater Management Plan (SMP) will be completed to establish management practices for handling contaminated soil, soil vapor, ground water or other materials. The SMP will be submitted to the Regional Water Quality Control Board for review and approval, and its measures will be required to be incorporated into the project design documents. The SMP will provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of VOCs in the soil and groundwater. The details of the SMP shall include the provision of a vapor barrier and details about ventilation systems for the buildings, including air exchange rates and operation schedules for the systems. The SMP will also contain contingency plans to be implemented during excavation activities if unanticipated hazardous materials are encountered.

The SMP shall be reviewed and approved by the Santa Clara County Department of Environmental Health, the San Francisco Bay Regional Water Quality Control Board (RWQCB), Department of

Toxic Substances Control (DTSC), or other appropriate agency addressing oversight to establish management practices for handling contaminated soil or other materials (including groundwater) if encountered during demolition and construction activities prior to the issuance of building permits, including any earth-moving activities such as grading. Any imported soil should be documented as to source and quality.

- **HEALTH AND SAFETY PLAN:** A Health and Safety Plan (HSP) will also be prepared to provide the protocols for site-specific training, personal protective equipment, VOC monitoring, decontamination measures, etc. The general contractor will be required to incorporate the provisions of the HSP into their site health and safety program. The Health and Safety Plan (HSP) will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. Each contractor working at the site shall prepare a health and safety plan that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. Employees conducting earthwork activities at the site must complete a 40-hour training course, including respirator and personal protective equipment training. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater were handled according to requirements of the SMP.
- **OPERATIONS AND MAINTENANCE PLAN:** An Operations and Maintenance Plan shall be prepared if contaminated soil (as defined in the SMP) is to be left in place. The purpose of this plan is to notify tenants of the existence and location of this contamination, and to provide protocols for handling this soil if encountered during site maintenance activities.
- **AGRICULTURAL CHEMICALS:** Agricultural chemicals have not been identified by the Water Board as chemicals of concern at the site, but if they are found to be present, soil management measures may be required during construction and earthwork activities, and sampling of excess soil will be required to evaluate appropriate disposal facilities.
- **GROUNDWATER INTERCEPTION:** If utility trenches extend into the top of groundwater, appropriate measures will be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill “plugs” at intervals on-site and where the utility trenches extend off-site, watertight fittings for utility conduits to reduce the potential for groundwater to migrate into the conduits, and if deep foundation systems are proposed, the foundations shall incorporate measures to help reduce the potential for the downward migration of contaminated groundwater.

A corrosion study must also be performed by a licensed professional engineer due to the presence of VOCs and their potential detrimental impacts on utility pipelines to determine protective measures for utilities, which could include wrapping piping with corrosion-resistant tape, applying an epoxy coating, using corrosion-resistant piping materials (including gaskets, flanges, and couplings), and/or installing a cathodic protection system. Contractors working on-site shall implement all recommended protection measures.

- **COVENANT AND ENVIRONMENTAL RESTRICTION:** A covenant and environmental restriction is recorded on the property in accordance with the Cleanup and Abatement Order 01-

010 issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB) on January 24, 2001. This covenant remains in place and the site development shall be coordinated with the RWQCB and in compliance with the restrictions imposed in the covenant and environmental restriction.

The proposed office project will be required to comply with the cleanup and development requirements under the direction of the City of Mountain View and the Regional Water Quality Control Board, and for this reason would not result in a new or substantially increased hazardous materials impact.

The proposed office project will be required to comply with the cleanup and development requirements under the direction of the City of Mountain View, the Regional Water Quality Control Board, and (as necessary), the U.S. Environmental Protection Agency, and for this reason would not result in a new or substantially increased hazardous materials impact.

8e.f. The proposed office use and development is consistent with the Moffett Federal Airfield Comprehensive Land Use Plan and Mountain View 2030 General Plan Policy LUD 2.5 (Encourage compatible land uses within the Airport Influence Area for Moffett Federal Airfield as part of Santa Clara County's Comprehensive Land Use Plan).

8g. The proposed project would not interfere with an adopted Mountain View emergency response or evacuation plan.

8h. The project site, and the greater North Bayshore Precise Plan area, are not adjacent to wildland areas.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Implemented or Address Impacts.
9. HYDROLOGY AND WATER QUALITY.					
Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	Draft NBPP EIR (2014) pp. 177-180	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Draft NBPP EIR (2014) pp. 184	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Draft NBPP EIR (2014) pp. 182-183	No	No	No	N/A
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in	Draft NBPP EIR (2014) pp. 182-184	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
flooding on- or off-site?					
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Draft NBPP EIR (2014) pp. 177-182	No	No	No	N/A
f. Otherwise substantially degrade water quality?	Draft NBPP EIR (2014) pp. 177-180	No	No	No	N/A
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Draft NBPP EIR (2014) pp. 182-184	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Draft NBPP EIR (2014) pp. 182-184	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Draft NBPP EIR (2014) pp. 182-184	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	Draft NBPP EIR (2014) pp. 182-184	No	No	No	N/A

Discussion:

The elevations of the proposed project site vary between approximately 16.0 and 21.7 feet, with the site generally sloping toward Plymouth Street. According to the Flood Insurance Rate Map Community Panel 06085C-0039H, dated May 18, 2009, the proposed project site lies within Flood Zone X. Flood Zone X consists of areas of 0.2 percent chance flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas of protected levees from one percent annual chance flood.

9a. The proposed project would be required to comply with standard City conditions of approval, based on Regional Water Quality Control Board requirements, to reduce water quality impacts during construction. These include the State of California Construction General Stormwater Permit and the Municipal Regional Permit. The project would not result in new or greater impacts to water quality standards or waste discharge requirements than those identified in the North Bayshore Precise Plan EIR.

9b. The proposed project would not deplete groundwater supplies or interfere with groundwater recharge. The project would be consistent with the North Bayshore Precise Plan, and would not result in new or substantially increased impacts than those described in the North Bayshore Precise Plan EIR.

9c-d. The proposed project would construct office uses within an existing urban area, on a site that had been previously developed. The proposed project would not alter the drainage pattern of the area. The project would implement stormwater treatment facilities, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements and the North Bayshore Precise Plan Stormwater Management Standards and Guidelines. The project would not result in new or substantially increased impacts than those described in the North Bayshore Precise Plan EIR.

9e-f. The proposed project would develop and increase the amount of impervious surfaces on the site. The North Bayshore Precise Plan builds on the C.3 provisions for the installation of stormwater treatment controls, adding requirements for higher treatment levels for stormwater and accelerating reduction in trash loads. The project would comply with the standards and guidelines in the North Bayshore Precise Plan, and other requirements as applicable, and so would not create runoff that would exceed the capacity of stormwater drainage systems. The project would not result in new or substantially increased impacts than those described in the North Bayshore Precise Plan EIR.

9g-i. The proposed project site is not located in a FEMA flood hazard zone, and is not within the areas that would be affected by projected sea level rise under either an eight-inch sea level rise scenario or a 31-inch sea level rise scenario.³ Based on the location of the project outside of these flood zones, the project would not result in a significant impact from flooding.

³ City of Mountain View. Prepared by ESA PWA with AMEC, HDR, SCI, and HT Harvey. *Final Draft -- Shoreline Regional Park Community Sea Level Rise Study: Feasibility Report and Capital Improvement Program*. December 18, 2012.

9j. According to the North Bayshore Precise Plan EIR, the location of the North Bayshore Precise Plan Area is not likely to be affected by seiches, tsunamis, or mudflow and no policies or actions are needed to further reduce the impact.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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10. LAND USE AND PLANNING.

Would the project:

a. Physically divide an established community?	Draft NBPP EIR (2014) page 49	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Draft NBPP EIR (2014) pp. 50-52	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Draft NBPP EIR (2014) pp. 343-344	No	No	No	N/A

Discussion:

10a. The North Bayshore Precise Plan EIR did not identify a significant impact from land use compatibility issues, since the land uses proposed as part of the Precise Plan zoning did not represent substantially different uses than the existing office and commercial uses in the area. In addition, the Precise Plan provides standards and guidelines to assist in the transition between different character areas and intensities and sensitive uses in the plan area. The proposed project would be consistent with the land use and intensity analyzed in the North Bayshore Precise Plan EIR, and would not result in a land use compatibility impact.

10b. The North Bayshore Precise Plan EIR did not identify any significant impacts from a conflict with applicable land use plans, policies, and regulations. The proposed office project is consistent with the site's *North Bayshore Mixed-Use* General Plan land use designation and the current *North Bayshore Precise Plan* zoning. For these reasons, the proposed office project would not result in a land use conflict.

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

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
11. MINERAL RESOURCES.					
Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	General Plan EIR, pp. 325	No	No	No	No
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?	General Plan EIR, pp. 325	No	No	No	No
<p><u>Discussion:</u></p> <p>11a-b. Based on the General Plan EIR and the State of California maps of aggregate resources, there are no minerals or aggregate resources of statewide importance located within Mountain View. There are no natural gas, oil, or geothermal resources identified in or adjacent to Mountain View. The site is in an urban area and there are no locally-important mineral resources identified by the 2030 General Plan.</p> <p><u>Conclusion:</u> The proposed office development project would not result in a new or substantially increased environmental impact compared to the North Bayshore Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.</p>					

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
12. NOISE.					
Would the project result in:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?	Draft NBPP EIR (2014) pp. 131-132	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Draft NBPP EIR (2014) pp. 132-133	No	No	No	N/A
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft NBPP EIR (2014) pp. 133-134	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft NBPP EIR (2014) pp. 134-136	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Draft NBPP EIR (2014) pp. 244-249	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Draft NBPP EIR (2014) pp. 244-249	No	No	No	N/A

Discussion:

The discussion in this section is based in part on the “1625 Plymouth Street Environmental Noise and Vibration Assessment, Mountain View, California,” prepared by *Illingworth & Rodkin, Inc.*, in April 2016. This report is attached to this checklist as Appendix D.

Existing Setting: A noise monitoring survey was performed at the site by *Illingworth & Rodkin* from January 26-28, 2016. The monitoring survey included one long-term noise measurement and two short-term noise measurements. The noise environment at the site and in the surrounding areas results primarily from vehicular traffic along US 101. Secondary traffic noise sources include Plymouth Street and adjacent parking lots. Aircraft associated with Moffett Federal Airfield also affect the noise environment at the project site.

One long-term noise measurement was collected in the approximate center of the project site. Hourly average noise levels at this location typically ranged from 58 to 64 dBA L_{eq} during the day, and from 54 to 64 dBA L_{eq} at night. The day-night average noise level during the noise survey ranged from 65 to 67 dBA L_{dn} . Short-term noise readings are shown in the following table:

Noise Measurement Location (Date, Time)	Measured Noise Level, dBA						Calculated L_{dn} , dBA
	L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	$L_{eq(10)}$	
ST-1: ~405 feet from centerline of nearest US 101 Northbound lane (1/28/2016, 14:10-14:20)	72	71	70	68	67	68	72
ST-2: ~95 feet from centerline of Plymouth St. (1/28/2016, 14:30-14:40)	65	63	60	59	58	59	63

12a. Exterior Noise Levels: The North Bayshore Precise Plan EIR identified a less than significant impact to future development projects from ambient noise, assuming compliance with 2030 General Plan policies NOI 1.1, NOI 1.2, NOI 1.3, NOI 1.4, and NOI 1.7, along with implementation of standard conditions of approval. Based on the noise analysis included as Appendix D, the future exterior noise

levels at the outdoor use areas would be below the City's 67.5 dBA L_{dn} threshold for exterior noise environments at office buildings.

Stationary Equipment Noise: Typical air conditioning units and heat pumps for office buildings range from about 63 to 67 dBA L_{eq} at a distance of 50 feet. The nearest sensitive receptors would be located at least 255 feet from the project site. At this distance, the unmitigated mechanical equipment noise would range from 49 to 53 dBA L_{eq} . These levels are below the existing ambient noise levels and the 55 dBA L_{eq} daytime limit, but would potentially exceed the 50 dBA L_{eq} nighttime limit. However, an existing office building adjacent to the eastern boundary of the project site would provide at least five dBA shielding from the mechanical equipment at the project site.

With incorporation of the following standard conditions of approval, the proposed office development project would not result in a new or substantially increased environmental impact compared to the North Bayshore Precise Plan EIR and Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Standard Conditions of Approval:

- **MECHANICAL EQUIPMENT:** The noise emitted by any mechanical equipment on the project site shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on a residentially used property.

Based on this analysis, no mitigation measures are required to reduce noise impacts in excess of standards, and the project would not result in a new or substantially increased significant impact than those described in the North Bayshore Precise Plan EIR.

12b. Vibration: Based on the noise analysis included as Appendix D, construction-related vibration levels resulting from activities at the project site would not exceed 0.3 in/sec PPV at the nearest residential and commercial land uses. Therefore, no mitigation measures are required, and the project would not result in a new or substantially increased significant impact.

12c. Project Traffic Noise: Project traffic data was provided for the noise analysis attached as Appendix D. Based on this analysis, the proposed project would result in an increase in permanent noise levels of approximately one dBA L_{dn} or less, which would not represent a substantial permanent noise level increase at the nearby noise-sensitive receptors. The proposed project would comply with 2030 General Plan Policies NOI 1.1, 1.3, and 1.4. By reducing vehicle trips through Transportation Demand Management measures, the project would also comply with General Plan Policies NOI 1.5 (Reduce the noise impacts from major arterials and freeways) and NOI 1.6 (Minimize noise impacts on noise-sensitive land uses).

Parking Garage Noise: Based on the existing noise level measurements discussed above, maximum instantaneous noise levels at the noise-sensitive receptors would range from 65 to 68 dBA L_{max} . Since the parking structure noise levels would be less than existing levels, this would not cause a permanent noise level increase.

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

12d. Temporary Construction Noise: Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. Where noise from construction activities exceeds 60 dBA L_{eq} and exceeds the ambient noise environment by at least five dBA L_{eq} at noise-sensitive uses in the project vicinity for a period exceeding one year, the impact would be considered significant.

The nearest noise-sensitive receptor, located approximately 255 feet east of the project site, would have existing daytime ambient noise levels similar to the measurements taken at the project site, which ranged from 58 to 64 dBA L_{eq} . The residences located to the south opposite US 101 were not considered as part of this analysis, since these residences are shielded by an existing eight- to ten-foot sound wall. Combined with traffic noise along US 101 and the distance of 420 feet or more from the project site, construction activities from the proposed project would have little to no effect on residences south of US 101.

The proposed project is expected to take approximately 16 months to complete. Construction activities would include demolition, site preparation, excavation, grading, trenching, building construction, paving, and architectural coating. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

Noise levels would exceed 60 dBA L_{eq} at times during project construction phases. With ambient levels at the nearby residence ranging from 58 to 64 dBA L_{eq} , construction noise levels would exceed the ambient noise environment by five dBA L_{eq} or more during demolition, site preparation, grading/excavation, trenching, building exterior, and paving phases. Since construction noise for the proposed project is expected to exceed 60 dBA L_{eq} and exceed ambient levels at the nearby residences by more than five dBA L_{eq} for a period of more than one year, this could be a significant impact.

Construction activities will be conducted in accordance with the provisions of the City's Municipal Code, which limits construction work between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and prohibits construction on weekends and holidays. Further, the City shall require the construction crew to adhere to the following construction best management practices as standard conditions of approval to reduce construction noise levels emanating from the site and to minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity. The implementation of these reasonable and feasible controls would reduce construction noise levels emanating from the site by five to 10 dBA in order to minimize disruption and annoyance. With the implementation of these controls, as well as the Municipal Code limits on allowable construction hours, and considering that construction is temporary, the impact would be less than significant.

With incorporation of the following standard conditions of approval, the proposed office development project would not result in a new or substantially increased environmental impact compared to the North Bayshore Precise Plan EIR and Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Standard Conditions of Approval:

- **CONSTRUCTION NOISE PLAN:** Implement a construction noise control plan, including, but not limited to, the following available controls:
 - Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 feet of adjoining sensitive land uses. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
 - Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - Unnecessary idling of internal combustion engines should be strictly prohibited.
 - Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used. Any enclosure openings or venting shall face away from sensitive receptors.
 - Utilize “quiet” air compressors and other stationary noise sources where technology exists.
 - Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
 - Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
 - Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
 - The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 300’ 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.

- **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 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.

12e, f. Moffett Federal Airfield is a joint civil-military airport located approximately 1.5 miles northeast of the project site. According to the Moffett Federal Airfield Airport Land Use Plan, 2022 Aircraft Noise Contour, the project site does not fall within the airport influence area and is located outside the 60 dBA CNEL noise contour. Noise from aircraft would not substantially increase ambient noise levels at the project site, and interior noise levels resulting from aircraft would be compatible with the proposed project.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
13. POPULATION AND HOUSING.					
Would the Project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Draft NBPP EIR (2014) pp. 52-53	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Draft NBPP EIR (2014) pp. 52-53	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Draft NBPP EIR (2014) pp. 52-53	No	No	No	N/A
<p><u>Discussion:</u></p> <p>The project would include the construction of a six-story, 224,508 square foot office development. The project would generate approximately 900 of the 13,346 employees assumed for build-out of the Precise Plan.⁴ There are no existing residents or employees on the project site.</p> <p>13a: The project site is within the North Bayshore Precise Plan area and is consistent with the Precise Plan’s development assumptions; the project would not cause the number of jobs or employees to exceed projections in the North Bayshore Precise Plan EIR. The project would, therefore, not contribute to substantially worsening the jobs/housing ratio beyond that identified for the North Bayshore Precise Plan</p>					

⁴ For the Precise Plan area in 2030, the assumed densities for Office and R&D land uses were 3.5 to 4.0 employees per 1,000 square feet, respectively.

EIR. The project would result in minor road improvements (to Plymouth Street) and would not result in substantial improvements to infrastructure that would indirectly result in population growth. The project would not result in substantial population growth in the area beyond the growth identified in the North Bayshore Precise Plan EIR.

13b-c: The project site is vacant and does not contain housing and would, therefore, not displace people or housing nor necessitate the construction of replacement housing elsewhere. The proposed office development would be developed on a vacant parcel, and would not displace existing housing or residents.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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14. PUBLIC SERVICES.

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

Fire protection?	NBPP Draft EIR (2014), pp. 307-308	No	No	No	N/A
Police protection?	NBPP Draft EIR (2014), pp. 308-309	No	No	No	N/A
Schools?	NBPP Draft EIR (2014), pp. 306	No	No	No	N/A
Parks?	NBPP Draft EIR (2014), pp. 308-309	No	No	No	N/A
Other public facilities?	NBPP Draft EIR (2014), pp. 306	No	No	No	N/A

Discussion:

14. Public Services

Consistent with the North Bayshore Precise Plan EIR, development of the proposed office development would incrementally increase the use of public facilities.

Fire Protection: Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 75,275 and an area of 12 square miles. Consistent with the build-out of the Precise Plan, the proposed project would be constructed to current Fire Code standards, and would not increase the urban area already served by the Mountain View Fire Department (MVFD). The proposed office development is consistent with the growth projected in the North Bayshore Precise Plan and 2030 General Plan, and the MVFD does not anticipate the need to construct a new fire station to accommodate buildout of the project. For these reasons, the proposed development's incremental demand for fire services would not result in the need to expand or construct

new fire facilities. The project would comply with General Plan Policies PSA 1.1 and PSA 3.1, which are intended to reduce impacts to emergency response times. The proposed office development would not substantially impact the provision of fire protection and rescue response, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the proposed project would have a less than significant impact on fire services and facilities.

Police Services: Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 95 sworn and 49.5 non-sworn personnel. The proposed office development would be designed and constructed in conformance with current codes and reviewed by the Mountain View Police Department (MVPD) to ensure appropriate safety features that minimize criminal activity are incorporated into the project design.

Development associated with the proposed project would not increase the urban area already served by the MVPD and is consistent with growth projected in the Precise Plan and 2030 General Plan. The proposed project would comply with General Plan Policies PSA 1.1, PSA 2.1, PSA 2.2, and PSA 2.3, which are intended to reduce impacts to emergency response times. The proposed project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the project's incremental demand for police services would not result in the need to expand or construct new police facilities.

Parks: Consistent with the Precise Plan EIR, the increase in employees may incrementally increase the use and demand for park facilities in the Precise Plan area, since workers generated from the project may utilize the parks and open space amenities during breaks or after work. This incremental increase would be considered less than significant, since the existing parks are adequate to accommodate additional users.

The project would include public open space areas and outdoor terraces which would reduce the employee use of the existing parks in the area. The project would comply with *Chapter 3.9, On-site Open Space* of the Precise Plan (pages 60-61), which includes guidelines for the future parks and open space network in the North Bayshore area. Given the existing parks are adequate to serve the project, and the project would be in compliance with the Precise Plan, the project would not result in substantial deterioration of existing parks in the project area.

The existing parks are adequate to accommodate the project's employees and implementation of the proposed project would not require the expansion of existing recreational facilities, nor would the project require the construction of new facilities beyond what is planned in the North Bayshore Precise Plan. The project would, therefore, not result in the construction and or expansion of recreational facilities that would adversely affect the environment.

Schools and Other Public Facilities (Libraries): Consistent with the Precise Plan, the project does not include new residences and, therefore, the project would not result in an increase in demand for schools or libraries.

Development of the proposed office development would incrementally increase the use of public facilities.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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15. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	NBPP Draft EIR (2014), pp. 308-309	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	NBPP Draft EIR (2014), pp. 308-309	No	No	No	N/A

Discussion:

The City of Mountain View currently owns 972 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The North Bayshore Precise Plan area, including the current project site, is located within the North Bayshore Planning Area of the City of Mountain View *2014 Parks and Open Space Plan*. Parks located within this planning area include Shoreline at Mountain View Regional Park, Charleston Park, Stevens Creek Trail, Permanente Creek Trail, and a community dog park. Charleston Park is a 6.5-acre park located on 1500 Charleston Road, approximately 0.3 miles north of the project site. Charleston Park is the only public park located within the North Bayshore Precise Plan area, and is the nearest park/open space facility to the site. Charleston Park contains meandering walking paths, with park amenities including grass fields and sitting areas.

The project would include public open space areas along the Plymouth Street frontage, which would be comprised of landscaped outdoor seating and dining areas. Another public open space area, comprised of a landscaped outdoor seating/lounge area and a volleyball court would be located between the office building and parking garage. Outdoor terraces would be located on the third, fourth, fifth and sixth floors. The third floor terrace, which would be on the roof of the two-story pavilion, and sixth floor terrace and would be comprised of a landscaped outdoor seating/lounge area.

15a. The project would include public open space areas and outdoor terraces which would reduce the employee use of the existing parks in the area. The project would comply with *Chapter 3.9, On-site Open Space* of the Precise Plan (pages 60-61), which includes guidelines and standards for the future parks and open space network in the North Bayshore area. Given the existing parks are adequate to serve the project, and the project would provide public recreational areas in compliance with *Section 3.9, On-site Open Space* of the Precise Plan, the project would not result substantial deterioration of existing parks in the project area. For these reasons, the project would result in a less than significant impact on existing park and recreational facilities.

Based on the Precise Plan EIR estimated land use densities for office use and the proposed office building square footage, the proposed project would generate approximately 900 employees. The proposed project's increase in employees may incrementally increase the use and demand for park facilities in the Precise Plan area, as workers may utilize the parks and open space amenities during breaks or after work. Consistent with the conclusions of the Precise Plan EIR, this incremental increase would be considered less than significant, since the existing parks are adequate to accommodate additional users.

15b. Given that the proposed project is consistent with the conclusions of the Precise Plan EIR, existing parks are adequate to accommodate the project's employees and implementation of the proposed project would not require the expansion of existing recreational facilities nor would project require the construction of new facilities beyond what is planned in the North Bayshore Precise Plan. The project would, therefore, not result in the construction and or expansion of recreational facilities that would adversely affect the environment.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
16. TRANSPORTATION/TRAFFIC.					
Would the project:					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	NBPP EIR (2014), pp. 92-122, 314-339	No	No	No	Yes
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	NBPP EIR (2014), pp. 92-122, 314-339	No	No	No	Yes
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	NBPP EIR (2014), pp. 92-122, 314-339	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NBPP EIR (2014), pp. 92-122, 314-339	N/A	N/A	N/A	N/A
e. Result in inadequate emergency access?	NBPP EIR (2014), pp. 92-122, 314-339	No	No	No	N/A
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	NBPP EIR (2014), pp. 92-122, 314-339	No	No	No	N/A

Discussion:

The discussion in this section is based on the “Site Specific Traffic Analysis (SSTA), 1625 Plymouth Street” prepared by *Fehr & Peers* in June 2016. This report is attached to this checklist as Appendix E. The SSTA was prepared to determine if the 1625 Plymouth Street project would have new or substantially more severe impacts, new mitigation, or there are new circumstances not previously disclosed in the certified North Bayshore Precise Plan EIR.

The project proposes a Transportation Demand Management (TDM) program that outlines the approach that the project will take to reduce vehicle trips to achieve a 45 percent single-occupant vehicle (SOV) rate for employees commuting to/from the site in the AM peak period, to spread demand across time, and to make the most efficient use of the North Bayshore Precise Plan area gateways by shifting travel demand to gateways other than Shoreline Boulevard. This program is attached to this checklist as Appendix F (Fehr & Peers. “1625 Plymouth Street Transportation Demand Management Plan.” March 2016).

16a-b. Intersections: Roadway traffic operations were evaluated for the peak AM and PM commute hours during a typical midweek day during the morning (7:00 to 10:00 a.m.) and evening (4:00 to 7:00 p.m.) peak periods at 17 study intersections. The morning peak hour was found to be 8:30 to 9:30 a.m.

and the evening peak hour was found to be 5:00 to 6:00 p.m. Vehicle trip distribution was completed with the City of Mountain View travel demand model, which incorporates information about the residential origins of employees working in the North Bayshore area, based on employer surveys, and US Census and California Household Travel Survey data.

The results of the traffic study show the following three signalized and one stop-controlled intersection would be significantly impacted by the estimated traffic from the project, based on the City's criteria for determining impacts:

- Shoreline Boulevard/La Avenida-US 101 Northbound Ramps (AM and PM peak hours)
- Shoreline Boulevard/Pear Avenue (AM peak hour) (stop-controlled)
- Rengstorff Avenue/US 101 Southbound Ramps (AM and PM peak hours)
- Shoreline Boulevard/Plymouth Street (AM and PM peak hours)

The intersections noted above were previously identified as impacted by North Bayshore Precise Plan traffic. The traffic study does not recommend that the project provide improvements for the first impacted intersection identified above on Shoreline Boulevard, because the priority projects within the Precise Plan Transportation Improvement Project List, that are currently being defined in the *North Bayshore Multimodal Operations and Street Prioritization Study*, will address operations at this location, and this project will contribute funding towards those projects.

At the remaining three intersections, the following operational improvements are recommended to address the impacts of the project and have been made conditions of approval for the project:

- Shoreline Boulevard/Pear Avenue: To improve operations at the intersection of Shoreline Boulevard and Pear Avenue, provide a westbound left-turn lane from Pear Avenue to reduce the signal time allocated to this movement and, thus, increase the time that can be allocated to the heavy flows on Shoreline Boulevard.
- Shoreline Boulevard/Plymouth Street: To improve the operations at the intersection of Shoreline Boulevard and Plymouth Street, install a new traffic signal to allow protected left turns onto Plymouth Street and address the queuing deficiency of the left-turn lane from northbound Shoreline Boulevard to Plymouth Street. The North Bayshore Precise Plan Transportation Improvement Projects list includes the realignment of Plymouth Street to connect to Space Park Way at Shoreline Boulevard, with a new signal at the new intersection. Given this ultimate plan, this required signal at this intersection is considered an interim improvement to provide better traffic flow until the ultimate improvement can be constructed. The timing of this improvement is not known at this time.
- Rengstorff Avenue/US 101 Southbound Ramps: Optimize timing splits at the signals to the Highway 101 southbound ramps to restore acceptable operations.

Freeways: The North Bayshore Precise Plan EIR identified significant impacts to freeway segments in the project vicinity under both project and cumulative conditions.

The results of the traffic study also show that the proposed project would result in a significant impact on one freeway segment, based on the City's criteria for determining impacts. That segment is southbound State Route 85 between US 101 and Central Expressway, in the mixed flow lanes in the PM peak hour. The North Bayshore Precise Plan EIR describes the degradation in LOS on the freeway system caused by the 3.4 million square feet of new development in the Precise Plan, of which the 1625 Plymouth Street would be a part. The Mountain View City Council adopted a Statement of Overriding Considerations in November 2014 overriding the significant unavoidable impacts to freeways disclosed in the North Bayshore Precise Plan EIR; therefore no improvements are recommended as part of this project.

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

16d. The proposed project would be consistent with the North Bayshore Precise Plan EIR, and would not substantially increase hazards due to a design feature or incompatible land uses.

16e. The proposed project would be consistent with the North Bayshore Precise Plan EIR, and would not result in inadequate emergency access.

16f. Bicycles and Pedestrians: The project is expected to generate new bicycling and walking trips throughout the day. Bicycle trips may include commute trips and work-related, dining, shopping and recreation trips made throughout the day by employees and visitors at the site. Bicycling is facilitated by Google's GBikes, EBikes and VBikes systems, and the proposed project includes both short-term and long-term secured bicycle parking on site. Walking trips will be made throughout the day as well, and it is possible that some commute trips may be made on foot.

The project traffic consultant, *Fehr & Peers*, recommends the following site design improvements (refer to Appendix E, Chapter 4), which have been made conditions of approval for the project.

At the project access driveway:

- Stripe a westbound left turn lane with 50 feet of storage to serve inbound left turns and reduce the impact on through-traffic on Plymouth Street; a 50-foot pocket with a 45-to-60-foot transition will allow the design to fit between the Project driveway and the driveway of the site directly east of the Project site.

At the Huff Avenue intersection:

- Provide curb extensions at the northeast and northwest corners, and along Plymouth Street, with high-visibility crosswalks and bike ramps to facilitate bicycle travel to/from the site.
- Provide green-backed bicycle sharrows showing the route between Huff Avenue and the project's west-side north-south pat, as this may be bicyclists' route of choice to travel between the site and other Google and non-Google destinations in the North Bayshore area.

The recommendations above will facilitate the safety and convenience of bicycling and walking trips at the project site and connecting to the surrounding network.

Beyond these implementation of design measures, the project's payment of the North Bayshore Development Impact Fee will contribute to the funding of several important North Bayshore Precise Plan Transportation Improvement Projects (TIPs) benefitting bicycling and walking trips generated by the project.

Based on this assessment, the project will not create a hazardous condition that does not currently exist for pedestrians and bicyclists; interfere with pedestrian accessibility to the site and adjoining areas; nor conflict with an existing or planned pedestrian or bicycle facility; nor 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: Under Existing with Project Conditions, implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the North Bayshore area. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability. This impact was described in the North Bayshore Precise Plan EIR.

Commuter bus, private shuttle, and fixed-route bus services operate near the site with stops located within walking distance of the site. Rail service also operates within a short shuttle ride of the North Bayshore area. The addition of passengers from the project will increase demand on the private and public transit systems. Increasing frequency and/or capacity of the bus service could mitigate the effects of the new demands above provided or planned capacity. This effort to increase transit capacity would likely be a partnership between the City of Mountain View Transportation Management Association (TMA) and the VTA. The stated purpose of the City of Mountain View TMA is to address concerns of the TMA members and the community to reduce congestion and improve connectivity.

The City of Mountain View General Plan and the North Bayshore Precise Plan include policies to encourage an increase in the City's share of transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the project would be accommodated by existing and planned improvements to the transit system, such as access to transit improvements (e.g., transit stop enhancements, sidewalk widening, etc.), and access by transit (e.g., new and more frequent bus service and expansion of the VTA and Caltrain systems, etc.). Transit vehicle pre-emption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle travel time reliability.

The project will contribute to the implementation of the transit-supporting projects in the North Bayshore Precise Plan Transportation Improvement Project List through its payment of the North Bayshore Development Impact Fee. Based on the above assessment, while the project will add transit riders to the various transit services in the North Bayshore area, it will not disrupt existing or interfere with planned transit services or facilities.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
17. UTILITIES AND SERVICE SYSTEMS.					
Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	NBPP Final EIR (2014), pp. 292-295	No	No	No	N/A
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NBPP Final EIR (2014), pp. 292-295	No	No	No	N/A
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NBPP Final EIR (2014), pp. 295-296	No	No	No	N/A
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	NBPP Final EIR (2014), pp. 290-292	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	NBPP Final EIR (2014), pp. 292-295	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	NBPP Final EIR (2014), pp. 296-297	No	No	No	No
g. Comply with federal, state, and local statutes and regulations related to solid waste?	NBPP Final EIR (2014), pp. 296-297	No	No	No	No

Discussion:

The discussion in this section is based in part on the “1625 Plymouth Street Office Project, Utility Impact Study,” prepared by *Schaaf & Wheeler* on May 11, 2016. This report is attached to this checklist as Appendix G.

17a., b., e. The proposed project would increase wastewater generation over the current condition on the site, which is undeveloped. The North Bayshore Precise Plan EIR did not identify a significant impact to wastewater treatment facilities or sanitary sewer infrastructure, although the quantity of wastewater would be increased over the existing condition. Future development under the Precise Plan is required to contribute to a funding program for capital improvements to the sanitary sewer system, and would be required to comply with the standards and guidelines of the Precise Plan. Based on the utility impact study prepared for the proposed project, wastewater generation and the impacts on the sanitary sewer system would be within the anticipated overall increase for the North Bayshore Precise Plan area. The project will be required to contribute to a funding program for capital improvements to the sanitary sewer system.

17c. As described in Section 9, the proposed project would develop and increase the amount of impervious surfaces on the site. The North Bayshore Precise Plan builds on the C.3 provisions for the installation of stormwater treatment controls, adding requirements for higher treatment levels for stormwater and accelerating reduction in trash loads. The project would comply with the standards and guidelines in the North Bayshore Precise Plan.

17d. The Water Supply Assessment prepared for the North Bayshore Precise Plan EIR found that sufficient water supplies would be available for future development under the Precise Plan. The current proposed project is consistent with the development envisioned under the Precise Plan, and would be required to implement standard City water conservation measures as conditions of approval. The project proposes use

of recycled water for irrigation and maximum LEED points for water efficiency for core and shell development (10 points).

In addition, projects developed under the Precise Plan are required to comply with 2030 General Plan policies related to water conservation, including Policies INC 5.1 through INC 5.7, and Precise Plan standards and guidelines for water conservation. For these reasons, the proposed project would not result in a significant water supply impact.

17f., g. The project site is currently undeveloped, and the proposed project would add approximately 224,508 square feet of office development.

With incorporation of the following standard condition of approval, the proposed office development project would not result in a new or substantially increased environmental impact compared to the North Bayshore Precise Plan EIR.

Standard Conditions of Approval:

- **NORTH BAYSHORE WASTE HANDLING:** Appropriate handling of food waste is required in the North Bayshore area to preserve the health and safety of important wildlife, while reducing nuisance wildlife such as gulls, crows, ravens, jays, skunks, and raccoons. Thus, all properties with food service and/or food waste, in small or large quantities, must incorporate the following measures into their respective building and trash/recycling design included in the building permit plans, as applicable:
 - All waste shall be collected into a central corral area, where separate garbage, recycling, and composting bins will be kept. A separate tallow container, used for collection of cooking oil and grease to be recycled or disposed of, shall be provided as well. Any bins used for cooking oil/grease, composting, and food waste shall include lids that seal tightly to prevent access by animals and incorporate a mechanism to prevent them from being inadvertently left open when not in active use. This waste bin corral shall be cleaned regularly.
 - A pulping system shall be incorporated into kitchen equipment to facilitate composting while minimizing the liquid that can be spilled in the garbage corral. The pulping system will grind the waste along with the compostable ware and feed these materials through a press that removes the liquid.
 - Indoor washing facilities for waste cans, mats, and mops shall be provided, thus avoiding the potential for bits of food waste to be deposited outdoors (where nuisance species can access them) as these items are cleaned.
 - Outdoor trash and recycling receptacles (e.g., in any outdoor eating or gathering areas) shall be routinely emptied throughout the day and during evening cleaning by the janitorial service, thus ensuring that cans do not fill up and allow food waste to spill out.

- Signs shall be placed on dumpsters reminding users to close the lids so that they will not be inadvertently left open.

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
18. MANDATORY FINDINGS OF SIGNIFICANCE.					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?	NBPP Final EIR (2014), pp. 341-344	No	No	No	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	NBPP Final EIR (2014), pp. 313-348	No	No	No	Yes

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	NBPP Final EIR (2014), pp.	No	No	No	Yes
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Discussion:

18a. Biological resources and cultural resources are discussed in Sections 4 and 5 of this checklist. The project would not result in substantial impacts to these resource areas.

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

Cumulative Air Quality Impacts: The North Bayshore Precise Plan EIR would increase vehicle miles traveled (VMT) at a rate greater than the projected population increase, and could contribute to or result in a violation of air quality standards for criteria pollutants (as previously identified in the 2030 General Plan EIR), and identified a significant cumulative air quality impact. The proposed office project, however, is consistent with the 2010 Bay Area Clean Air Plan, and, therefore would not result in a cumulatively considerable impact on the region’s air quality. With the implementation of standard measure to reduce construction impacts, the project would not result in a cumulatively considerable construction air quality impact.

Cumulative Biological Resources Impacts: The proposed project and other development in the North Bayshore Precise Plan area would comply with standard conditions of approval that would reduce impact to biological resources. Therefore, the implementation of the proposed office project would not result in cumulatively considerable biological resources impacts.

Cumulative Greenhouse Gas Emissions Impacts: The Mountain View Greenhouse Gas Reduction Program (GGRP) is consistent with the goals of AB 32 and meets all of the standards consistent with the requirements of qualified GHG Reduction Strategies. Therefore, consistent with State CEQA Guidelines, all future projects that are consistent with the adopted GGRP and General Plan, including the proposed office project in North Bayshore, would not have a cumulatively considerable impact related to GHG emissions.

Cumulative Hazardous Materials Impacts: Hazardous materials source issues are generally site-specific and would not contribute to impacts associated with other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed office project would not result in a cumulatively considerable hazards and hazardous materials impact.

Cumulative Hydrology and Water Quality Impacts: The North Bayshore Precise Plan, along with other new developments in Mountain View, may place housing and other structures in flooding hazard areas that could result in cumulative flooding impacts. Through compliance with existing state and federal regulations and General Plan policies, the proposed office project would not result in a cumulatively

considerable flooding impact. By complying with existing regulations for stormwater volume and quality and General Plan policies relating to water quality, the proposed office project in the North Bayshore Precise Plan area would not result in a cumulative considerable hydrological or water quality impact.

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

Cumulative Noise Impacts: The 2030 General Plan EIR identified a significant and unavoidable noise impact and a cumulatively considerable contribution to the regional ambient noise conditions from increases in traffic noise levels. The proposed office project would result in slightly increased noise levels, as a part of the overall North Bayshore Precise Plan development. Through compliance with all applicable General Plan policies and City conditions of approval, development projects in the North Bayshore Precise Plan area would minimize noise impacts, and would not result in any new or greater impacts than were previously identified in the 2030 General Plan EIR, as development in the North Bayshore area was considered in that analysis. Through compliance with these applicable General Plan policies and conditions of approval, the proposed office project will minimize noise impacts.

Cumulative Transportation and Traffic Impacts: Cumulative impacts related to transportation and circulation issues are addressed for the *North Bayshore Precise Plan EIR* in Section 3.2. The proposed office project would contribute to the transportation impacts identified in the previous EIR.

Cumulative Utilities Impacts:

- **Water Supply:** According to the 2010 Urban Water Management Plan, and as described in the North Bayshore Precise Plan Water Supply Assessment, the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under a Normal Year scenario through 2035. For this reason, implementation of the North Bayshore Precise Plan would not make a significant cumulative contribution to impacts on water supply, and cumulative water supply impacts would be less than significant. Since the proposed 1625 Plymouth Street project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.
- **Wastewater Services:** Implementation of the Draft General Plan would generate additional wastewater treatment demand for the entire service area. As described in the 2030 General Plan EIR, the Palo Alto RWQCP, which serves surrounding communities such as Los Altos, Los Altos Hills, and Palo Alto, has sufficient capacity for current dry and wet weather loads and for future load projections, and there are no plans for expansion of the plant. Therefore, implementation of the North Bayshore Precise Plan, together with the 2030 General Plan build-out, would not make a significant cumulative contribution to impacts on wastewater treatment demand, and cumulative wastewater impacts would be less than significant. Since the proposed 1625 Plymouth Street project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.
- **Stormwater and Solid Waste:** The North Bayshore Precise Plan EIR did not identify a significant cumulative impact to stormwater or solid waste facilities, and since the proposed

office project is consistent with the Precise Plan, it would also not make a contribution to a significant cumulative impact.

18c. The North Bayshore Precise Plan EIR and the Mountain View 2030 General Plan and Greenhouse Gas Emissions EIR evaluated impacts to humans, including aesthetic and visual resources, air quality, geology and soils, noise, hazardous materials, public services and recreation, population and housing, mineral resources, hydrology and water quality, and utility and service-system impacts. The proposed 1625 Plymouth Street office project would contribute to the same impacts identified in the previous EIRs; however, the addition this office development would not result in any new impacts.

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

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