Attachment 1

Initial Study/Draft Mitigated Negative Declaration

Sierra Vista Rowhouse Project

City File Numbers: PL-2019-022 and PL-2019-23

Prepared by the

CITY OF MOUNTAIN VIEW

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

October 2019

CITY OF MOUNTAIN VIEW

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Description: The project includes a request for a General Plan Map amendment from General Industrial to Medium-Density Residential, a Zoning Map amendment from R3-2sd (Multiple Family Residential Special Design) district and MM-40 (General Industrial) district to R3 (Multiple-Family Residential) district, a Planned Unit Development Permit to construct a nine-unit rowhouse development to replace three existing single-family residences and a warehouse building, and a Heritage Tree Removal Permit to remove 6 Heritage trees on a 0.56-acre project site.

The project site is not included on sites listed in the hazardous materials databases pursuant to Government Code Section 65962.5 (Cortese List).

Project Location: The project site is located at 851 and 853 Sierra Vista Avenue on Accessor Parcel Numbers (APN): 153-03-022, 153-03-006, and 153-03-007, on the northeast corner of Colony Street and Sierra Vista Avenue in the R3-2sd/MM-40 (Multiple-Family Special Design/General Industrial) districts. in the City of Mountain View.

Initial Study/Environmental Assessment: An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and a Mitigated Negative Declaration will be recommended to the City Council. The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **Tuesday, October 29, 2019 to Monday, November 18, 2019 at 5:00 p.m.**

Consideration/Adoption: The date for the required consideration and adoption of a Mitigated Negative Declaration has not been set. Notices announcing the date and time of this consideration/adoption will be published separately.

Information: All information regarding the proposed project, the Initial Study, Draft Mitigated Negative Declaration, and all documents referenced in the environmental analysis are available for review in the City of Mountain View's Community Development Department, 500 Castro Street, First Floor, Mountain View, CA 94041. Written comments regarding the project may be sent to Diana Pancholi, Senior Planner, at the mailing address listed above or via email at diana.pancholi@mountainview.gov.

If you challenge any decision to this request in court, you may be limited to raising only those issues you or someone else raised at the public meeting or hearing described in this notice, or in a written correspondence delivered to the City Council at, or prior to, the public meeting or hearing.

DRAFT MITIGATED NEGATIVE DECLARATION

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
DRAFT MITIGATED NEGATIVE DECLARATION

I. INTRODUCTION

A. LEAD AGENCY AND ADDRESS

Community Development Department
City of Mountain View
500 Castro Street
Mountain View, CA 94041

B. CONTACT PERSON AND PHONE NUMBER

Diana Pancholi, Senior Planner
Community Development Department
City of Mountain View
(650) 903-6306

C. PROJECT SPONSOR AND ADDRESS

MBI Homes & Design Groups
2251 Grand Road, Suite G.
Los Altos, CA 94024

D. EXISTING GENERAL PLAN DESIGNATION AND ZONING

General Plan: *General Industrial* and *Medium-Density Residential*

Zoning: *General Industrial* and *Multiple-Family Residential with Special Design*

E. PROJECT DESCRIPTION

The project proposes a General Plan amendment to change a portion of an approximately 0.56-acre site from *General Industrial* to *Medium-Density Residential*, and rezone the entire site to *Multiple-Family Residential* in order to demolish three single-family residences and a warehouse building, and redevelop the site with nine residential rowhouse units. A Heritage Tree Removal Permit is required to remove six Heritage trees on-site.

The project site is not included on sites listed in the hazardous materials databases pursuant to Government Code Section 65962.5 (Cortese List).

F. LOCATION OF PROJECT

The approximately 0.56-acre project site at 851 and 853 Sierra Vista Avenue is located at the northeast corner of Sierra Vista Avenue and Colony Street (Accessor Parcel Numbers: 153-03-022, 153-03-006, and 153-03-007) in the City of Mountain View.

II. MITIGATION MEASURES

Air Quality

MM AIR-3.1: All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters that achieve 85 percent reduction in exhaust particulate matter emissions or equivalent. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.

Noise and Vibration

MM NOI-2.1: Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building.

MM NOI-2.2: Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

III. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, and therefore, an Environmental Impact Report (EIR) is not required.

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

IV. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.

_____ _____

Name/Title Date

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of Mountain View, as the Lead Agency, has prepared this Initial Study for the Sierra Vista Rowhouse project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City Mountain View, California.

The project proposes to construct nine rowhouse residential units. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

Diana Pancholi, Senior Planner
Community Development Department
City of Mountain View
500 Castro Street, P.O. Box 7540
Mountain View, CA 94039-7540

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, the City of Mountain View will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, the City of Mountain View will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Sierra Vista Rowhouse

2.2 LEAD AGENCY CONTACT

Diana Pancholi, Senior Planner
Community Development Department
City of Mountain View
500 Castro Street, P.O. Box 7540
Mountain View, CA 94039-7540

2.3 PROJECT APPLICANT

MBI Homes & Design Groups
2251 Grand Road, Suite G.
Los Altos, CA 94024

2.4 PROJECT LOCATION

The approximately 0.56-acre site is located at 851 and 853 Sierra Vista Avenue (Accessor Parcel Numbers: 153-03-022, 153-03-006, and 153-03-007). A regional map and vicinity map of the project site are shown on Figure 2.4-1 and Figure 2.4-2. An aerial photograph with surrounding land uses is shown on Figure 2.4-3.

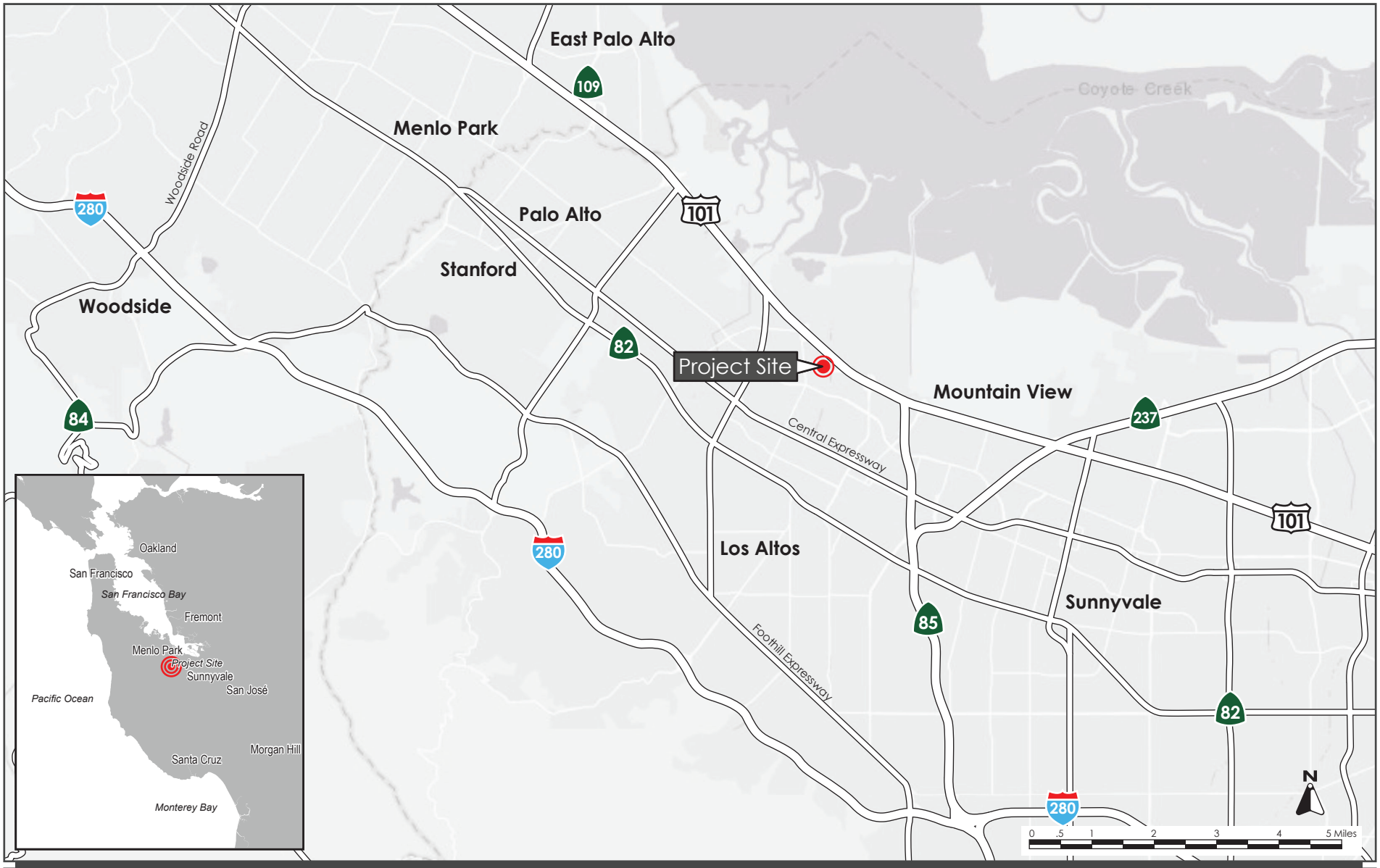
2.5 ASSESSOR'S PARCEL NUMBER

153-03-022, 153-03-006, 153-03-007

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan: *General Industrial* and *Medium-Density Residential*

Zoning: *General Industrial* (MM-40) and *Multiple-Family Residential with Special Design Combining District* (R3-2sd) overlay zone.



REGIONAL MAP | FIGURE 2.4-1

FIGURE 2.4-2

VICINITY MAP

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.4-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW AND LOCATION

The approximately 0.56-acre project site at 851 and 853 Sierra Vista Avenue is located at the northeast corner of Sierra Vista Avenue and Colony Street (Accessor Parcel Numbers: 153-03-022, 153-03-006, and 153-03-007) in the City of Mountain View. The project site is designated *General Industrial* and *Medium-Density Residential* in the City's 2030 General Plan, and zoned *General Industrial* (MM-40) and *Multiple-Family Residential* with *Special Design Combining District* (R3-2sd) overlay zone. The site is currently developed with three single-family residences and a warehouse building. The project site is surrounded by rowhouse residential development to the east and south, and single-family residential development to the north and west.

The project proposes a General Plan amendment to change the *General Industrial* designated portion of the site to *Medium-Density Residential*, and rezone the entire site to *Multiple-Family Residential* (R3.2) in order to redevelop the site with nine residential rowhouse units. The project components, including the residential buildings, common open space landscaping, site access and parking, public-right-of-way and utility improvements, and construction details are described below. A conceptual site plan, conceptual elevation plan, and drainage and utility plan of the project are shown on Figures 3.0-1 through 3.0-3.

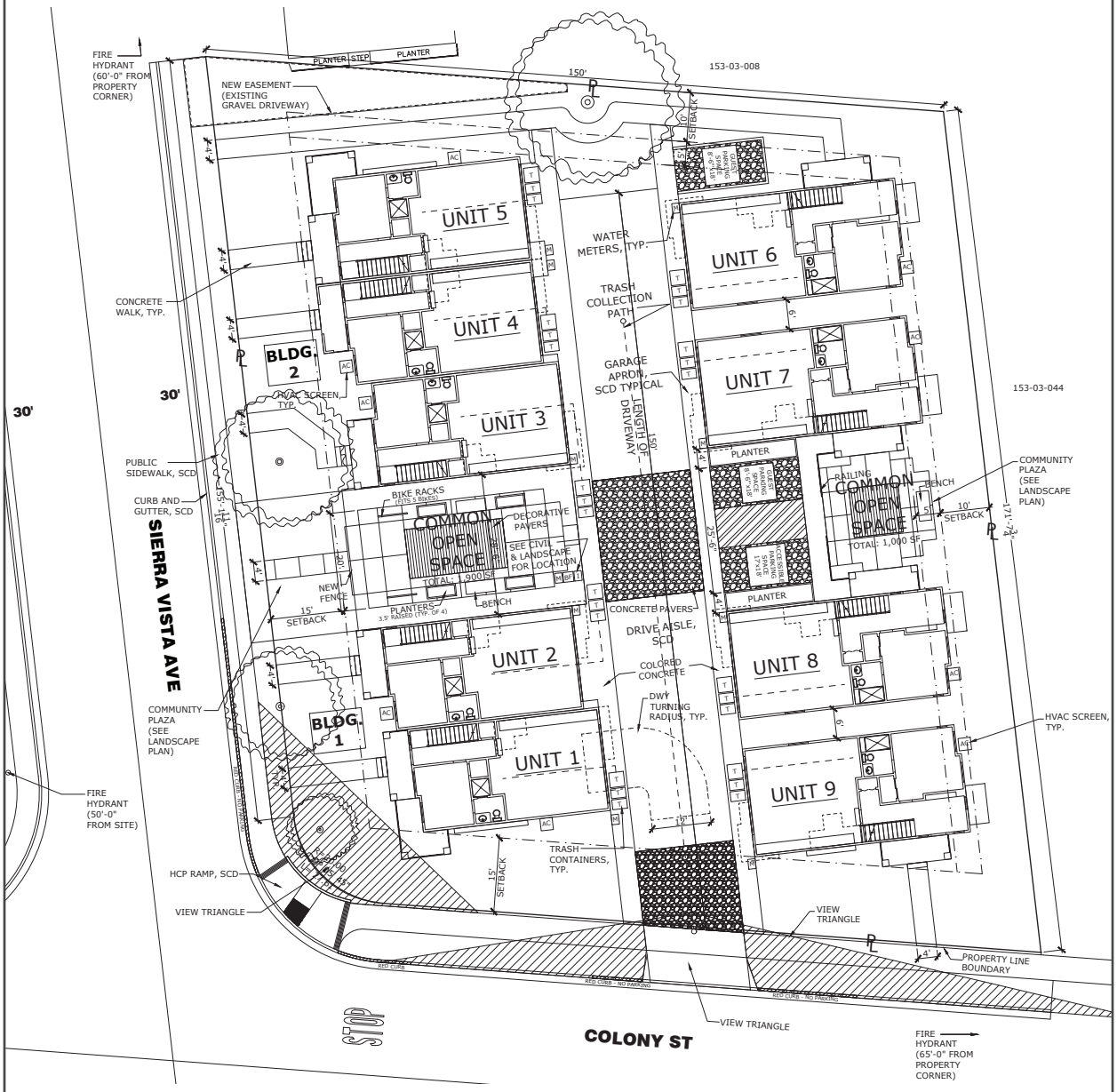
3.2 PROJECT COMPONENTS

3.2.1 General Plan Amendment and Rezoning

The northern one-third of the site is designated as *Medium-Density Residential* (13 to 25 dwelling units per acre) and zoned R3-2sd. The *Medium-Density Residential* land use designation allows for development of multi-family housing, including single-family detached and attached residential, duplex residential, and multi-family residential. The R3-2 zone (underlying zone) permits multi-family housing including apartments, condominiums, rowhouses, townhouses, small-lot single-family, and similar development. The sd overlay zone allows for the use of conventional underlying zoning designations as a clear indication of fundamental land use policy, while signaling the need for special development considerations to deal with specified design objectives or environmental factors.

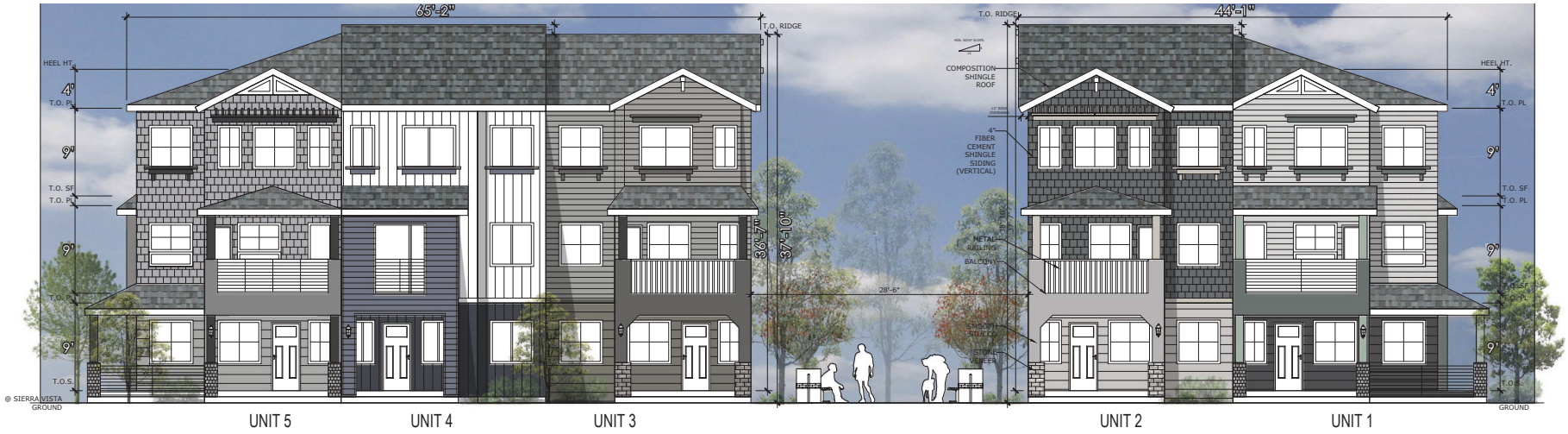
The southern two-thirds of the project site is designated *General Industrial* and zoned MM-40. The *General Industrial* designation is intended for the production, storage, and wholesale of goods and services. The MM-40 zoning permits manufacturing, processing, assembling, research, wholesale, warehousing, data centers, personal storage facilities, and similar industrial activities.

In order to develop the proposed project on the 0.56-acre site, the project proposes a General Plan amendment to change the land use designation of the southern two-thirds of the site to *Medium-Density Residential*, and rezoning the entire site R3-2.

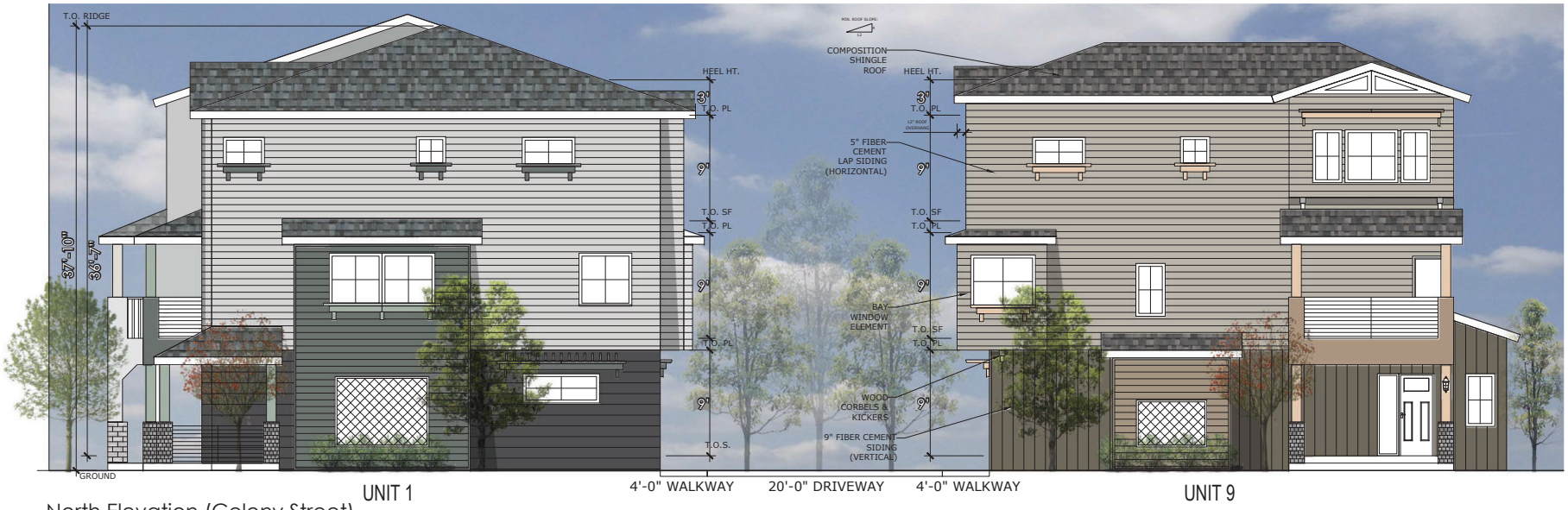


Source: MBI Design, 8/30/19.

CONCEPTUAL SITE PLAN | FIGURE 3.0-1



East Elevation (Sierra Vista Avenue)

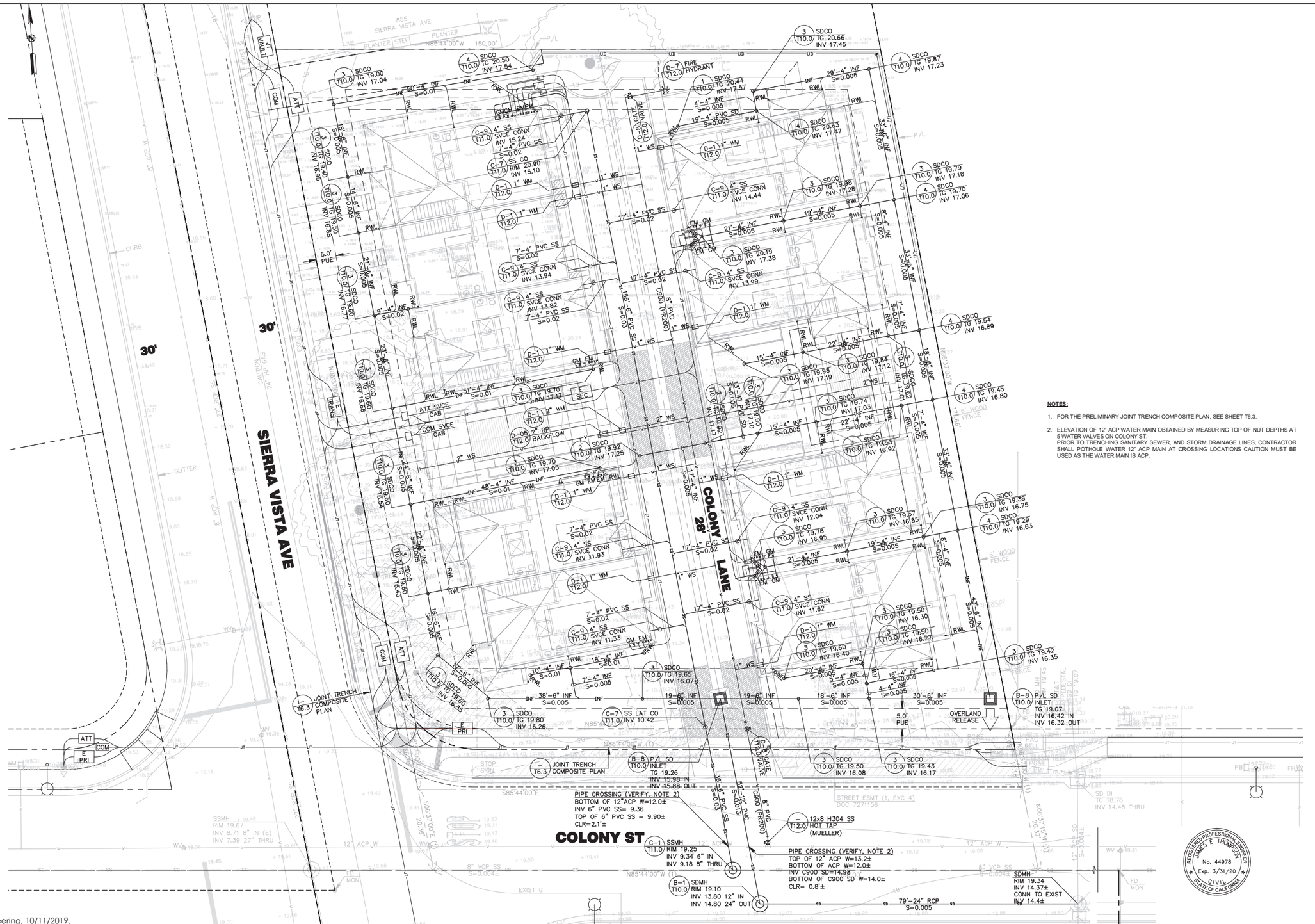


North Elevation (Colony Street)

Source: MBI Design, 8/30/19.

CONCEPTUAL ELEVATION PLAN

FIGURE 3.0-2



NOTES:

1. FOR THE PRELIMINARY JOINT TRENCH COMPOSITE PLAN, SEE SHEET T6.3.
2. ELEVATION OF 12" ACP WATER MAIN OBTAINED BY MEASURING TOP OF NUT DEPTHS AT 5 WATER VALVES ON COLONY ST. PRIOR TO TRENCHING SANITARY SEWER, AND STORM DRAINAGE LINES, CONTRACTOR SHALL POTHOLE WATER 12" ACP MAIN AT CROSSING LOCATIONS CAUTION MUST BE USED AS THE WATER MAIN IS ACP.

DRAINAGE AND UTILITY PLAN | FIGURE 3.0-3

3.2.2 Residential Buildings

The nine rowhouse units proposed would include a two-unit attached building, a three-unit attached building, and four detached units. The residential buildings would be separated by a north-south oriented internal private drive and an east-west oriented linear common open space located at the center of the site. The attached units (Units 1 through 5) would line the western boundary of the site fronting Sierra Vista Avenue. The detached units (Units 6 through 9) would line the eastern boundary of the project site fronting the common open space on-site or Colony Street. The residential buildings would be three stories tall (up to 37 feet and 10 inches). Each unit would have four bedrooms, three or four bathrooms, a two-car garage, and would range in size from approximately 1,850 square feet to 2,107 square feet.

3.2.3 Common Open Space and Landscaping

There are a total of 20 existing trees on-site, including nine Heritage trees, as defined by the City of Mountain View Municipal Code (Chapter 32, Article 2). There are two street trees which are considered Heritage trees, one along the Sierra Vista Avenue frontage, and one along the Colony Street frontage. The project proposes to remove sixteen on-site trees in order to construct the proposed project, and preserve the remaining four in place. Of the trees proposed for removal, six are Heritage trees, and ten are non-Heritage trees. New landscaping would be planted throughout the project site, including seventeen new trees, which include London Plane, Arbutus Marina, Australian Willow and Brisbane Box on the site and along the street frontages. Shrubs, perennials, and grass areas will also be part of the new landscaping. The landscaped area would total approximately 11,290 square feet. The project would also include two paved common open spaces totaling approximately 2,900 square feet in size. The common open space areas, separated by the internal drive onto Colony Street, would be accessible from Sierra Vista Road and Colony Street.

3.2.4 Green Building Measures

Per the Mountain View Green Building Code, the proposed project would adhere to the Residential Mandatory Measures of the 2016 California Green Building Code (CALGreen) and a score of at least 70 points using the multifamily Green Point checklist established by Build It Green. The project proposes to score 102 points on the GreenPoint checklist.

3.2.5 Site Access and Parking

A 25- to 31-foot wide, north-south oriented internal private drive onto Colony Street would provide vehicular access to the site. The internal drive would extend to the northern end of the site, and would provide access to all units and parking on-site. All units would include a two-car garage with side-by-side parking, which would include a total of 18 parking spaces. There would also be three uncovered guest parking spaces (including one ADA-compliant accessible space) located on the site.

Pedestrian access would be provided by a four-foot wide private walkway onto Sierra Vista Avenue, along the northern property line, and sidewalks along Sierra Vista Avenue and Colony Street.

3.2.6 Public Right-Of-Way and Utility Improvements

The project would replace the existing sidewalks along the site's Sierra Vista Avenue and Colony Street frontages with new five-foot wide sidewalks. A 10-foot wide street dedication is proposed on the Colony Street frontage to replace the five-foot wide sidewalk and put in a new five-foot wide landscaping strip.

The project site is currently served by municipal utility systems. The project would require lateral connections from the project site to utility systems in Colony Street (water, sanitary sewer, and storm drain). The project would construct a new sanitary sewer manhole and a new storm drain manhole on the south side of Colony Street across from the proposed project driveway. The project would also extend the existing 24-inch storm drain main in Colony Street to connect to the new storm drain manhole (refer to Figure 3.0-3). The project would also place the existing overhead electricity lines underground along the Sierra Vista Avenue and Colony Street site frontages.

3.2.7 Construction

Construction, which includes demolition, site preparation, and construction of the project, is estimated to take approximately 11 months to complete, possibly starting in June 2020 and concluding in May 2021. The project would be built in a single phase. The amount of cut and fill on-site would balance. The project would not import or export soil. The existing four trees to remain would be protected with construction fencing and setbacks.

3.3 USES OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This Initial Study/MND provides decision makers in the City of Mountain View (the Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the proposed project. It is intended that this Initial Study be used for discretionary approvals necessary to implement the project, as proposed. These discretionary actions may include, but are not limited to, the following:

- General Plan amendment
- Rezoning
- Development Review Permit,
- Heritage Tree Removal permit
- Demolition Permit
- Grading Permit

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential, mixed-use residential, or employment center project
- The project is located on an infill site within a transit priority area.

SB 743 also states that aesthetic impacts do not include impacts on historical or cultural resources. Further, it clarifies that local governments retain their ability to regulate a project's transportation, aesthetics, and parking impacts outside of the CEQA process.

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. There are no state-designated scenic highways in Mountain View.

In Santa Clara County, the one state-designated scenic highway is SR 9 from the Santa Cruz County line to the Los Gatos City Limit. Eligible State Scenic Highways (not officially designated) include: SR 17 from the Santa Cruz County line to SR 9, SR 35 from Santa Cruz County line to SR 9, Interstate 280 from the San Mateo County line to SR 17, and the entire length of SR 152 within the County. There are no officially state-designated scenic highway within the City of Mountain View.

Local

City of Mountain View 2030 General Plan

General Plan policies related to visual and aesthetic resources applicable to the proposed project include the following.

Policy	Description
LUD 6.1	**Neighborhood character**. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.

Policy	Description
LUD 6.3	**Street presence**. Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.
LUD 9.1	**Height and setback transitions**. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods
LUD 9.3	**Enhanced public space.** Ensure that development enhances public spaces: • Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street. • Encourage pedestrian-scaled design elements such as stoops, canopies and porches. • Encourage connections to pedestrian and bicycle facilities. • Locate buildings near the edge of the sidewalk. • Encourage design compatibility with surrounding uses. • Locate parking lots to the rear or side of buildings. • Encourage building articulation and use of special materials to provide visual interest. • Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design. • Encourage attractive water-efficient landscaping on the ground level.
LUD 9.6	**Light and glare**. Minimize light and glare from new development

City of Mountain View City Code

The City of Mountain View Zoning Ordinance (Chapter 36) sets forth specific design guidelines, height limits, building density, building design and landscaping standards, architectural features, sign regulations, and open space and setback requirements.

The Zoning Ordinance promotes careful planning of development projects to enhance the visual environment. The City's development review process includes the review of preliminary plans, the consideration of public input at and by the Development Review Committee (DRC), Zoning Administrator, Environmental Planning Commission (EPC), and the City Council. The City's Planning Division reviews private and public development applications for conformance with City plans, ordinances, and policies related to zoning, urban design, subdivision, and CEQA.

The Zoning Administrator makes recommendations to the City Council for large development projects and makes final decisions for permits and variances, and the DRC reviews the architecture and site design of new development, and provides project applicants with appropriate design comments/direction. The development review process ensures the architecture and urban design of new developments would protect the City's visual environment.

4.1.1.1 *Existing Conditions*

Project Site

The 0.56-acre project site is located on the northeast corner of Sierra Vista Avenue and is composed of three parcels currently developed with an approximately 2,000 square foot warehouse and three single-family residences (as shown in Photograph 1). The warehouse is a one story building used as a photography studio (as shown in Photograph 2). There are 20 trees on-site.

Surrounding Area

Surrounding land uses include a three-story rowhouse community to the south and east, single-family residential structures to the north, west, and Sierra Vista Park further to the north. These structures vary in material and style but are composed primarily of stucco with wood trim and flat roofs (as shown in Photograph 3). Landscaped areas consisting of trees and shrubs are located along the Colony Street and Sierra Vista Avenue frontages. Street trees along Sierra Vista Avenue limit street views of the buildings (as shown in Photograph 4). The project site and surrounding areas are essentially flat and are visible only from Sierra Vista Avenue and Colony Street; the site is not visible from US 101 or from Old Middlefield Way. The site is not located on a scenic view corridor; nor is it visible from a designated or eligible State scenic highway. No scenic vistas or scenic resources are located on site.

Light and Glare

Streetlights and other lighting is found throughout the area in the vicinity of the project. Sources of light and glare in the surrounding area are those typical in developed urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows.

Photo 1: View of the existing single-family residence on-site on Sierra Vista Avenue.

Photo 2: View of the warehouse building on-site on Colony Street.

PHOTOS 1 & 2

Photo 3: View of the rowhouse development on Colony Street across from the project site.

Photo 4: View of the screening trees on Sierra Vista Avenue.

PHOTOS 3 & 4

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
3) Substantially degrade the existing visual character or quality of public views[1] of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Note: Certain projects within transit priority areas need not evaluate aesthetics (Public Resources Code Section 21099).

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. **(No Impact)**

As mentioned in Section 4.1.1, Surrounding Area, the site does not contain any scenic view corridors or scenic resources. For this reason, the project would not impact scenic resources or a scenic vista. **(No Impact)**

Impact AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(No Impact)**

There are no rock outcroppings at the project site. The project site is not be located within or adjacent to a state-designated scenic highway. Therefore, the project would not impact historic buildings within a scenic highway. For these reasons, the project would not result in substantial damage to scenic resources. **(No Impact)**

[1] Public views are those that are experienced from publicly accessible vantage points.

Impact AES-3:	The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

The project site is surrounded by one- to three-story residential development in the form of single-family and rowhouse development.

The proposed nine rowhouses would be in the form of a three-unit attached building, a two-unit attached building, and four detached buildings. The buildings would be oriented towards Sierra Vista Avenue and Colony Street. Each rowhouse building would be three stories in height, with a maximum building height of 37 feet and 10 inches.

The scale, and building height of the proposed buildings would be greater than the existing buildings on site, however the project would be of a similar scale to the residential rowhouse development immediately to the south, across Colony Street, which have a building height of approximately 39 feet. The project would include a range of architectural features and a variety of landscaping not present with the existing development on the site. The project would not substantially degrade the existing visual character or quality of the site and its surroundings, and therefore, development of the proposed project would have a less than significant visual and aesthetic impact.

The project will be subject to the Development Review approval process prior to submittal of construction drawings for a building permit. This review and approval process includes a Development Review Committee (DRC) public hearing to receive a recommendation on the design, followed by an Environmental Planning Commission public hearing and public hearings before the Zoning Administrator and City Council. This review would ensure that the proposed design and construction materials are consistent with community standards for multi-family development, including consistency with site design, building orientation, architectural design and setbacks, as contained in the City's Rowhouse Guidelines.[2]

The project design proposes to retain four of the 20 existing trees in the on-site (including two Heritage-sized street trees). Any trees removed for the project would be replaced per City standards. The project site would maintain most of the visual screen the street trees currently provide. A final landscape plan would be reviewed and approved by the City prior to project construction. Implementation of an approved landscape plan would further preserve and enhance the visual quality of the project site and its surroundings. For these reasons, the proposed project would not detract from or degrade the visual character of the immediate area. **(Less than Significant Impact)**

[2] City of Mountain View, 2005. *Rowhouse Guidelines.* Accessed August 20, 2019 http://www.ci.mtnview.ca.us/civica/filebank/blobdload.asp?BlobID=2479

Impact AES-4:	The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

Existing light sources on the project site includes exterior lighting from the buildings and street lights. Sources of daytime glare include building windows and vehicles. The proposed project would remove the existing uses and redevelop the site with nine three-story rowhouses, which would include exterior lighting for safety.

The City's design guidelines for multi-family residential uses call for exterior lighting that does not produce glare and is not of intensity inappropriate for a residential environment. At the time of building permit review, a lighting plan will be reviewed by the Community Development Department to ensure that lighting is directed downward and will not spill over onto adjacent properties or otherwise be highly visible, while providing adequate lighting for safety.

The level of lighting associated with residential development would likely be slightly increased compared to existing conditions; however, it would be similar in extent and intensity to that of surrounding residential development and would not adversely affect day or nighttime views in the area. For these reasons, the project would not create a new source of substantial light or glare. **(Less than Significant Impact)**

4.1.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
AES-1: The project would not have a substantial adverse effect on a scenic vista.	No Impact	No mitigation required	Not Applicable (NA)
AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	No mitigation required	NA
AES-3: The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality.	Less than Significant	No mitigation required	NA
AES-4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less than Significant	No mitigation required	NA

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[3]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[4]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[5] Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[6]

[3] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed August 12, 2019. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[4] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.
[5] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[6] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed August 12, 2019. http://frap.fire.ca.gov/.

4.2.1.2 *Existing Conditions*

The project site is not used for agricultural purposes and is not the subjects of a Williamson Act contract. No land adjacent to the project site is used for agricultural production. The City of Mountain View General Plan Land Use Diagram designates the project site as *General Industrial* and *Medium-Density Residential*. The land in the project vicinity is also designated and zoned for industrial and residential uses. The land on and adjacent to the site is not forest land, or zoned for timberland production.

There are four farmland categories in the California Department of Conservation Farmland Mapping Program: *Prime Farmland*, *Farmland of Statewide Importance*, *Unique Farmland* and *Farmland of Local Importance*. According to the Santa Clara County Important Farmland 2016 Map, the project site is *Urban and Built-Up*, which is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel.[7].

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

[7] California Department of Conservation. *Santa Clara County Important Farmland 2016 Map*. September 2018.

Impact AG-1:	The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

The project proposes to construct a 0.56-acre 9-unit rowhouse development at the project site. The site is designated by the California Resources Agency Farmland Mapping and Monitoring Program as *Urban and Built-Up*, and therefore, would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to a non-agricultural use. **(No Impact)**

Impact AG-2:	The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

The project site is not zoned for agricultural use. The project site is not subject to the Williamson Act contract. The project would, therefore, not conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

The project site is not zoned for forest land or timberland. For this reason, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

The project site is not designated as forest land. For this reason, the project would not result in the loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

Impact AG-5:	The project would not 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. **(No Impact)**

The project site is not designated agricultural or forest land and is located in an urban area with no agricultural or forestry land nearby. As a result, implementation of the proposed project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses. **(No Impact)**

4.2.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
AG-1: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	No Impact	No mitigation required	NA
AG-2: The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	No Impact	No mitigation required	NA
AG-3: The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.	No Impact	No mitigation required	NA
AG-4: The project would not result in a loss of forest land or conversion of forest land to non-forest use.	No Impact	No mitigation required	NA
AG-5: The project would not 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.	No Impact	No mitigation required	NA

4.3 AIR QUALITY

The following discussion is based in part on an Air Quality Community Health Risk Assessment prepared by Illingworth & Rodkin, Inc. in August 2019. A copy of this report is included in Appendix A of this IS.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[8] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
O_3	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

[8] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[9] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O_3, CO, SO_x, NO_x, and lead.

[9] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed August 16, 2019. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[10]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

[10] BAAQMD. *Final 2017 Clean Air Plan.* August 16, 2019. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

Local

City of Mountain View 2030 General Plan

The following General Plan policies were adopted to promote clean, breathable air and control sources of air pollution in the City of Mountain View.

Policy	Description
INC 20.1	**Pollution prevention.** Discourage mobile and stationary sources of air pollution.
INC 20.6	**Air quality standards.** Protect the public and construction workers from construction exhaust and particulate emissions.
INC 20.7	**Protect sensitive receptors.** Protect the public from substantial pollutant concentrations.
INC 20.8	**Offensive odors.** Protect residents from offensive odors.
MOB 8.3	**Multi-modal transportation monitoring.** Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.
MOB 9.2	**Reduced vehicle miles traveled.** Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita VMT.
MOB 10.2	**Reducing travel demand.** Promote effective Transportation Demand Management programs for existing and new development.

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O_3 and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM_{10} under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts.

The project is located in Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable PM_{10}, and $PM_{2.5}$. The San Francisco Bay Area, however, is considered to be one of the cleanest metropolitan areas in the country, with respect to air quality.

Odors

Common sources of odors and odor complaints include wastewater treatment plants, transfer stations, coffee roasters, painting/coating operations, and landfills. Significant sources of offending odors are typically identified based on complaint histories received and compiled by BAAQMD. Typical large sources of odors that result in complaints are wastewater treatment facilities, landfills including composting operations, food processing facilities, and chemical plants. Other sources, such as

restaurants, paint or body shops, and coffee roasters typically result in localized sources of odors. The project site and surrounding area do not include uses that produce substantial odors.

4.3.2 Impact Discussion

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

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Mountain View has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds referenced in this analysis are identified in Table 4.3-2.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions (pounds/year)**	**Annual Average Emissions (tons/year)**
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust-Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	0.3 µg/m^3	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 µg/m^3	0.8 µg/m3 (average)	
Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, PM_{10} = course particulate matter with a diameter of 10 micrometers (µm) or less, and $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 µm or less.			

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

The proposed project would construct a 0.56-acre site with nine rowhouse units. The project would not conflict with the 2017 CAP because the units proposed would not exceed the screening size shown in Table 3-1 of the BAAQMD CEQA Air Quality Guidelines (see discussion under Impact AIR-2), is considered urban infill, and would be located near bike paths and transit with regional connections. The project, with the implementation of Standard Condition of Approval listed under Impact AIR-2, would not exceed the BAAQMD thresholds of significance and would result in less than significant criteria air pollutant emissions. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Furthermore, implementation of the project would not inhibit BAAQMD or partner agencies from continuing progress toward attaining state and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. **(Less than Significant Impact)**

Impact AIR-2:	The project would not 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. **(Less than Significant Impact)**

Operational Criteria Pollutants

As shown in Table 3-1 of the BAAQMD CEQA Air Quality Guidelines, the screening size for "Condominiums/Townhouses, general" is 451 dwelling units.[11] The project proposes nine dwelling units. As a result, the proposed project's operational criteria pollutant emissions is screened to be below the BAAQMD thresholds shown in Table 4.3-1. Therefore, the project would not result in a cumulatively considerable net increase of operational criteria pollutants in the region. **(Less Than Significant Impact)**

Construction Emissions

Construction activity is anticipated to include grading and site preparation, trenching, building construction, and paving. Construction-related automobiles, trucks, and heavy equipment (such as the proposed use of backhoes, cranes, and excavators) are a primary concern with regard to criteria pollutant emissions as a result of diesel particulate matter. The average daily construction criteria air pollutant emissions of the proposed project is summarized in Table 4.3-3 below. As shown in Table 4.3-3, the project's construction ROG, NO_x, PM_{10}, and $PM_{2.5}$ emissions would not exceed BAAQMD thresholds of significance.

Table 4.3-3: Construction Criteria Pollutant Emissions

Scenario	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total construction emissions	0.20 tons	0.45 tons	0.03 tons	0.02 tons
Average daily emissions[1]	2.8 lbs./day	6.2 lbs./day	0.4 lbs./day	0.3 lbs./day
BAAQMD Thresholds	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	No	No	No	No

[1] assumes 144 workdays, based on information provided by the applicant.
lbs. = pounds

BAAQMD considers construction emission that are below the thresholds of significance (such as those of the project) less than significant, if Best Management Practices (BMPs) are implemented.

Standard Condition of Approval The project will implement the following measures to control dust and exhaust during construction.

[11] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017. Table 3-1 Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes.

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:

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

The project, with the implementation of the above Standard Condition of Approval, would reduce construction criteria air pollutant emissions to a less than significant level by controlling dust and exhaust, limiting exposed soil surfaces, and would not result in a cumulatively considerable increase in criteria air pollutants from construction emissions**. (Less Than Significant Impact)**

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

Temporary project construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors. A construction health risk assessment was prepared to address construction impacts caused by the project. Operation of the project is not expected to be a

source of TAC or localized air pollutant emissions, as the project would not generate substantial truck traffic or include stationary sources (e.g., diesel-powered generators) of emissions.

Community risk impacts are addressed by predicting increased lifetime cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks.

The maximum-modeled annual DPM and $PM_{2.5}$ concentrations, which includes both the DPM and fugitive $PM_{2.5}$ concentrations, were identified at nearby sensitive receptors to find the maximally exposed individuals (MEIs). The construction MEI was located on the first-level (1.5 meters) of one of the residential homes located south of the project site. Using the maximum annual modeled DPM concentrations, the maximum increased cancer risks were calculated using BAAQMD recommended methods and exposure parameters. The maximum $PM_{2.5}$ concentrations and non-cancer Hazard Index were also calculated. Results of this assessment are summarized in Table 4.3-4, which shows that the maximum excess residential cancer risks would exceed the BAAQMD significance threshold for cancer risk. The maximum $PM_{2.5}$ and HI would be below the BAAQMD significance threshold. Refer to Appendix A for modeling details, data inputs, and assumptions.

Table 4.3-4: Project Construction Community Risk Impacts at MEI

Source	Maximum Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Construction	45.5 (infant)	0.29	0.05
BAAQMD Threshold-Single Source	>10.0	>0.3	>1.0
Significant?	***Yes***	***No***	***No***
Project Construction with mitigation measure MM AIR-3.2)	5.3 (infant)	0.04	0.01
Significant (mitigated)?	*No*	*No*	*No*

Mitigation Measure: The project would implement the mitigation measures listed below to reduce TAC impacts to nearby sensitive receptors to a less than significant level.

MM AIR-3.1: All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters that achieve 85 percent reduction in exhaust particulate matter emissions[12] or equivalent. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.

With the implementation of mitigation measure MM AIR-3.2, the cancer risk from the project at the residential MEI would be reduced less than 5.3 in one million, which is less than the BAAQMD significance threshold. After implementation of these mitigation measures, the project would have a

[12] See http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm

less than significant impact with respect to community risk caused by construction activities. **(Less than Significant Impact with Mitigation Incorporated)**

Cumulative Community Health Risk at Construction MEI

Cumulative TAC impacts are assessed by predicting the combined community risk impacts of the project construction nearby existing sources of TACs. Table 4.3-5 summarizes the cumulative community risk impacts. The project would have a significant impact with respect to community risk caused by project construction activities, since the maximum cancer risk is above the single-source threshold of 10.0 per million. As shown in Table 4.3-5, the combined cancer risk, $PM_{2.5}$ concentrations, and HI, which includes both unmitigated and mitigated (with mitigation measure MM AIR-3.2) values, would not exceed the cumulative thresholds for health risk. **(Less than Significant Impact)**

Table 4.3-5: Combined Community Risk Impacts at MEI

Source	Maximum Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Construction	45.5 (infant)	0.29	0.05
BAAQMD Threshold-Single Source	>10.0	>0.3	>1.0
Significant (unmitigated)?	***Yes***	***No***	***No***
Project Construction with mitigation measure MM AIR-3.2)	5.3 (infant)	0.04	0.01
Significant (mitigated)?	*No*	*No*	*No*
U.S 101	1.9	0.23	<0.01
N. Rengstorff Avenue (north-south) at 975 feet east, ADT 22,750	0.9	0.03	<0.03
Old Middlefield Way (east-west) at 530 feet north, ADT 25,390	2.3	0.06	<0.03
Plant #22678 (Coasting Operation) at 760 feet	--	--	<0.01
Plant #20279 (Coasting Operation) at 310 feet	--	--	<0.01
Plant #15982_17 (Generator) at 865 feet	<0.1	<0.01	<0.01
Plant #23030 (Coffee Roasting) at 655 feet	<0.1	<0.01	<0.01
Combined Sources (unmitigated)	50.8	0.63	<0.16
BAAQMD Threshold – Cumulative Source	*>100*	*>0.8*	*>10.0*
Significant (unmitigated)?	**No**	**No**	**No**
Combined Sources (with mitigation measure MM AIR-3.2 for project construction)	10.6 (infant)	0.38	<0.12
BAAQMD Threshold – Cumulative Source	*>100*	*>0.8*	*>10.0*
Significant (mitigated)?	**No**	**No**	**No**

Impact AIR-4:	The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors; however, the odors would be localized and temporary and would not affect people off-site. For these reasons, implementation of the proposed project would not result in significant long-term or short-term odor impacts, affecting a substantial number of people. **(Less Than Significant Impact)**

4.3.2.1 *Non-CEQA Effects*

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Mountain View has policies that address existing air quality conditions affecting a proposed project.

Operational Community Risk Effects

The project would introduce new residents that are sensitive receptors. While the project would not introduce any new TAC sources that could affect on-site receptors, there are several sources of TACs and localized air pollutants in the vicinity of the project. The effects of these sources upon the project were assessed.

Community health risk assessments typically look at all substantial sources of TACs located within 1,000 feet of project site. These sources include highways, railways, busy surface streets, and stationary sources identified by BAAQMD. A review of the project area indicates that traffic on U.S. 101, N. Rengstorff Avenue, and Old Middlefield Way have average daily traffic (ADT) of over 10,000 vehicles which are sources of TACs. All other roadways within the area are assumed to have an ADT that is less than 10,000 vehicles. In addition, four stationary sources were identified within the 1,000-foot influence area using the BAAQMD's stationary source website map and Google Earth map.

Community risk impacts from combined sources upon the project site are reported in Table 4.3-6. As shown in Table 4.3-6, TAC sources within 1,000 feet of the project site would not exceed the BAAQMD thresholds for single and combined cancer risk and HI, and combined annual $PM_{2.5}$ concentration, but U.S. 101 would exceed the single source annual $PM_{2.5}$ concentration threshold at the project site.

Table 4.3-6 Community Health Risk Effects to Project Sensitive Receptors			
Source	**Maximum Cancer Risk (per million)**	**Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Hazard Index**
U.S 101	3.8	0.35	<0.01
N. Rengstorff Avenue (north-south) at 975 feet east, ADT 22,750	0.9	0.03	<0.03
Old Middlefield Way (east-west) at 530 feet north, ADT 25,390	2.1	0.06	<0.03
Plant #22678 (Coasting Operation) at 760 feet	--	--	<0.01
Plant #20279 (Coasting Operation) at 310 feet	--	--	<0.01
Plant #15982_17 (Generator) at 865 feet	<0.1	<0.01	<0.01
Plant #23030 (Coffee Roasting) at 655 feet	<0.1	<0.01	<0.01
Combined Sources	7.0	0.46	<0.11
BAAQMD Threshold – Single Source	*>10.0*	*>0.3*	*>1.0*
Significant?	***No***	***Yes***	***No***
BAAQMD Threshold – Cumulative Source	*>100*	*>0.8*	*>10.0*
Significant?	**No**	**No**	**No**

Condition of Approval: The project shall include the following measures to minimize long-term annual $PM_{2.5}$ exposure for new project occupants:

- Install air filtration in residential buildings. Air filtration devices shall be rated MERV13 or higher for portions of the site that have annual $PM_{2.5}$ exposure above 0.3 $\mu g/m^3$ (see Figure 3, as this included the residential buildings closest to U.S. 101). To ensure adequate health protection to sensitive receptors (i.e., residents), through this ventilation system, whether mechanical or passive, all fresh air circulated into the dwelling units shall be filtered.

- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required.

- Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that homeowner association fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

With the implementation of the Condition of Approval, a properly installed and operated ventilation system with MERV13 would achieve an 80-percent reduction in $PM_{2.5}$.[13] Increased cancer risk and $PM_{2.5}$ exposures for MERV13 filtration cases were calculated assuming a combination of outdoor and indoor exposure. For use of MERV13 filtration systems, assuming exposure to outdoor air at each unit (from open windows or being outside the unit) of three hours to ambient $PM_{2.5}$ concentrations and 21 hours of indoor exposure to filtered air was assumed. In this case, the effective control efficiency using MERV13 is about 70 percent for $PM_{2.5}$ exposure. With implementation of Condition of Approval, the maximum annual $PM_{2.5}$ concentration of 0.35 would be reduced to about 0.11 $\mu g/m^3$, which would be below the recommended significance thresholds for annual $PM_{2.5}$ for health risks.

4.3.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan.	Less than Significant	No mitigation required	NA
AIR-2: The project would not 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.	Less than Significant	No mitigation required	NA
AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations.	Significant	**MM AQ-3.1**, reduction in DMP and associated TACs	Less than Significant
AIR-4: The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than Significant	No mitigation required	NA

[13] Bay Area Air Quality Management District (2016). Appendix B: Best Practices to Reduce Exposure to Local Air Pollution, *Planning Healthy Places A Guidebook for Addressing Local Sources of Air Pollutants in Community Planning* (p. 38). http://www.baaqmd.gov/~/media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?la=en

4.4 BIOLOGICAL RESOURCES

The following discussion is based in part on an Arborist Report prepared by Kielty Arborist Services in August 2019. A copy of this report is included in Appendix B of this IS.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.[14] Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control

[14] United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed March 28, 2019. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

Regional and Local

Santa Clara Valley Habitat Plan/Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) covers approximately 520,000 acres, or approximately 62 percent of Santa Clara County. It was developed and adopted through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District (Valley Water), Santa Clara Valley Transportation Authority (VTA), USFWS, and CDFW. The Habitat Plan is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in southern Santa Clara County. The Santa Clara Valley Habitat Agency is responsible for implementing the plan. The City of Mountain View is not included within the Habitat Plan covered area.

City of Mountain View 2030 General Plan

General Plan policies related to biological resources and are applicable to the project include the following.

Policy	Description
LUD 10.2	**Low impact development.** Encourage development to minimize or avoid disturbing natural resources and ecologically significant features.
INC 16.3	**Habitat.** Protect and enhance nesting, foraging and habitat for special-status species and other wildlife.
INC 16.6	**Built environment habitat.** Integrate biological resources, such as green roofs and native landscaping, into the built environment.

Mountain View Tree Preservation Ordinance

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

- A tree which has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade;
- A multi-branched tree which has major branches below 54 inches above the natural grade with a circumference of 48 inches measured just below the first major trunk fork.
- Any *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) tree with a circumference of 12 inches or more when measured at 54 inches above natural grade;

- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees.

4.4.1.2 *Existing Conditions*

The project site is located in a developed urban habitat. Urban habitats include street trees, landscaping, lawns, and vacant lots that provide food and shelter for wildlife able to adapt to the modified environment. Since the original native vegetation of the area is no longer present, native species of wildlife have been supplanted by species that are more compatible with an urbanized area.

Most of the vegetation in the project vicinity consists of landscape trees and shrubs. The site itself is entirely developed or paved, and where vegetation occurs on the project site it consists of ornamental landscaping. There are no undisturbed areas or sensitive habitats on the project site, and the site itself does not contain any streams, waterways, or wetlands. The nearest waterway is Permanente Creek and it is approximately 0.12 miles east of the project site.

No rare, threatened, endangered, or special status species are known to inhibit the site. Special status plant species are not expected to occur on or adjacent to the project site because of the degraded nature of the habitat on the site.

Trees

Based on the arborist report, there are a total of 20 existing trees on-site. The trees include six fruitless mulberry, three white alder, two liquidambar, two Siberian elm, a Modesto ash, a black walnut, an Australian willow, a lemon, a southern magnolia, a Mexican fan palm, and a holly oak (refer to Appendix B for additional details). As summarized in Table 4.4.1 below, nine of the on-site trees are Heritage trees.

Table 4.4-1: Summary of Existing Trees	
Total Number of Existing Trees	20
Total Number of Non-Heritage Trees	11
Heritage Trees	9

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact)**

Nesting Birds

Although unlikely, urban-adopted raptors (birds of prey) or other birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the MBTA and CDFW code.

The project proposes to remove 20 on-site trees. Raptor or other migratory bird nests present in these trees during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes any loss of fertile eggs, death or injury to nesting raptors, or any activities causing nest abandonment are considered a taking by the CDFW and would also constitute a significant impact under CEQA.

In compliance with the MBTA and the CDFW code, the proposed project shall implement the following City Standard Conditions of Approval, to reduce or avoid construction-related impacts to nesting raptors and their nests. **(Less than Significant Impact)**

Standard Condition of Approval

> NESTING BIRD AVOIDANCE: 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, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests. The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet of 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 City staff as appropriate, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with CDFW (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.

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

There are no sensitive habitats, including riparian habitat or areas of high biological diversity, areas providing important wildlife habitat, or unusual or regionally restricted habitat types on the site. For these reasons, the proposed development of the project site would have no impact on riparian habitat or other sensitive natural community. **(No Impact)**

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

There are no state or federally protected wetlands on or adjacent to the project site. The proposed project would not impact wetlands through direct removal, hydrological interruption, or other means. **(No Impact)**

Impact BIO-4:	The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **(No Impact)**

Because the project site is surrounded by urban development, the site provides minimal dispersal habitat for native wildlife and does not function as a wildlife movement corridor. As discussed in the responses to Impacts BIO-2 and BIO-3, there are no riparian or wetland habitats on or adjacent to the site. The project would, therefore, not interfere with the movement of fish or wildlife species, nor interfere with established corridors or wildlife nursery sites. **(No Impact)**

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

Tree Ordinance

The project proposes to remove 16 trees, six of which are Heritage trees, in order to construct the proposed project. The four remaining trees would be preserved in place. A City of Mountain View tree removal permit would be required before any trees could be removed from the site under a development permit. To reduce impacts due to the loss of Heritage trees, and reduce the potential for impacts to trees to remain in place, the following measures are included in the project as standard City conditions of approval.

Standard Conditions of Approval

REPLACEMENT: The applicant shall offset the loss of each Heritage tree with a minimum of two new trees, for a total of 12 replacement trees. Each replacement tree shall be no smaller than a 24-inch box, and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees. The project would plant a total of 17 new trees on site.

TREE PROTECTION MEASURES: Tree protection measures shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain-link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree to be retained on or immediately adjacent to the project site.

TREE MITIGATION AND PRESERVATION PLAN: The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. The plan shall outline measures to be taken to preserve off-site trees, such as a non-continuous footing near trees or shifting the proposed wall location to avoid trees and tree roots. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards shall be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan shall be developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

SECURITY BOND: The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.

With the implementation of the above Standard Conditions of Approval, project construction would not conflict with a tree ordinance or result in a significant impact to trees identified for preservation. **(Less Than Significant Impact)**

Impact BIO-6:	The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The project site is not within the area of an applicable HCP or NCCP, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

4.4.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.	Less than Significant	No mitigation required	NA
BIO-2: The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.	No Impact	No mitigation required	NA
BIO-3: The project would not have a substantial adverse effect on state or federally	No Impact	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
protected wetlands through direct removal, filling, hydrological interruption, or other means.			
BIO-4: The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	No Impact	No mitigation required	NA
BIO-5: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than Significant Impact	No mitigation required	NA
BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	No Impact	No mitigation required	NA

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[15]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

[15] California Office of Historic Preservation. CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6. March 14, 2006.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local

City of Mountain View 2030 General Plan

General Plan policies related to visual and aesthetic resources applicable to the proposed project include the following.

Policy	Description
LUD 11.5	**Protect important archaeological and paleontological sites.** Utilize the development review process to identify and protect archaeological and paleontological deposits.
LUD 11.6	**Protect Human Remains.** Utilize the development review process to identify and protect human remains and follow the appropriate procedures outlined under Health and Safety Code Section7050.5 and Public Resources Code Section 5097.98.

City of Mountain View Zoning Ordinance

Division 15, Designation and Preservation of Historic Resources of the City's Zoning Ordinance includes a process for recognizing, preserving, and protecting historical resources. Division 15, Section 36.54.55 establishes the Mountain View Register of Historic Resources as the City's official list of historically significant buildings, structures, and sites that are considered during the development review process. The Mountain View Register has similar criteria for listing as the CRHR.

4.5.1.2 *Existing Conditions*

The project site is within the territory of the Ohlone and Muwekma Indian tribes, who had settlements along creeks in the area. The project site is approximately 0.12 miles west of Permanente Creek.

A records search and literature review was completed for the 2030 General Plan. The records search was conducted at the Northwest Information Center (NWIC) [16] of the California Historical Resources Information System (CHRIS), and at the California Native American Heritage Commission (NAHC).[17] Based upon the research, archaeological resources were not identified on the project site.[18]

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

The project site is currently developed with three single-family residences and a warehouse building. The properties are not listed or eligible for listing as historic resources. As a result, there are no structures determined eligible, or pending on the California Register of Historical Resources located on the project site; and no significant or potentially significant local, state, or federal cultural resources/historic properties (e.g., landmarks, points of interest, etc.) are located on the project site. Based on the historic properties listing in the City's General Plan, the project site is not adjacent to any historic properties and the project would have no impact on historic resources. **(No Impact)**

[16] The NWIC is the official state repository of cultural resources records and reports for Santa Clara County.
[17] The NAHC maintains the Sacred Lands File, which includes the location of sites with cultural significance to Native American groups.
[18] Results of record search and literature review on file at the City Community Development Department.

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact)**

Although the likelihood of encountering buried cultural resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could create an impact. The project will be required to comply with the City's Standard Conditions of Approval, which include measures to avoid or reduce impacts to unknown cultural resources. **(Less than Significant Impact)**

Standard Condition 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 feet 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 wall, 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.

Impact CUL-3:	The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact)**

The project is not located archaeologically sensitive area. In the unlikely event that human remains are discovered during construction activities, implementation of Standard Permit Condition would reduce the project's impact on human remains to a less than significant level. **(Less than Significant Impact)**

Standard Condition of Approval

DISCOVERY OF HUMAN REMAINS: In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50 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 NAHC, 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.

4.5.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.	No Impact	No mitigation required	NA
CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	Less Than Significant	No mitigation required	NA
CUL-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries.	Less Than Significant	No mitigation required	NA

4.6 ENERGY

The following discussion is based in part on a CalEEMod analysis completed on August 2019. A copy of this report is attached in Appendix A.

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017.[19] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[20]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The most recent update to CALGreen went in to effect on January 1, 2017, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

[19] California Building Standards Commission. "Welcome to the California Building Standards Commission." Accessed August 15, 2019. http://www.bsc.ca.gov/.
[20] California Energy Commission (CEC). "2016 Building Energy Efficiency Standards." Accessed August 19, 2019. http://www.energy.ca.gov/title24/2016standards/index.html.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[21]

Local

Mountain View Green Building Code

At the local level, the Mountain View Green Building Code (MVGBC) amends the state-mandated CalGreen standards to include local green building standards and requirements for private development. The MVGBC includes energy efficiency standards that exceed the 2016 Building Energy Efficiency Standards. The MVGBC does not require formal certification from a third-party organization, but requires projects to be designed and constructed to meet the intent of a third-party rating system.[22] For residential projects proposing over five units, the MVGBC requires that those buildings meet the intent of 70 GreenPoint Rated points from the Build it Green certification program, as well as compliance with mandatory CALGreen requirements.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 7,881 trillion British thermal units (Btu) in the year 2017, the most recent year for which this data was available.[23] Out of the 50 states, California is ranked second in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,416 trillion Btu) for residential uses, 19 percent (1,473 trillion Btu) for commercial uses, 23 percent (1,818 trillion Btu) for industrial uses, and 40 percent (3,175 trillion Btu) for transportation.[24] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

The project site is currently developed with three single-family residences and a warehouse building. Existing energy use, primarily consist of gasoline for vehicle trips to and from the site. Electricity is also used for lighting and residential appliances, natural gas for heating and cooling, and operations within the warehouse and single-family residences.

[21] California Air Resources Board. "The Advanced Clean Cars Program." Accessed August 15, 2019. https://www.arb.ca.gov/msprog/acc/acc.htm.
[22] City of Mountain View. "Mountain View Green Building Code. 2017." Accessed August 15, 2019. http://www.mountainview.gov/depts/comdev/building/construction/mvgbc.asp.
[23] United States Energy Information Administration. "State Profile and Energy Estimates, 2017." Accessed August 15, 2019. https://www.eia.gov/state/?sid=CA#tabs-2.
[24] United States Energy Information Administration. *State Profile and Energy Estimates, 2017.* Accessed August 19, 2019. https://www.eia.gov/state/?sid=CA#tabs-2.

Electricity

Electricity in Santa Clara County in 2018 was consumed primarily by the commercial sector (77 percent), followed by the residential sector consuming 23 percent. In 2018, a total of approximately 16,668 gigawatt hours (GWh) of electricity was consumed in Santa Clara County.[25]

The community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Mountain View.[26] SVCE sources the electricity and the Pacific Gas and Electric Company (PG&E) delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan and can upgrade to the GreenPrime plan. Both options are considered 100 percent GHG-emission free.

Natural Gas

PG&E provides natural gas services within City of Mountain View. In 2017, approximately 1.4 percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.[27] In 2016, residential and commercial customers in California used 29 percent of the state's natural gas, power plants used 32 percent, and the industrial sector used 37 percent. Transportation accounted for one percent of natural gas use in California. In 2017, Santa Clara County used approximately 3.5 percent of the state's total consumption of natural gas.[28]

Fuel for Motor Vehicles

In 2017, 15 billion gallons of gasoline were sold in California.[29] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 24.9 mpg in 2018.[30] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks model years 2011 through 2020. [31,32]

[25] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed August 15, 2019. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[26] Silicon Valley Clean Energy. "Frequently Asked Questions." Accessed August 15, 2019. Available at: https://www.svcleanenergy.org/faqs.
[27] California Gas and Electric Utilities. 2018 *California Gas Report.* Accessed August 15, 2019. https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf.
[28] California Energy Commission. "Natural Gas Consumption by County." Accessed August 15, 2019. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[29] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed August 15, 2019. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.
[30] United States Environmental Protection Agency. "The 2018 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." March 2019.
[31] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed August 15, 2019. http://www.afdc.energy.gov/laws/eisa.
[32] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007.* Accessed August 15, 2019. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

4.6.2 Impact Discussion

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

Impact EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation. **(Less than Significant Impact)**

Estimated Energy Use of the Proposed Project

Energy would be consumed during the construction and operational phases of the proposed project. The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site for grading, and the actual construction of the buildings. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. Once operational, the proposed development would consume energy (in the form of electricity and natural gas), primarily from heating and cooling, lighting, and water heating. Table 4.6-1 below summarizes the estimated energy use of the proposed project.

Table 4.6-1: Annual Project Energy Demand

	Electricity (kWh/yr)	**Natural Gas** (kBTU/yr)	**Gasoline*** (gallons/yr)
Townhouse/Condo	39,592	77,755	3,416
Parking Lot	214	--	--
Total	*39,806*	*77,755*	*3,416*

Note: * Gasoline demand was calculated by dividing the project's estimated VMT (85,046) by the average economy for light duty vehicles (24.9 mpg).

kWh/yr = Kilowatt-hour per year; kBTU/yr = kilo-British thermal unit per year

Source: Illingworth & Rodkin, Inc. *Colony Sierra Homes Air Quality Community Risk Assessment.* August 13, 2019. Attachment 3: CalEEMod Modeling Output.

Based on the CalEEMod results, the total annual VMT for the project would be approximately 85,046.[33] Using the average fuel economy estimates (24.9 mpg), the proposed project would result in consumption of approximately 3,416 gallons of gasoline per year.[34]

The proposed project would consume approximately 39,806 kWh per year of electricity, and natural gas approximately 77,755 kBTU per year. The project would be built to the 2016 CALGreen requirements and Title 24 energy efficiency standards, which would improve the efficiency of the overall project.

New automobiles purchased by future occupants of the proposed project would be subject to fuel economy and efficiency standards applied throughout the State of California, which means that over time the fuel efficiency of vehicles associated with the project site would improve. Thus, implementation of the proposed project would not result in a substantial increase on transportation-related energy uses.

Energy Efficiency During Construction

The anticipated construction schedule assumes that the project will be built over a period of approximately 11 months, possibly starting in June 2020 and concluding in May 2021. The project would require site preparation, grading and excavation, trenching, paving, and building of interior and exterior. Energy would not be wasted or used inefficiently by construction equipment, as the proposed project would include several measures to improve efficiency of the construction (e.g., limiting idling time or use U.S. EPA tiered equipment). In addition, construction waste management methods and processes will be employed to reduce the amount of construction waste. **(Less Than Significant Impact)**

Energy Efficiency During Operation

Operation of the project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip generated by future residents. The building will meet or exceed the requirements of the California Building Energy Efficiency Standards and the Mountain View Green Building Code.

The proposed project would be built according to the Mountain View Green Building Code. In addition, the proposed project would include GreenPoint Rated energy and emissions reduction features, such as:

- Low-water landscaping
- Water efficient plumbing fixtures
- Title 24 compliance
- Low-emission flooring material
- Use of recycled insulation material

[33] CalEEMod. 2016.3.2. *Colony Sierra Homes Output*. August 13, 2019.
[34] 85,046 VMT / 24.9 mpg = 2,430 gallons of gasoline

- Energystar appliances **(Less than Significant Impact)**

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(No Impact)**

Electricity for the proposed project would be provided by SVCE. The proposed development would be completed in compliance with the current energy efficiency standards set forth in Mountain View Green Building Code, Title 24, and CALGreen. For these reasons, the project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency. **(No Impact)**

4.6.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.	Less than Significant	No mitigation required	NA
EN-2: T The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No Impact	No mitigation required	NA

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years; the current version is the 2016 CBC.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of Mountain View 2030 General Plan

The following General Plan policies promote the use of appropriate design and construction to minimize the impacts of geologic hazards and are applicable to the project.

Policy	Description
PSA 5.1	**New development.** Ensure new development addresses seismically induced geologic hazards.
PSA 5.2	**Alquist-Priolo zones.** Development shall comply with the Alquist-Priolo Earthquake Fault Zoning Act.

City of Mountain View City Code

The City of Mountain View has adopted the CBC, with amendments, as the reference building code for all projects in the City under Chapter 8 of the City's Code of Ordinances. The City of Mountain View's Building Inspection Division is responsible for reviewing plans, issuing building permits, and conducting field inspections. Geotechnical investigation reports, as required by the CBC, would be reviewed by the City of Mountain View's Building Inspection Division prior to issuance of building permits to ensure compliance.

4.7.1.2 *Existing Conditions*

The project site is located in the Santa Clara Valley, an alluvial basin, bound by the Santa Cruz Mountains to the west, the Hamilton/Diablo Range to the east, and the San Francisco Bay to the north. The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Hamilton/Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. Bedrock in this area is made up of the Franciscan Complex, a diverse group of igneous, sedimentary, and metamorphic rocks of Upper Jurassic to cretaceous age. Overlaying the bedrock at substantial depths are marine and terrestrial sedimentary rocks of Tertiary and Quaternary age.

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The major earthquake faults in

the project area are the San Andreas Fault, located approximately 7 miles southwest of the site, and the southeast extension of the Hayward Fault and the main Hayward Fault, which are located approximately 11 to 13 miles east and southeast of the site, respectively. These regional faults are capable of generating earthquakes of at least 7.0 in magnitude. The smaller Monte Vista-Shannon Fault is located approximately 5 miles southwest of the project site.

The Association of Bay Area Governments (ABAG) has reported that the Working Group on California Earthquake Probabilities (2003) has estimated that there is a 62 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2002 and 2031. A moderate to major earthquake on the San Andreas Fault is most likely to generate the strongest ground shaking at the site.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. During ground shaking, such as during earthquakes, cyclically induced stresses may cause increased pore water pressures within the soil voids, resulting in liquefaction. Liquefied soils may lose shear strength that may lead to large shear deformations and/or flow failure under moderate to high shear stresses, such as beneath foundations or sloping ground.

The project site is located within a state-designated liquefaction zone.[35] There is a potential for earthquake-induced liquefaction.

Soil Conditions

Site soils consist of highly expansive lean clays within the upper four to five feet below the existing grade, underlain by moderate to less expansive clays. The near-surface soils on site are considered to have a high expansion potential.

Groundwater

Groundwater was encountered at approximately eight feet. The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

Paleontological or Geological Features

The project site is flat and has been developed for many years, and does not contain any unique geologic features.

[35] California Department of Conservation. "CGS Information Warehouse". Accessed August 20, 2019. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
– 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)?	☐	☐	☒	☐
– Strong seismic ground shaking?	☐	☐	☒	☐
– Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
– Landslides?	☐	☐	☐	☒
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒

Impact GEO-1:	The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)**

The project site is located within the seismically active San Francisco Bay Area which has a 72 percent probability of experiencing at least one magnitude 6.7 earthquake during the next 30 years. The project site would experience intense ground shaking in the event of a large earthquake. No known faults occur beneath the project site. The project site is not located within an earthquake fault zone on an Alquist-Priolo Earthquake Fault Zoning Map and, therefore, the potential for fault rupture at the site is low.

The project site is not located within a state-designated liquefaction hazard zone; thus, liquefaction susceptibility is very low, and no liquefiable soils are present on-site.[36,37,38] Since the soils on site are not prone to liquefaction, the probability of lateral spreading is low.

A site-specific, design-level geotechnical report would be prepared prior to construction in order to ensure project safety and compliance with local and state policies. Additionally, the project would implement the following Standard Condition of Approval.

Standard Condition of Approval

> 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 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 causes 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.

By conforming to standard engineering and seismic safety design techniques outlined in the City of Mountain View's Building Division and California Building Code, the proposed project would not expose people or structures to substantial adverse effects; nor would the project exacerbate existing

[36] Santa Clara County Geologic Hazard Zones Map, Map 53. Accessed August 20, 2019.
[37] Association of Bay Area Governments Resilience Program. Liquefaction Susceptibility Map. Accessed August 20, 2019.
[38] Pacific Geotechnical Engineering. *Geotechnical and Foundation Investigation Proposed Butterfield Boulevard Extension.* March 8, 2011.

geological hazards on the project site such that it would impact (or worsen) off-site geological and soil conditions. **(Less than Significant Impact)**

Impact GEO-2:	The project would not result in substantial erosion or the loss of topsoil. **(Less than Significant Impact)**

Grading, trenching, and construction of the proposed project would result in ground disturbance at the site. Ground disturbance would expose soils and increase the potential for wind or water related erosion and sedimentation at the site until construction is complete. As discussed in Section 4.10 Hydrology and Water Quality, the project shall be required to implement Standard Condition of Approval by completing a Construction Sediment and Erosion Control Plan.

Through the implementation of Standard Condition of Approval, the proposed project would avoid soil erosion and would not cause a significant loss of topsoil. **(Less than Significant Impact)**

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. **(Less than Significant Impact)**

With the implementation of the standard engineering and seismic safety design techniques outlined in the California Building Code (refer to Standard Condition of Approval listed under Impact GEO-1), the project site would not be located on an unstable geological unit that would result in subsidence or collapse of the proposed infrastructure. The project site and area are not subject to landslides and have a low potential for liquefaction or lateral spreading. Therefore, compliance with Standard Permit Condition would ensure that the project would not exacerbate existing geological hazards on the site such that it would impact off-site geological and soil conditions. **(Less than Significant Impact)**

Impact GEO-4:	The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

Surface soils on the site have a high expansion potential. [39] Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations, pavements, and exterior flatwork. The project would comply with Standard Condition of Approval listed under Impact GEO-1. Standard engineering practices, including the standard permit condition outlined above, would ensure that the future site improvements are designed properly to account for soils-related hazards on the site. With implementation of the standard permit condition, expansive soils on-site would not exacerbate risks to life and property, and the project would result in a less than significant impact. **(Less than Significant Impact)**

[39] United States Department of Agriculture. Web Soil Survey. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Impact GEO-5:	The project would not 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. **(No Impact)**

The project site is located within an urbanized area of Mountain View where sewers are available to dispose of wastewater from the project site. The site would not need to support septic tanks or alternative wastewater disposal systems. **(No Impact)**

Impact GEO-6:	The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(No Impact)**

No paleontological resources have been identified. The proposed project would excavate to a maximum depth of approximately six feet below ground surface to install utilities. Given that the proposed project would not require excavation beyond six feet below ground surface and surface soils are relatively young deposits typically devoid of paleontological resources, paleontological resources would not likely be discovered during construction. The project would, therefore, not result in a significant impact to paleontological resources. **(No Impact)**

4.7.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
GEO-1: The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides.	Less than Significant	No mitigation required	NA
GEO-2: The project would not result in substantial erosion or the loss of topsoil.	Less than Significant	No mitigation required	NA
GEO-3: The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less than Significant	No mitigation required	NA
GEO-4: The project would not be located on expansive soil, as defined in the current	Less than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
California Building Code, creating substantial direct or indirect risks to life or property.			
GEO-5: The project would not 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.	No Impact	No mitigation required	NA
GEO-6: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature.	No Impact	No mitigation required	NA

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based in part, on the CalEEMod modeling completed as part of the Air Quality Community Health Risk Assessment prepared by Illingworth & Rodkin, Inc. in August 2019. A copy of this report is included in Appendix A of this IS.

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2E ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2040. Plan Bay Area 2040 establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The

guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

2030 General Plan and Greenhouse Gas Reduction Program

The City of Mountain View certified the General Plan Program EIR and adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) in July 2012. The GGRP is a separate but complementary document to the General Plan that implements the long-range GHG emissions reduction goals of the General Plan, and serves as a programmatic GHG reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions, to meet the requirements of AB 32. The program includes a goal to improve communitywide emissions efficiency by 15 to 20 percent over 2005 levels by 2020 and by 30 percent over 2005 levels by 2030.

Implementation of the policies in the 2030 General Plan programmatically, and as a part of the City's development permitting process, also provide for meeting standards for energy efficiency, recycling, and water conservation, consistent with laws and regulations to reduce GHG emissions.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

The site is currently developed with three single-family residences and a warehouse building. Minimal GHG emissions are mostly generated by the small number of vehicles traveling to and from the site.

4.8.2 Impact Discussion

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

The City of Mountain View has adopted a qualified GGRP, which meets the requirements of a GHG Reduction Strategy under State CEQA Guidelines Section 15183.5. The program includes a goal to improve communitywide emissions efficiency (per service population—residents and full-time employees) by 30 percent over 2005 levels by 2030. The City intends to achieve GHG reductions from new land use developments to close the gap between projected regional emissions with AB 32 scoping plan measures and the AB 32 targets. Application of a 2030 GHG efficiency threshold of 4.5 metric tons of CO_2 equivalent per year ($MTCO_2e$ per year) per service population is specified in the GGRP. Projects with emissions above this threshold would be considered to have a project-level and cumulatively significant impact.

Impact GHG-1:	The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy, and water usage, and solid waste disposal. Emissions for the proposed project were analyzed using CalEEMod, the methodology recommended in the BAAQMD CEQA Air Quality Guidelines. Refer to Appendix A for modeling details, data inputs, and assumptions.

Construction Emissions

GHG emissions associated with construction were computed to be 51.8 MT of CO_2e for the total construction period (assumed to be 11 months). These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significant for construction-related GHG emissions, though BAAGMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. Best management practices assumed to be incorporated into construction of the proposed project include, but are not limited to, using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials. **(Less Than Significant Impact)**

Operational Emissions

The CalEEMod model was used to estimate GHG emissions associated with operation of the proposed project. Based on the modeling results, the annual emissions resulting from operation of the proposed project would be 52 MT of CO_2e. As discussed in Section 4.14 Population and Housing, the project would generate approximately 25 residences. Based on the estimated GHG emissions and service population, the project would result in annual service population emissions of 2.08 MT of CO_2e per year per service population, which would be below the City's GGRP threshold of 4.5 MTCo2e per year per service population. **(Less Than Significant Impact)**

Impact GHG-2:	The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

The proposed project's operational emissions would not exceed the City's GGRP threshold of 4.5 MTCo2e per year per service population; therefore, would be consistent with state and local plans and policies pertaining to GHG emission reductions. **(Less than Significant Impact)**

4.8.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than Significant	No mitigation required	NA
GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than Significant	No mitigation required	NA

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based in part on a Phase I Environmental Site Assessment Report, prepared by Environmental Services in October 2017. A copy of this report is included in Appendix C of this IS.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act, commonly known as Superfund, and the Resource Conservation and Recovery Act. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State

Water Resources Control Board (SWRCB), and Santa Clara County. The project **is not** on the Cortese List.[40]

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Santa Clara County Department of Environmental Health reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Municipal Regional Permit Provision C.12.f

Polychlorinated biphenyls (PCBs) were produced in the United States between 1955 and 1978 and used in hundreds of industrial and commercial applications, including building and structure materials such as plasticizers, paints, sealants, caulk, and wood floor finishes. In 1979, the EPA banned the production and use of PCBs due to their potential harmful health effects and persistence in the environment. PCBs can still be released to the environment today during demolition of buildings that contain legacy caulks, sealants, or other PCB-containing materials.

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, Provision C.12.f requires that permittees develop an assessment protocol methodology for managing materials with PCBs in applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[41]

[40] CalEPA. "Cortese List Data Resources." Accessed August 27, 2018. https://calepa.ca.gov/sitecleanup/corteselist.
[41] California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit.* November 2015.

Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. As of July 1, 2019, buildings constructed between 1955 and 1978 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

Local

Certified Unified Program Agency

The routine management of hazardous materials in California is administered under the Unified Program. The CalEPA has granted responsibilities to the Santa Clara County Hazardous Materials Compliance Division (HMCD) for implementation and enforcement of hazardous material regulations under the Unified Program as a Certified Unified Program Agency (CUPA). Through a formal agreement with the HMCD, the Mountain View Fire Department (MVFD) implements hazardous materials programs for the City of Mountain View as a Participating Agency within the Unified Program. The MVFD coordinates with the HMCD to implement the Santa Clara County Hazardous Materials Management Plan and to ensure that commercial and residential activities involving classified hazardous substances are properly handled, contained, and disposed.

City of Mountain View 2030 General Plan

The following General Plan policies related to hazards and hazardous materials and would be applicable to the proposed project.

Policy	Description
PSA 3.2	**Protection from hazardous materials.** Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through prevention and enforcement of fire and life safety codes.
PSA 3.3	**Development review.** Carry out development review procedures that encourage effective identification and remediation of contamination and protection of public and environmental health and safety.
INC 18.1	**Contamination prevention.** Protect human and environmental health from environmental contamination.

4.9.1.2 *Existing Conditions*

The Phase I Environmental Site Assessment Report (ESA) assessed the parcel developed with a single-family residence that is used for offices, with the address of 851 Sierra Vista Avenue and warehouse that is a photo studio building, on the parcel with the address of 851 Sierra Vista Avenue. The project site is located in an area that is primarily residential. None of the adjacent properties are considered to be of significant environmental concern.

The two single-family residences with the address of 853 Sierra Vista Avenue were not assessed in the Phase I ESA, however they are not listed on Cortese List or the Envirostor database as hazardous material sites.

On-Site Contamination

On-Site Soils

In the parcel where the warehouse is located there are oil stained floors and there is soil beneath the existing buildings in the location of the oil stained floors that may be impacted and could require removal and off-site disposal at the time of any site redevelopment.

Asbestos and Lead-Based Paint

The residential buildings on-site were constructed in the 1960's, prior to the ban of asbestos containing materials (ACM) and lead-based paint (LBP); therefore, these materials are likely to be present within the existing residential buildings on-site.

Nearby Off-Site Sources of Contamination

A total of four investigations previously prepared were reviewed to evaluate potential sources of off-site contamination nearby. The three sites that were contaminated are:

- 1941 Colony Street
- 1950 Colony Street- CTS Printex
- 1951 Colony Street

The CTS Printex site, to the east and northeast of the project site, operated as a printed circuit board manufacturing facility on the site between 1970 and 1985. The Printex facility had a release of TCE which was subsequently cleaned up and this address has been redeveloped with residential uses. To the southeast of the project site, 1941 and 1951 Colony Street, were previously evaluated, remediated, and redeveloped with residential uses. Due to the remediation and redevelopment of 1941, 1950, and 1951 with residential uses, it is unlikely remaining contamination exists that could impact the project.

Airport Safety

The proposed project site is approximately 2 miles from the Moffett Federal Airfield, the closest airport to the project site. The project site is not within the safety zones or planning areas for this airport.

Wildland Fire Hazards

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located in a fire hazard zone or the Wildland Urban Interface.[42]

[42] CAL FIRE. "Santa Clara County Fire Hazard Severity Zones in SRA". Accessed August 27, 2018. http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszs_map.43.pdf.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
6) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Operation of the proposed project would likely include the on-site use and storage of cleaning supplies and maintenance chemicals in small quantities. The small quantities of cleaning supplies and maintenance chemicals used on-site would be comparable to the operations of adjacent residential uses and would not pose a risk to adjacent land uses. **(Less Than Significant Impact)**

Impact HAZ-2:	The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact)**

On-Site Soils

In the parcel where the warehouse is located there are oil stained floors and there is soil beneath the existing buildings in the location of the oil stained floors that may be impacted and could require removal and off-site disposal at the time of site redevelopment. As discussed in Section 4.9.1, The Phase I ESA Update also noted that due to the age of the structures on the site, lead-based paint and asbestos could be present. The project will implement the City's Standard Conditions of Approval, described below, to ensure the project does not result in significant hazardous material impacts.

Standard Conditions of Approval

DISCOVERY OF CONTAMINATED SOILS: If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

TOXIC ASSESSMENT: A toxic assessment report shall be prepared and submitted as part of the building permit application. The applicant must demonstrate that hazardous materials do not exist on the site, or that construction activities and the proposed use of this site are approved by: the City's Hazardous Materials Division of the Fire Department; the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or an approved site toxics mitigation plan has been approved.

SOIL MANAGEMENT PLAN: Prepare a soil and groundwater management plan for review and approval by the Santa Clara County Department of Environmental Health (SCCDEH). Proof of approval or actions for site work required by the SCCDEH must be provided to the Building Inspection Division prior to the issuance of any demolition or building permits.

With the implementation of the City Standard Conditions of Approval, the impacts would be less than significant. **(Less than Significant Impact)**

Asbestos and Lead-Based Paint

Based on the estimated age of the existing on-site buildings, ACM and LBP paint may be present in some building materials. Building demolition could result in the release of these materials to the environment. The project will, however, be required to comply with local, state, and federal laws, which require an asbestos building survey and a LBP survey will be completed by a qualified professional to determine the presence of ACMs and/or LBP on the structures proposed for demolition.

Demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations. To comply with these regulatory requirements, a registered asbestos abatement contractor will be retained to remove and dispose of all potentially friable ACMs, in accordance with the National Emissions Standards for Hazardous Air Pollutants guidelines, prior to building demolition that may disturb the materials. Materials containing LBP will be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed. **(Less Than Significant Impact)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(No Impact)**

There are no existing or planned schools within one quarter mile of the project site. The nearest school to the site is Monta Loma Elementary School located at 460 Thompson Ave, approximately 1.0 mile south of the site. The project would, therefore, not emit hazardous emissions or handle hazardous materials/substances within one-quarter mile of a school. **(No Impact)**

Impact HAZ-4:	The project would not 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, create a significant hazard to the public or the environment. **(No Impact)**

The project site is not included on a list of hazardous materials sites pursuant Government Code Section 65962.5.[43] **(No Impact)**

[43] CalEPA. *Cortese List Data Resources*. Accessed May 16, 2019. https://calepa.ca.gov/sitecleanup/corteselist. California Department of Toxic Substances Control. "EnviroStor". Accessed August 27, 2019. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=18640+madrone+parkway%2C+morgan+hill+ca State Water Resources Control Board. "GeoTracker." Accessed August 27, 2019. https://geotracker.waterboards.ca.gov/.

Impact HAZ-5:	The project would not be 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. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(No Impact)**

The proposed project site is approximately two miles from Moffett Federal Airfield, the closest airport to the project site. The project site is not within the safety zones or planning areas for this airport. Therefore, the project would not result in a safety hazard or excessive noise for people residing in the project area. **(No Impact)**

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

The project would be constructed in accordance with current building and fire codes to ensure structural stability and safety in the event of a seismic or seismic-related hazard. The proposed project would not impair implementation of or physically interfere with the City of Mountain View Emergency Operations and Evacuation Plans. **(Less than Significant Impact)**

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. **(No Impact)**

The project site is within the City limits and is not within a State of California Very High Fire Hazard Severity Zone or the City's wildland and urban interface.[44] Therefore, the project would not expose people or structures to wildfire hazards. **(No Impact)**

4.9.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
HAZ-1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.	Less Than Significant	No mitigation required	NA
HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the	Less Than Significant	No mitigation required	NA

[44] California Department of Forestry and Fire Protection (CalFire). *California Fire Hazard Severity Zone Map Update Project: Fire Hazard Severity Zone Maps*. Accessed August 27, 2019. http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps.

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
release of hazardous materials into the environment.			
HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No Impact	No mitigation required	NA
HAZ-4: The project would not 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, create a significant hazard to the public or the environment.	No Impact	No mitigation required	NA
HAZ-5: The project would not be 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. The project would not result in a safety hazard or excessive noise for people residing or working in the project area.	No Impact	No mitigation required	NA
HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less Than Significant	No mitigation required	NA
HAZ-7: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	No Impact	No mitigation required	NA

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3.

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[45] Under Provision C.3 of the MRP, new and redevelopment

[45] MRP Number CAS612008

projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimized size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.[46] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. As of July 1, 2019, buildings constructed between 1955 and 1978 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

Water Resources Protection Ordinance and District Well Ordinance

Valley Water operates as the flood control agency for Santa Clara County. Their stewardship also includes creek restoration, pollution prevention efforts, and groundwater recharge. Permits for well construction and destruction work, most exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance.

[46] San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12.* November 19, 2015.

Local

City of Mountain View 2030 General Plan

The following General Plan policies related to hydrology and water quality and would be applicable to the proposed project.

Policy	Description
INC 8.4	**Runoff pollution prevention.** Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.
INC 8.5	**Site-specific stormwater treatment.** Require post-construction stormwater treatment controls consistent with MRP requirements for both new development and redevelopment projects.
INC 8.7	**Stormwater quality.** Improve the water quality of stormwater and reduce flow quantities.
POS 9.1	**Sustainable design.** Promote sustainable building materials, energy- efficient and water-efficient designs, permeable paving and other low-impact features in new public buildings.

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The project site is relatively flat and contains approximately 15,033 square feet (60 percent) of impervious surfaces and 10,198 square feet (40 percent) of pervious surfaces. There is an existing 24-inch diameter storm sewer main beneath Colony Street, south of the project site. There are no stormwater treatment features currently on the project site; stormwater runoff from existing impervious surfaces is collected by inlets and conveyed directly to the storm sewer system.

Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

The project site is located in the Permanente Creek watershed. Stormwater runoff from developed areas of the watershed, including the project site, enters Permanente Creek by way of the City's storm sewer system. Nearly all of the project site is paved. There are no stormwater management facilities visible on the site.

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin. The regional topographic gradient is generally northeast towards the San Francisco Bay. [47]

Flooding and Other Hazards

The project site is located within a 100-year flood hazard area. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Zone AO, is an area within the 100 year flood (1% annual flood), that has a 1% chance of being equaled or exceeded in any given year. The project site has an average flood depth of 1 foot. [48]

A seiche is an oscillation of the surface of a lake or landlocked sea varying in period from a few minutes to several hours. There are no landlocked bodies of water near the project site that in the event of a seiche would affect the site.

A tsunami is a series of water waves caused by the displacement of a large volume of a body of water, such as an ocean or a large lake. Due to the immense volumes of water and energy involved, tsunamis can devastate coastal regions. The project site does not lie within a tsunami inundation hazard area.[49]

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐

[47] Santa Clara Valley Water District. *Groundwater Management Plan*. Adopted November 22, 2016. Accessed August 27, 2019. https://www.valleywater.org/your-water/where-your-water-comes-from/groundwater. Groundwater recharge area = Area that supplies water to an aquifer in a groundwater basin.
[48] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel #06085C0037H*. May 18, 2009.
[49] California Emergency Management Agency. *California Official Tsunami Inundation Map.* Accessed August 27, 2019. https://www.conservation.ca.gov/cgs/tsunami/maps.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
– result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
– create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
– impede or redirect flood flows?	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

Construction Water Quality Impacts

Implementation of the project would require demolition, paving, and grading of the site. These are activities that would temporarily increase the amount of unconsolidated materials. Grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or the San Francisco Bay. However, the project is less than one acre; therefore, a SWPPP would not be required. With implementation of the following measures, which are required by the City as conditions of approval and are based on RWQCB requirements, impacts to water quality during construction would be less than significant.

Standard Condition of Approval

CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should also include routine street sweeping and storm drain catch basin cleaning. The plan should include installation of the following items where appropriate:

– Silt fences around the site perimeter;
– Gravel bags surrounding catch basins;
– Filter fabric over catch basins;

– Covering of exposed stockpiles;
– Concrete washout areas;
– Stabilized rock/gravel driveways at points of egress from the site; and
– Vegetation, hydroseeding or other soil stabilization methods for high-erosion areas.

Post-Construction

Construction of the project would result in the replacement of more than 10,000 square feet of impervious surface area. As a result, the project would be required to comply with the requirements of the MRP. In order to meet these requirements, the proposed project would include LID- and non-LID-based stormwater treatment controls (e.g., bioretention treatment areas, mechanical filters, etc.). Stormwater runoff from the site would drain into the stormwater treatment controls. The proposed treatment controls would be numerically sized and would have sufficient capacity to treat the runoff from the roofs, podium decks, hardscape, and driveway areas entering the storm drainage system consistent with the NPDES requirements.

The following measures, based on RWQCB requirements and required as Standard Conditions of Approval, have been included in the project to reduce stormwater runoff impacts from project implementation:

Standard Condition of Approval

STORMWATER: The project shall comply with the requirements of the MRP, as well as other local, state, and federal requirements. The project shall comply with provision C.3 of the MRP, which provides performance standards for the management of stormwater for new development, and any new requirements. The installation of on-site trash capture devices will also be required.

LANDSCAPE DESIGN: Landscape design shall minimize runoff and promote surface filtration. Examples include:

- No steep slopes exceeding 10 percent;
- Using mulches in planter areas without ground cover to avoid sedimentation runoff;
- Installing plants with low water requirements; and
- Installing appropriate plants for the location in accordance with appropriate climate zones.

EFFICIENT IRRIGATION: Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

- Setting irrigation timers to avoid runoff by splitting irrigations into several short cycles;
- Employing multi-programmable irrigation controllers;
- Employing rain shutoff devices to prevent irrigation after significant precipitation;
- Use of drip irrigations for all planter areas which have a shrub density that will cause excessive spray interference of an overhead system; and
- Use of flow reducers to mitigate broken heads next to sidewalks, streets and driveways.

OUTDOOR STORAGE AREAS (INCLUDING GARBAGE ENCLOSURES): Outdoor

storage areas (for storage of equipment or materials which could decompose, disintegrate, leak or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following:

- Paving the area with concrete or other nonpermeable surface;
- Covering the area; and
- Sloping the area inward (negative slope) or installing a berm or curb around its perimeter. There shall be no storm drains in outdoor storage areas.

With the implementation of the Standard Conditions of Approval, based on RWQCB requirements, the impacts would be less than significant. **(Less than Significant Impact)**

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

The project site is located in a confined area of the Santa Clara Plain Subbasin. The project does not include installation of new groundwater wells and would not deplete groundwater supplies. The proposed project would result in 16,169 square feet (64 percent) of impervious surfaces and 9,062 square feet (36 percent) of pervious surfaces, which is an increase in 1,136 square feet (4 percent) of impervious surfaces; however, the project would comply with MRP-requirements to include LID- and non-LID-based stormwater treatment controls (e.g., bioretention treatment areas, mechanical filters, etc.), which would support groundwater recharge. For these reasons, impacts related to groundwater recharge would be less than significant. **(Less than Significant Impact)**

Impact HYD-3:	The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

The proposed project would not substantially alter the existing drainage pattern of the site or area through the alteration of any waterway. While the project would slightly increase the impervious surfaces on-site by 1,136 square feet (4 percent), it would be required to comply with stormwater treatment requirements for on-site treatment and retention of surface runoff using numerically sized treatment measures, as described under Impact HYD-1. As a result, the project would not substantially change drainage patterns such that off-site impacts or flooding would occur.

The existing stormdrain system has sufficient capacity to support the existing development on-site. Runoff would be routed directly from the treatment facilities to the storm drainage system and would not flow off-site, except during large and infrequent storm events. The project would be required to

implement the construction-related standard permit conditions to minimize erosion, as well as post-construction requirements to minimize and treat stormwater runoff (per the requirements of Provision C.3 of the RWQCB's MRP).

With implementation of standard City conditions of approval and compliance with Provision C.3 of the RWQCB's MRP the proposed project would result in less than significant impacts to existing stormwater drainage systems. **(Less than Significant Impact)**

Impact HYD-4:	The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

The project site is located within a 100-year flood hazard area. The project site is located within Zone AO, is an area within the 100 year flood (1% annual flood), that has a 1% chance of being equaled or exceeded in any given year. The project site has an average flood depth of 1 foot.

Standard Condition of Approval

> AO FLOOD ZONE**:** The site is located within Special Flood Hazard Zone AO, depth 1 foot, and must comply with the drainage and flood control requirements of the City Code. The elevation of the lowest floor of the building must be at least 2 feet above the highest adjacent grade (HAG) OR the applicant must file a Conditional Letter of Map Revision (CLOMR) with FEMA to obtain a new base flood elevation (BFE), in which 1 ft. above the new BFE must be achieved. The HAG is defined as the highest natural elevation of the ground surface prior to construction next to the proposed walls of the structure. Applicant shall obtain a Flood Development Permit from the Public Works Department prior to issuance of the building or Foundation Permit. It is recommended that this permit be obtained before the design of the building plans in order to avoid potential redesign of the building.

With the implementation of Standard Condition of Approval the impacts will be less than significant. **(Less than Significant Impact)**

Tsunami and Seiche

The project site is not located within a designated tsunami inundation zone.The proposed project would, therefore, not risk release of pollutants due to tsunami, or seiche zones. **(No Impact)**

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(No Impact)**

The project would comply with the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements. The project would not impact groundwater recharge and would not conflict with the SCVWD's 2016 Groundwater Management Plan. For these reasons, the project would not conflict with implementation of a water quality or groundwater management plan. **(No Impact)**

4.10.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant	No mitigation required	NA
HYD-2: The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Less Than Significant	No mitigation required	NA
HYD-3: The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows.	Less Than Significant	No mitigation required	NA
HYD-4: The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.	Less Than Significant	No mitigation required	NA
HYD-5: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No Impact	No mitigation required	NA

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Local

City of Mountain View 2030 General Plan

The following General Plan policies were adopted to promote the quality of life in neighborhoods by preserving their character in the City of Mountain View.

Policy	Description
LUD 6.1	**Neighborhood character.** Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.

City of Mountain View 2030 General Plan

The City of Mountain View adopted the Mountain View 2030 General Plan and GGRP, and certified the accompanying EIR in July 2012 (State Clearinghouse #2011012069). The General Plan is the guiding document for future growth of the City, and provides the City a template for future land use decisions in the City.

City of Mountain View Zoning Ordinance

As a long-range planning document, the General Plan outlines long-term visions, policies, and actions designed to shape future development within Mountain View. The Zoning Ordinance serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although the two are distinct documents, the Mountain View General Plan and Zoning Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

4.11.1.2 *Existing Conditions*

The 0.56 acre project site is located at the northeast corner of Sierra Vista Avenue and Colony Street. The site has a General Plan land use designation of *General Industrial* and *Medium-Density Residential* in the City's 2030 General Plan, and zoned *General Industrial* (MM-40) and *Multiple-Family Residential* with *Special Design Combining District* (R3-2sd) overlay zone. There are single-family residential developments surrounding the site.

4.11.2 Impact Discussion

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

Impact LU-1: The project would not physically divide an established community. **(No Impact)**

Examples of projects that have the potential to physically divide an established community include new freeways and highways, major arterial streets, and railroad lines. The project proposes to construct a nine unit rowhouse development, similar to the surrounding land use, and would not include the construction of dividing infrastructure. Thus, development of the rowhouse units would not physically divide an established community. **(No Impact)**

Impact LU-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

Land use conflicts can arise from a new development or land use that would cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritations and nuisance to potentially significant effects on human health and safety.

In order to implement the nine unit rowhouse development, a General Plan amendment to the site's land use designation to *Medium-Density Residential*, and rezone the entire site to R3.2 is required. However, the site is surrounded by similar rowhouse development to the south and east, and single-family to the north and west; therefore, the proposed project would not result in a significant environmental impact or create a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

4.11.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
LU-1: The project would not physically divide an established community.	No Impact	No mitigation required	NA
LU-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant	No mitigation required	NA

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

4.12.1.2 *Existing Conditions*

The project is located in an urban area within the City of Mountain View. Mineral resource recovery activities do not occur on or near the project site, nor does the site contain any known mineral resources.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

Based on the United States Geological Survey (USGS) map of mines and mineral resources, the project site is not comprised of known mineral resources or mineral resource production areas.[50] Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the residents in the state or region. **(No Impact)**

Impact MIN-2:	The project would not 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. **(No Impact)**

See discussion for Impact MIN-1. **(No Impact)**

4.12.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
MIN-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state.	No Impact	No mitigation required	NA
MIN-2: The project would not 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.	No Impact	No mitigation required	NA

[50] United States Geological Survey. *Mineral Resources Online Spatial Data: Interactive maps and downloadable data for regional and global Geology, Geochemistry, Geophysics, and Mineral Resources.* Available at <https://mrdata.usgs.gov/general/map-us.html#home>. Accessed August 12, 2019.

4.13 NOISE

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including energy-equivalent sound/noise descriptor (L_{eq}), Day/Night Average Sound Level (DNL), or Community Noise Equivalent Level (CNEL).[51] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

4.13.1.2 *Regulatory Framework*

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for ground borne

[51] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

vibration are shown in Table 4.13-1 below. There are established criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day). These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.

State and Local

California Building Standards Code

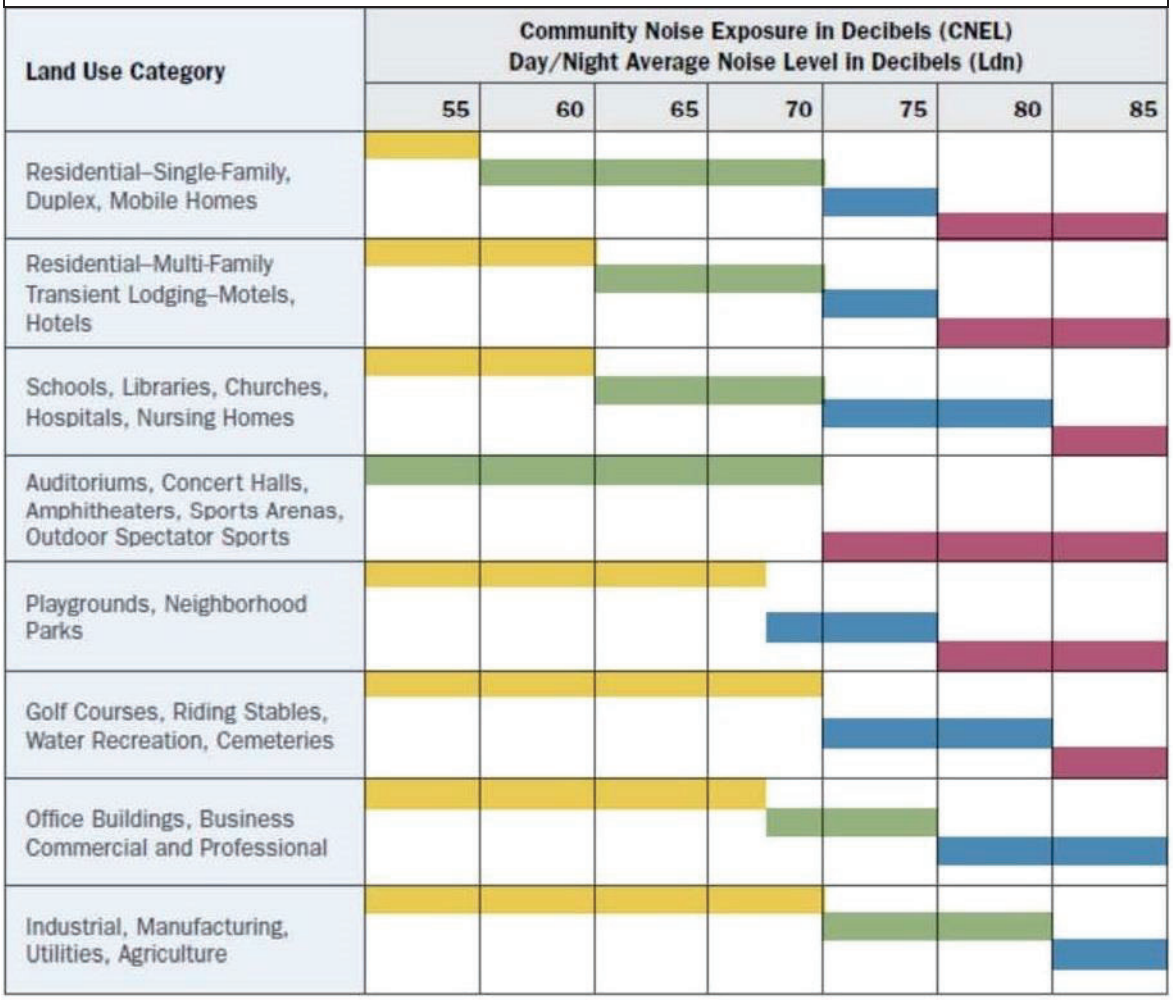
The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

Local

City of Mountain View 2030 General Plan

The purpose of the City of Mountain View 2030 General Plan Noise Element is to guide policies for addressing exposure to current and projected noise sources in Mountain View. The Noise Element includes a land use compatibility section which outlines acceptable outdoor noise environment standards for land use categories, as shown below in Table 4.13-2.

Table 4.13-2: Outdoor Noise Acceptability Guidelines



Source: State of California General Plan Guidelines, 2003.

The following noise element policies are intended to reduce noise impacts and would be applicable to the proposed project.

Policy	Description
NOI 1.1	**Land Use Compatibility.** Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.

NOI 1.3	**Exceeding acceptable noise thresholds.** If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.
NOI 1.4	**Site planning.** Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land Use Compatibility) and in NOI 1.2 (Noise Sensitive Land Uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.
NOI 1.5	**Major roadways.** Reduce the noise impacts from major arterials and freeways.
NOI 1.6	**Sensitive uses.** Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.
NOI 1.7	**Stationary sources.** Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

City of Mountain View Municipal Code

The City of Mountain View addresses noise regulations and goals in the zoning chapter of the City Municipal Code. The City's codes help protect the community from exposure to excessive noise and also specify how noise is measured and regulated. Noise is also regulated through project conditions of approval, and the Mountain View Police Department and the City Attorney's office enforce noise violations.

Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses (e.g., residences), and/or when construction duration lasts over an extended period of time. Section 8.70.1 of the City's Municipal Code restricts the hours of construction activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City. Construction activities are defined to include any physical activity on the construction site or in the project's staging area, including the delivery of materials.

The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems, delivery truck idling, loading/unloading activities, recreation activities, and parking lot operations) in Section 21.26 of the Municipal Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night (10:00 p.m. to 7:00 a.m.), unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator.

4.13.1.3 *Existing Conditions*

The project is located on the northeast corner of Sierra Vista Avenue and Colony Street. Surrounding land uses include single-family residences north and west of the site across Sierra Vista Avenue, and rowhouses to the east and south across Colony Street. Sierra Vista Park is further north of the site, on the east side of Sierra Vista Avenue. Busy roadways near the site (with more than 10,000 daily

vehicle trips) include U.S. 101, Rengstorff Avenue, and Old Middlefield Way, which are located approximately 500 feet northeast, 970 feet west, and 530 feet south of the project site, respectively.

Based on a noise and vibration assessment completed for the rowhouse development south of the site across Colony Street, future noise levels in the project area would be up to 66 dBA L_{dn}.[52]

The project site is approximately two miles from the Moffett Federal Airfield; however, the site is located outside of the Airfield's 65 dBA CNEL noise contour area.

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
2) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact NOI-1: The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant)**

Short Term Construction Noise Impacts

The project is required to comply with applicable provisions of Chapter 8 of the Municipal Code to minimize construction noise. These conditions include:

- No construction activity shall commence 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 holidays unless prior written approval is granted by the building official. The term "construction

[52] Illingworth & Rodkin, Inc. *Mountain View Colony Environmental Noise Assessment, Mountain View, CA*. May 21, 2013.

activity" shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.

- At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon 24-four hours written notice to the contractor, applicant, developer or owner. The building official can reduce the hours of construction activity below the 7:00 a.m. to 6:00 p.m. time frame or increase the allowable hours.
- If the hours of construction activity are modified, then the general contractor, applicant, developer, or owner shall erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. The contractor, owner, or applicant shall immediately produce any written order or permit from the building official pursuant to this section upon the request of any member of the public, the police, or City staff.

Construction-related noise levels are normally highest during demolition, grading, and excavation phases, including installation of project infrastructure, such as underground utility lines. These phases of construction require heavy equipment (e.g., earth moving equipment and impact tools) that normally generate the highest noise levels during site redevelopment. Construction-related noise levels are normally less during building erection, finishing, and landscaping phases.

Hourly average noise levels generated by construction are about 72 to 88 dBA Leq for residential buildings measured at a distance of 50 feet from the center of a busy construction site. Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors; however, ambient levels at the surrounding uses would potentially be exceeded by five dBA Leq or more throughout construction. The project will implement the following Standard Condition of Approval during construction to ensure that impacts from construction noise would be less than significant.

Standard Condition of Approval

CONSTRUCTION NOISE REDUCTION: The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines and ensure exhaust mufflers are in good condition; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment, such as air compressors or portable power generators, construction staging areas, and construction material areas, as far as practical from sensitive receptors; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible and when located near adjoining sensitive land uses; (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment; and (f) route all construction traffic via designated truck routes where possible and prohibit construction related heavy truck traffic in residential areas where feasible.

With the implementation of Standard Condition of Approval, the short-term construction-noise impacts will be less than significant. **(Less than Significant Impact]**

Permanent Ambient Noise Levels

Traffic

A significant impact would be identified if traffic generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if the noise level increase is three dBA L_{dn}. or greater, as existing noise levels are projected to exceed 60 dBA L_{dn}. Traffic volumes must double to result in a perceptible (three dB) noise increase. The project proposes nine rowhouse units in a developed residential neighborhood. Project-generated traffic would not double traffic volumes in the project area; therefore, project-generated traffic would not increase ambient noise levels by three dBA L_{dn} or more. For this reason, the project-generated traffic noise would result in a less than significant impact. **(Less than Significant Impact)**

Mechanical Equipment

Residential rowhouse structures such as those proposed for the project typically include mechanical equipment such as air conditioning, heating systems, exhaust fans, etc. The project will implement the following Standard Condition of Approval to ensure that impacts from mechanical equipment noise would be less than significant. This condition will be implemented during the building permit process where a project-specific acoustical analysis will be required as part of the permit application.

Standard Condition of Approval

> MECHANICAL EQUIPMENT: The noise emitted by any mechanical equipment shall not exceed a level of 55 dBA during the day or 50 dBA during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.

With implementation of Standard Condition of Approval, project mechanical equipment would not substantially increase noise levels in the project area. **(Less than Significant Impact)**

Impact NOI-2:	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact with Mitigation Incorporated)**

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. The proposed project is not expected to require pile driving, which can cause excessive vibration.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings designed to modern engineering standards, and 0.3 in/sec PPV for buildings where structural damage is a major concern. For the purpose of this analysis, groundborne vibration levels exceeding the conservative 0.3 in/sec PPV limit at the existing adjacent residences would have the potential to result in a significant vibration impact.

Table 4.13-1 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. Project construction activities, such as drilling, the use of jackhammers, rocks drill, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) can generate substantial vibration. The northern and eastern project boundary are shared with adjacent residences. The nearest residential structure is located approximately 12 feet from the northern project boundary. The residential structures east of the site are at least 29 feet from the eastern project boundary. At the distance of approximately 12 feet, vibration levels have the potential to exceed the state's 0.3 in/sec PPV limit.

Table 4.13-2: Vibration Source Levels for Construction Equipment

Equipment		**PPV at 25 feet** (in/sec)	**Approximate L_v at 25 feet** (VdB)
Clam Shovel Drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Note: VdB is the term used for vibration decibels. in/sec = inches per second

Source: United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, May 2006.

Mitigation Measure: The project proposes to implement the following mitigation measures to reduce construction-related vibration impacts at adjacent structures, specifically the residence adjacent to the north of the project site.

MM NOI-2.1: Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building.

MM NOI-2.2: Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

Implementation of the above mitigation measures would reduce construction-related vibration impacts to a less than significant level by limiting the use of heavy vibration-generating construction equipment near adjacent buildings and designating a person responsible for investigating claims of excessive vibration. **(Less than Significant Impact with Mitigation Incorporated)**

Impact NOI-3:	The project would not be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)**

The project site is not located near a private-use airport. While aircraft flyovers from Moffett Airfield would at times be audible in the project area, the project site is outside of the Airfield's 65 dBA CNEL noise contour area. For these reasons, the proposed project would not expose people to excessive aircraft noise. **(Less than Significant Impact)**

4.13.2.1 *Non-CEQA Effects*

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Mountain View has policies that address existing noise conditions affecting a proposed project.

Future Exterior Noise Environment

The "normally acceptable" exterior noise threshold established in the City's General Plan for multi-family residences is 60 dBA L_{dn}. This noise standard would apply to the common open space areas proposed as part of the rowhouse development. The project proposes two common open space areas, one fronting Sierra Vista Avenue, and the other shielded by the proposed townhouses. Given the estimated future noise levels (up to 66 dBA L_{dn} in the project area), noise levels at the common open space areas could exceed the City's 60 dBA L_{dn}.

Future Interior Noise Environment

General Plan policies and the CBC's interior noise level standard of 45 dBA L_{dn} apply to the proposed rowhouse project. Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Given the estimated future noise levels of up to 66 dBA L_{dn} in the project area, the interior noise levels of the buildings could exceed 45 dBA L_{dn} when windows are partially open. In order to reduce the interior noise at the proposed residential units, the following conditions of approval are included in the project.

Standard Condition of Approval

SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS: A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBA L_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the

analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans, and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented as recommended by the qualified acoustical consultant, to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

4.13.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
NOI-1: The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Less than Significant	No mitigation required	NA
NOI-2: The project would not result in generation of excessive groundborne vibration or groundborne noise levels.	Significant	**MM NOI-2.1**, prohibit use of heavy vibratory-generating construction equipment within 20 feet of any adjacent building. **MM NOI-2.2**, Designee register and investigate vibration claims.	Less than Significant
NOI-3: The project site is not located near a public airport or private-use airport and would not expose people residing at the project site to excessive noise levels.	Less than Significant	No mitigation required	NA

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[53] The City of Mountain View Housing Element and related land use policies were last updated in 2014.

Regional and Local

Plan Bay Area 2040

Plan Bay Area 2040 is a long-range transportation, land-use, and housing plan intended support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area 2040 promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).[54]

ABAG allocates regional housing needs to each city and county within the nine-county San Francisco Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population, and Housing, which is an integrated land use and transportation plan through the year 2040 (upon which Plan Bay Area 2040 is based).

4.14.1.2 *Existing Conditions*

Housing and Population

Table 4.14-1 below, summarizes the existing and projected population and housing data for Mountain View. The population and housing numbers are anticipated to increase through 2040.

[53] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed August 21, 2019. http://hcd.ca.gov/community-development/housing-element/index.shtml.
[54] Association of Bay Area Governments and Metropolitan Transportation Commission. Project Mapper. Accessed August 21, 2019 http://projectmapper.planbayarea.org/.

Table 4.14-1: Population and Housing in Mountain View						
	General Plan 2010[1]	**Plan Bay Area 2013[2]**	**California Department of Finance[1]**	**General Plan 2030 Estimate[1]**	**Plan Bay Area 2030 Estimate[2]**	**Plan Bay Area 2040 Estimate[4]**
Population	74,066[1]	74,066[2]	81,992[3]	88,570[1]	90,500[2]	N/A
Households/ Dwelling Units	31,957[1]	31,957[2]	36,422[3]	42,240[1]	38,510[2]	58,500[4]

[1] Based on 2030 General Plan Draft EIR. September 2012.

[2] ABAG. Plan Bay Area Projections 2013. December 2013.

[3] California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, for January 1, 2011-2019. May 2019

[4] Plan Bay Area 2040. Plan Bay Area 2040 Draft Preferred Land Use Scenario. September 2, 2016.

Project Site

The site currently contains three single-family dwelling units. Based on average of 2.73 residents per dwelling unit, 8 people are potentially residents of the site.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Impact POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less than Significant Impact)**

Direct Impact

The project proposes to construct nine residential rowhouse units. In order to develop residential uses on the southern two-thirds of the site, a General Plan amendment is required to change its land use designation from *General Industrial* to *Medium-Density Residential* (13-25 dwelling units per acre). The General Plan amendment, as a result would allow approximately six more residential units with

16 residences than what was assumed in the General Plan. Considering the overall population of approximately 81,992 residents in the City of Mountain View, the increase is incremental. As a result, the proposed project would not directly induce substantial population growth in the area. **(Less than Significant Impact)**

Indirect Impact

As described in Section 3.0 Project Description, the project would construct a new sanitary sewer manhole and storm drain manhole. In addition, the project would extend the existing storm drain main in Colony Street near the project site to the new storm drain manhole. While the project proposes an extension of a storm drain utility line, the project would not extend it beyond what is needed to serve the proposed development. The extension terminates at the new manhole and does not go beyond the project frontage on Colony Street. In addition, the project site is in an urbanized area currently served by existing roadway and infrastructure. As discussed in Section 4.19 Utilities and Service Systems, the project does not require extension of roadways or any other utility infrastructure (water, wastewater treatment, electric power, natural gas, or telecommunications facilities) to serve the proposed development. As a result, the proposed project would not indirectly induce substantial population growth in the area. **(Less than Significant Impact)**

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(Less than Significant Impact)**

The project would demolish the existing three residences in order to construct the proposed rowhouses; however, the project would result in a net increase of six residences. Given that the implementation of the project would result in a net increase in residential units, the project would not necessitate the construction of replacement housing elsewhere. For this reason, the project would not displace substantial numbers of existing housing or residents. **(Less than Significant Impact)**

4.14.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less than Significant	No mitigation required	NA
POP-2: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Less than Significant	No mitigation required	NA

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Regional

Countywide Trails Master Plan

The Santa Clara County Trails Master Plan Update is a regional trails plan approved by the Santa Clara County Board of Supervisors. It provides a framework for implementing the County's vision of providing a contiguous trail network that connects cities to one another, cities to the county's regional open space resources, County parks to other County parks, and the northern and southern urbanized regions of the County. The plan identifies regional trail routes, sub-regional trail routes, connector trail routes, and historic trails.

Local

City of Mountain View 2030 General Plan

The following General Plan policy relates to public services and would be applicable to the project.

Policy	Description
PSA 1.2	**Design for safety.** Support and promote crime prevention and fire safety strategies in the design of new developments.

4.15.1.2 *Existing Conditions*

Fire Protection Services

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 77,914 and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In Fiscal Year 2014/2015, out of 5,703 emergency calls made to the MVFD, 3,786 of the calls were for medical aid, and 122 were for fire.[55] The MVFD has an established response time goal of six minutes for "Medical Code Three" calls (i.e., those requiring expedited transport). During the 2014/2015 fiscal year, the MVFD achieved this goal 93 percent of the time.

The City of Mountain View also participates in a mutual aid program with neighboring cities, including Palo Alto, Los Altos, and Sunnyvale. Through this program, one or more of the mutual aid cities would provide assistance to Mountain View in whatever capacity was needed.

Police Protection Services

Police protection services are provided to the project site by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 90 sworn and 55 non-sworn personnel.[56] The MVPD conducts an active volunteer program (non-officers). Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately 2.3 miles southwest of the project site.

The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55 percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. Priority E calls are of higher importance, because they are often associated with violent crime incidents. MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

[55] MVFD. "Stats/Response/Annual Report". Accessed August 14, 2019. http://mountainview.gov/depts/fire/about/report.asp.
[56] MVPD. "Annual Report 2015". Accessed August 14, 2019. http://www.mountainview.gov/documents/2015%20MVPD%20Annual%20Report.pdf.

Schools

The project site is located within the Mountain View Whisman School District and Mountain View-Los Altos Union High School District. The Mountain View Whisman School District serves grades kindergarten through eighth grade and the Mountain View-Los Altos Union High School District serves high-school age students. Students in the project area attend Monta Loma Elementary School located at 460 Thompson Ave (approximately 1.0 mile south of the site), Greendell School located 4120 Middlefield Road (approximately 1.2 miles southeast of the site), and Mariano Castro Elementary School (approximately 2.5 miles south of the site).

Parks and Open Space

The City of Mountain View currently owns or manages 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among 18 mini-parks (one undeveloped), 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).[57] The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Rengstorff Planning Area of the City of Mountain View 2008 Parks and Open Space Plan. The Rengstorff Planning Area's existing park acreage of 0.13 acres per 1,000 residents is below the City overall standard of 3.0 acres per 1,000 residents. Also, the residential density in the area is nearly 25 percent higher than the average in the City.[58] Although the area is only served by one mini-park, there are other nearby facilities such as Thaddeus Park and the joint-use park at Crittenden Middle School.

Sierra Vista Park is the nearest public park to the project site, and is located approximately 500 feet north of the site at Sierra Vista Avenue and Plymouth Street. The 0.8 acre park includes children's play equipment and a picnic area. Other nearby facilities include the Thaddeus Park at Thaddeus Drive and West Middlefield Road, and Crittenden Middle School between West Middlefield and Rock Street.

Rengstorff Park, approximately 1.5 miles driving distance southwest of the project site, is one of two large community parks in the City. The park is 16.92 acres in size and includes the City's Community Center and a number of sports fields and other facilities.

[57] City of Mountain View. 2014 Parks and Open Space Plan. http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762.
[58] City of Mountain View. *Parks and Open Space Plan.* 2008. Page 40.

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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:				
1) Fire Protection?	☐	☐	☒	☐
2) Police Protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☒	☐
4) Parks?	☐	☐	☒	☐
5) Other Public Facilities?	☐	☐	☒	☐

Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. **(Less than Significant Impact)**

The project site is in an area currently served by the MVFD. The MVFD does not anticipate the need to construct a new fire station to accommodate growth anticipated in the General Plan.[59] While the project would require a General Plan amendment to the southern two-thirds of the site to construct six more residential units than what was assumed in the General Plan, the project would be constructed to current Fire Code standards, would not increase the urban area already served by the MVFD, and would not require expansion of existing or construction of new facilities. **(Less than Significant Impact)**

[59] City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR.* November 2011. Page 502-503.

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. **(Less than Significant Impact)**

The proposed project would not substantially increase demand for police services in the project area. MVPD maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. The General Plan EIR concluded that buildout of the General Plan would increase the demand for police services; however, the city has policies would ensure that the City maintains adequate police staffing to serve the needs of the community. While the proposed project would intensify the use of the site, adding six more residential units than what was assumed in the General Plan, it is not anticipated that the project would require the construction or expansion of police facilities. In addition, the project design shall be reviewed by MVPD to ensure safety features are incorporated to minimize the opportunity for criminal activity. **(Less than Significant Impact)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. **(Less than Significant Impact)**

The project proposes nine new residential rowhouse units. It is estimated that the project would generate a total of one to two school aged children.[60] As required by state law (Government Code Section 65996), the project proponent shall pay the appropriate school impact fees to offset the increased demands on school facilities caused by the project. No expansion of existing school facilities or construction of new school facilities would be needed as a result of the proposed project. **(Less than Significant Impact)**

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. **(Less than Significant Impact)**

Implementation of the proposed project would contribute to an incremental increase in demand for parkland because it would add new residents to the City. The increased population associated with the proposed project would not contribute to the increase in use of existing parks near the project site

[60] Based on the student generation rates provided by the Mountain View Whisman School District for the *North Bayshore Precise Plan Final SEIR*. November 2017. K-5 = 0.073 (0.308 affordable), 6-8 = 0.04 (0.228 affordable), High School = 0.04 (0.302 affordable).

that would potentially lead to physical deterioration of park facilities and overcrowding. **(Less than Significant Impact)**

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. **(Less than Significant Impact)**

Implementation of the proposed project would contribute to an incremental increase in demand for public facilities because it would add new residents to the City. The increased population associated with the proposed project would not substantially contribute to the increase in use of existing facilities near the project site that would potentially lead to physical deterioration of the public facilities and overcrowding. **(Less than Significant Impact)**

4.15.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.	Less than Significant	No mitigation required	NA
PS-2: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.	Less than Significant	No mitigation required	NA
PS-3: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered	Less than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.			
PS-4: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.	Less than Significant	No mitigation required	NA
PS-5: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.	Less than Significant	No mitigation required	NA

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

4.16.1.2 *Existing Conditions*

The City of Mountain View currently owns or manages 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among 18 mini-parks (one undeveloped), 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).[61] The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Rengstorff Planning Area of the City of Mountain View 2008 Parks and Open Space Plan. The Rengstorff Planning Area's existing park acreage of 0.13 acres per 1,000 residents is below the City overall standard of 3.0 acres per 1,000 residents. Also, the residential density in the area is nearly 25 percent higher than the average in the City.[62] Although the area is only served by one mini-park, there are other nearby facilities such as Thaddeus Park and the joint-use park at Crittenden Middle School.

Sierra Vista Park is the nearest public park to the project site, and is located approximately 500 feet north of the site at Sierra Vista Avenue and Plymouth Street. The 0.8 acre park includes children's play equipment and a picnic area. Other nearby facilities include the Thaddeus Park at Thaddeus Drive and West Middlefield Road, and Crittenden Middle School between West Middlefield and Rock Street.

Rengstorff Park, approximately 1.5 miles driving distance southwest of the project site, is one of two large community parks in the City. The park is 16.92 acres in size and includes the City's Community Center and a number of sports fields and other facilities. City of Mountain View Recreation Division, and the Rengstorff Park Pool are within the Rengstorff Park approximately 1.5 miles driving distance. The Moffett Field Recreation Center is 2.8 miles northwest of from the project site.

[61] City of Mountain View. 2014 Parks and Open Space Plan. Accessed August 15, 2019 http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762.
[62] City of Mountain View. *Parks and Open Space Plan.* 2008. Page 40.

4.16.2 Impact Discussion

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

Impact REC-1: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

As discussed in Section 4.15 Public Services, the proposed project would include development of residential units that would have a demand on parks. However the project would not result in a substantial increase in the use of existing neighborhood parks or recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

Impact REC-2: The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

The project does not include recreational facilities. The project would not result in a substantial increase in the use of recreational facilities such that the facilities would need to be expanded or newly constructed. **(Less than Significant Impact)**

4.16.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
REC-1: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
REC-2: The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Less than Significant	No mitigation required	NA

4.17 TRANSPORTATION

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires the replacement of automobile delay—described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion—with VMT as the recommended metric for determining the significance of transportation impacts. The Governor's Office of Planning and Research (OPR) approved the CEQA Guidelines implementing SB 743 on December 28, 2018. Local jurisdictions are required to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

Congestion Management Program

VTA oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that urbanized counties in California prepare a CMP in order to obtain each county's share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management plan, a land use impact analysis program, and a capital improvement element. VTA has review responsibility for proposed development projects that are expected to affect CMP-designated intersections.

Local

City of Mountain View 2030 General Plan

The following transportation-related policies from the General Plan are applicable to the project.

Policy	Description
LUD 3.1	**Land use and transportation.** Focus higher land use intensities and densities within 0.5 mile of public transit service and along major commute corridors.
LUD 6.5	**Pedestrian and bicycling improvements.** Support pedestrian and bicycling improvements and connections between neighborhoods.
LUD 8.3	**Enhanced publicly-accessible bicycle and pedestrian connections.** Encourage new and existing developments to enhance publicly accessible bicycle, pedestrian and transit connections.
LUD 8.5	**Pedestrian and bicycle amenities.** Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.
LUD 17.2	**Transportation Demand Management strategies.** Require development to include and implement Transportation Demand Management strategies.
MOB 8.3	**Multi-modal transportation monitoring**. Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.

City of Mountain View Bicycle Transportation Plan

The Mountain View Bicycle Transportation Plan Update summarizes goals for improving the bicycle network, existing and proposed facilities, and programs involving education, enforcement. The plan was developed in conformance with several other plans including the General Plan, VTA Countywide Bicycle Plan, Metropolitan Transportation Commission Regional Bicycle Plan, the Santa Clara County Trails Master Plan, and Caltrans Streets and Highways Code Section 891.2.

City of Mountain View Pedestrian Master Plan

The City of Mountain View Pedestrian Master Plan summarizes goals for the pedestrian network, existing and proposed facilities, and priority of pedestrian improvements. The plan was developed in conformance with the Mountain View 2030 General Plan.

4.17.1.2 *Existing Conditions*

Local Access

Local access to the project site is provided via Sierra Vista Avenue and Colony Street. The primary arterial streets that provide access to the site are Rengstorff Avenue and Old Middlefield Way. These roadways are described below.

Colony Street is a two-lane street that extends eastward from Rengstorff Avenue to its terminus at Permanente Creek, approximately 0.12 miles east of the project site.

Sierra Vista Avenue is a two-lane street generally aligned north-south that extends from Central Expressway to US 101 (though does not connect directly with either of those roadways).

Rengstorff Avenue is a four-lane roadway aligned in a generally north-south orientation. Rengstorff Avenue extends northward from El Camino Real (SR 82) to its interchange with U.S. 101.

Old Middlefield Way is a four-lane arterial roadway with a two-way left-turn lane generally aligned east-west. It connects West Middlefield Road with the U.S. 101 freeway.

Bicycle and Pedestrian Facilities

Sidewalks are present along most areas of Sierra Vista Avenue, Colony Street, and Old Middlefield Way, and most other streets in the project vicinity. Sierra Vista Avenue is a Recommended Bike Route in the Mountain View Bicycle Transportation Plan (2008) for north-south travel, and is the closest bike route that uses surface streets. The Permanente Creek Trail is a bicycle and pedestrian trail that extends from the vicinity of the project to Shoreline Park and the Bay Trail. This extension provides a pedestrian and bicycle connection between residential neighborhoods on the south side of Highway 101 with businesses and recreational facilities on the north side of the freeway.

Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) operates local and regional bus service in the project area. The existing VTA service in the vicinity is as follows:

- **VTA Route 40** provides service between La Avenida/Inigo Way (north of U.S. 101), the San Antonio Shopping Center, and Foothill College, with 30 to 40-minute commute hour headways. This 40 bus route has a stop at North Rengstorff Avenue and Middlefield Road approximately 1,000 feet from the project site.

- **VTA Route 104** (an express bus route) provides commuter bus service to the Page Mill employment center, with a stop on Old Middlefield Way and Rengstorff Avenue, approximately 1,000 feet from the project site. Route 104 provides two evening trips from the Page Mill area.

The project is located approximately 1.5 miles walking distance from the San Antonio Caltrain station, and is approximately two miles driving distance from the Downtown Mountain View VTA light rail transit station.

4.17.2 Impact Discussion

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

Impact TRN-1: The project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities. **(Less than Significant Impact)**

Roadway Network

The proposed project would demolish one warehouse and three single-family residences in order to construct nine rowhouse units. Traffic from existing warehouse and residential uses would be supplanted by the traffic generated by the new residential units. For the purpose of this analysis, a comparison between the vehicle trips generated by existing use of the site and trips created by the proposed use of the site was used to evaluate the project's potential conflict with a transportation plan.

The VTA's CMP requires a transportation impact analysis when a project would add 100 or more peak hour trips to the roadway network. Projects that generate less than 100 net new peak hour (AM or PM peak hour) trips are presumed to not add congestion to the roadway network; therefore, comply with the CMP. As shown on table 4.16-1, implementation of the proposed project would result in one more AM peak hour trip and one more PM peak hour trip; therefore per CMP, the project would not be required to make any physical roadway improvements to reduce delay or congestion, which may result in a significant impact on the environment. **(Less than Significant Impact)**

Table 4.17-1 Project Trip Generation Estimates								
Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Use								
Rowhouse Residential[1]	9	66	1	4	5	4	2	6
Existing Use								
Residence	3	28	0	2	2	2	1	3
Light Industrial[2]	2,000 s.f.	10	2	0	2	0	2	2
Net New Project Trips								
New Project Trips[3]	-	28	-1	2	**1**	2	-1	**1**

Notes:
1. Trip rates for Condominium/ Townhouse (ITE land use category No. 220).
2. Approximate square footage of existing development; trip rates for General Light Industrial (ITE land use category No. 110).
3. Difference between existing land use trip generation and Project trip generation.

Source: Trip Generation, 10th Edition, Institute of Transportation Engineers (2017)

Transit Facilities

The transit ridership demands of the proposed project are expected to be minimal, on the order of a handful of riders per day, and can be accommodated by the existing transit facilities. The increase in ridership, therefore, would not require the expansion of transit facilities nor would it result in a significant environmental impact on existing facilities. **(Less than Significant Impact)**

Pedestrian Facilities

As discussed previously sidewalks are present along most areas of Sierra Vista Avenue, Colony Street, and Old Middlefield Way, and most other streets in the project vicinity. Pedestrian access would be provided by a four-foot wide private walkway onto Sierra Vista Avenue, along the northern property line, and sidewalks along Sierra Vista Avenue and Colony Street. Pedestrian connectivity within the project site, parking lot, and adjacent pedestrian/bicycle facilities would adequately serve the estimated project demand. **(Less than Significant Impact)**

Bicycle Facilities

Bicycle lanes are not provided within Sierra Vista Avenue and Colony Street. However, Sierra Vista Avenue is a Recommended Bike Route in the Mountain View Bicycle Transportation Plan (2008) for north-south travel, and is the closest bike route that uses surface streets and would comply with the Mountain View General Plan of overarching strategies to support Mountain View's health and wellness by Reducing risk factors for conditions such as obesity by improving bicycle and pedestrian infrastructure to encourage active, non-automotive transportation options.[63] The project would not result in a significant impact to existing or planned bicycle facilities. **(Less than Significant Impact)**

[63] Mountain View 2030 General Plan. Chapter 1 Introduction. Health and Wellness. Page 12

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(No Impact)**

VMT is identified in CEQA Guidelines Section 15064.3 as the most appropriate measure of transportation impacts. The City has not yet adopted a standard approach or guidelines to evaluate a project's VMT impact. Per the CEQA Guidelines Section 15064.3, agencies have until July 1, 2020 to adopt a VMT-based threshold Based on a review of VTA's Baseline VMT Review web service, the project site is in an area with a VMT per capita of 13.08 to 16.16, which is 15 percent above city-wide average of 11.36.[64] However, the project is an infill development, accessible to transit, bicycle, and pedestrian travel, which would minimize project generated VMT, and would densify the development on-site by replacing three residences and a warehouse building with nine rowhouse units. Since the City does not have an established VMT threshold to evaluate impacts, the project would not result in a VMT impact. **(No Impact)**

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

A 25- to 31-foot wide, north-south oriented internal private drive onto Colony Street would provide vehicular access to the site. The internal drive would extend to the northern end of the site, and would provide access to all units and parking on-site. As the project plans are further advanced the project site access driveway would be designed to the satisfaction of City of Mountain View standards. The project does not include sharp curves or incompatible uses. Therefore, the project would not increase hazards due to its geometric design. **(Less than Significant Impact)**

Impact TRN-4:	The project would not result in inadequate emergency access. **(No Impact)**

The proposed project site would be accessible through a private drive onto Colony Street. By adhering to the City of Mountain View's standards and requirements for emergency access, the proposed site access points would be adequate to accommodate circulation of emergency vehicles. **(No Impact)**

4.17.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
TRN-1: The project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities.	Less than Significant	No mitigation required	NA

[64] Santa Clara Valley Transportation Authority. "Baseline VMT Review." Accessed: September 19, 2019. Available at: http://vta.maps.arcgis.com/apps/webappviewer/index.html?id=7c7f3032c2d1414d879c0ea8ef97545c.

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
TRN-2: The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No Impact	No mitigation required	NA
TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less than Significant	No mitigation required	NA
TRN-4 The project would not result in inadequate emergency access.	No Impact	No mitigation required	NA

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

The project site is within the territory of the Ohlone and Muwekma Indian tribes, who had settlements along creeks in the area. The project site is approximately 0.12 miles west of Permanente Creek.

A records search and literature review was completed for the 2030 General Plan. The records search was conducted at the Northwest Information Center (NWIC) [65] of the California Historical Resources Information System (CHRIS), and at the California Native American Heritage Commission (NAHC).[66] Based upon the research, tribal cultural resources were not identified on the project site.[67]

In addition, no tribes have sent written requests for notification of projects to the City of Mountain View under AB 52.

[65] The NWIC is the official state repository of cultural resources records and reports for Santa Clara County.
[66] The NAHC maintains the Sacred Lands File, which includes the location of sites with cultural significance to Native American groups.
[67] Results of record search and literature review on file at the City Community Development Department.

4.18.2 Impact Discussion

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

Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact)**

No known tribal cultural resources are presented on-site. No tribes have sent written requests for notification of projects to the City of Mountain View under AB 52. As discussed in Section 4.5 Cultural Resources, in the unlikely event that human remains or other TCRs are discovered during construction activities, implementation of Standard Condition of Approval listed under Impact CUL-3 would reduce the project's impact to a less than significant level. **(Less than Significant Impact)**

Impact TCR-2:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact)**

As discussed under Impact TCR-1, there are no known tribal cultural resources on-site, and no tribes have sent written requests for notification of projects to the City of Mountain View under AB 52. As discussed in Section 4.5 Cultural Resources, in the unlikely event that human remains or other TCRs are discovered during construction activities, implementation of Standard Condition of Approval listed under Impact CUL-3 would reduce the project's impact to a less than significant level. **(Less than Significant Impact)**

4.18.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).	Less than Significant	No mitigation required	NA
TCR-2: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	Less than Significant	No mitigation required	NA

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Mountain View adopted its most recent UWMP on May 24, 2016.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Local

The City of Mountain View promotes the sustainable use of its water resources through outreach and education programs, financial incentive programs, and by implementing water conservation measures at City properties. Many of the City's water conservation measures are implemented in partnership with Valley Water and the Bay Area Water Supply and Conservation Agency (BAWSCA). Some of the City's conservation measures include incorporating water waste prohibitions into the City Code, monitoring water losses, providing public information and outreach programs, and implementing plumbing and rebate and retrofit programs for residential and business customers.

4.19.1.2 *Existing Conditions*

The project site is located in a developed area within the City of Mountain View and is currently served by existing phone, electrical, water, stormwater, wastewater, and solid waste service systems. Phone service is provided to the project site by AT&T and electrical service is provided by PG&E.

Water Supply

The City of Mountain View municipal water system serves 97 percent of the City of Mountain View, including the project site. The City is the water retailer for the area in which it serves and purchases water from both the SCVWD and San Francisco Public Utilities Commission (SFPUC), which are water wholesalers. The remaining three percent of Mountain View's population is served by the California Water Service Company.

The City of Mountain View's UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years through at least 2040, based on General Plan growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures, the potential increased use of recycled water, and an increase in groundwater production (as the groundwater basin allows).

As described in the 2015 UWMP, recent updates to the plumbing code (which include requiring more water-efficient features) are expected to reduce Mountain View's water use by two percent in 2020, and up to nine percent in 2040. Additionally, the UWMP projects that implementation of new conservation measures would reduce water use by eight percent in 2020 and 2040, from the base-case scenario.

Current and near-term water conservation measures, as identified in the UWMP, include water waste prohibitions in the Municipal Code, water system audits, leak detection and repair, metering with commodity rates and conservation pricing, public information and education programs. Other City of Mountain View water conservation programs include residential water surveys, rebates and free equipment, turf audits, plumbing retrofits, and washing machine incentives. The Mountain View City Council also adopted Water Conservation in Landscaping Regulations in May 2010.

The total water use on-site from the existing development is approximately 913 gallons per day (gpd) (or one acre-feet per year [AFY]).[68]

Wastewater Services

The City of Mountain View maintains its own wastewater collection system. Sanitary and storm drains in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The City pumps its wastewater to the Palo Alto Regional Water Quality Control Plant (PARWQCP) for treatment. The PARWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. The City of Mountain View has an average annual flow capacity right of 15.1 mgd at the PARWQCP. As of 2015, approximately 9 mgd of wastewater from Mountain View was collected and treated by the PARWQCP.[69] The terms of Mountain View's Basic Agreement with the City of Palo Alto require that when the City of Mountain View reaches 80 percent of the 15.1 mgd allowed by the agreement (approximately 12.08 mgd), an engineering study would be required of the City to redefine the future needs of the PARWQCP and potentially assist in future plant expansions or upgrades outlined in the Long Range Facilities Plan.

Mountain View's sanitary sewer system is a gravity system with two sewer lift stations; one located in Shoreline Park and the other is a localized station on Pastel Lane. The system consists of gravity pipelines, pressure pipelines, and pump stations. The Shoreline Sewer Pump Station, located within the North Bayshore area conveys the majority of sanitary sewer flow generated within the City to the PARWQCP. The project site currently connects to an eight-inch existing sanitary sewer main in East Evelyn Avenue, which ultimately conveys flows to the Shoreline Sewer Pump Station.[70]

The total wastewater generated on-site from the existing development is approximately 720 gpd (or 0.00072 mgd).[71]

Storm Drainage

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The project site is within the Stevens Creek watershed, discharging to Stevens Creek near SR 85. Local flow is collected and flows towards the large diameter storm drain trunk line flowing east to west parallel to US 101. Stormwater runoff from the project site is collected via on-site inlets/catch basins, which connect to the 12-inch diameter storm drains/piping systems running along East Evelyn Avenue. The runoff then flows from storm drains and into the City's stormwater system.

[68] Infrastructure Engineering Corporation. *General Plan Update Utility Impact Study*. October 2011. Table 2-1 Water Unity Duty Factors from Residential and Non-Residential Sources, Single Family Residential, and General Industrial.
[69] City of Mountain View. 2015 UWMP. June 2016, amended September 12, 2017.
[70] City of Mountain View. Final Report: Sewer Master Plan. August 2010.
[71] Infrastructure Engineering Corporation. *General Plan Update Utility Impact Study*. October 2011. Table 2-2 Sewer Generation Factors from Residential and Non-Residential Sources, Single Family Residential, and General Industrial.

Solid Waste

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View. Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting, and commercial compostables (food scraps) are transported to a composting facility located in Vernalis, California. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José (which is contracted to the City through 2021).

The total solid waste generated on-site from the existing development is approximately 17.2 pounds per day (or 0.0086 tons per day). [72]

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
5) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

[72] California Air Pollution Control Officers Association. *California Emissions Estimator Model*. Appendix D Default Data Tables. November 2017. Table 10.1 Solid Waste Disposal Rates Santa Clara County, Single Family Housing, and Statewide Unrefrigerated Warehouse.

Impact UTL-1:	The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact with Mitigation Incorporated)**

The project would construct a new sanitary sewer manhole and a new storm drain manhole on the south side of Colony Street across from the proposed project driveway. In addition, the project would extend the existing 24-inch stormwater main in Colony Street located across the southeast corner of the project site to connect to the new storm drain manhole. The construction impacts of the proposed project, including the utility improvements, is discussed in Sections 4.3 Air Quality, 4.4 Biological Resources, 4.5 Cultural Resources, 4.10 Hydrology and Water Quality, 4.13 Noise and Vibration in this Initial Study, and Standard Conditions of Approval and mitigation measures are required for the project to reduce construction-related impacts to a less than significant level.

The project would not require the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas, or telecommunications facilities. **(Less than Significant Impact with Mitigation Incorporated)**

Impact UTL-2:	The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

The City of Mountain View water service has sufficient existing water supply to support the proposed project under normal, single dry, or multiple dry water years. Under normal conditions, the City is not projected to experience supply shortfalls. Shortfalls of up to 12 percent are projected for single dry years and up to 14 percent for multiple dry years. Under all dry conditions, the City may need to impose water conservation measures, to achieve 10 to 20 percent reductions, per Mountain View Municipal Code, Section 35.28.

The proposed project would use approximately 1,719 gpd of water (or 1.9 AFY),[73] which is a net increase of 806 gpd (or 0.9 AFY). In 2015, the City of Mountain View was projected to have a water supply of approximately 8,610 AFY. The net new demand generated by the proposed project represents approximately 0.01 percent of the City's total projected demand for 2015. The proposed project would include sustainable and green building design features, as required by Mountain View policies and regulations. The Mountain View City Council adopted Water Conservation in Landscaping Regulations and CalGreen. These regulations include water efficiency requirements for new and renovated landscapes and construction. Since the project intends to incorporate GreenPoint Rated energy and emissions reduction features, water efficiency will be achieved through the use of low-water landscaping and water efficient plumbing fixtures.

[73] Infrastructure Engineering Corporation. *General Plan Update Utility Impact Study*. October 2011. Table 2-1 Water Unity Duty Factors from Residential and Non-Residential Sources, Multi-Family Residential.

Based on the incremental increase in water demand anticipated by the project on the overall water demand in the City and the conservation measures required of the project, the project would not result in a significant impact on water services or system demand. **(Less than Significant Impact)**

Impact UTL-3:	The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

Sanitary sewer services would be provided for the project by connecting new sanitary sewer laterals to the existing eight-inch public sanitary sewer main located in Colony Street. Flows from the project site would flow north from this line towards the PARWQCP. The project would generate approximately 1,350 gpd of wastewater (or 0.00135 mgd),[74] which is a net increase of approximately 630 gpd (or 0.00063 mgd). While a slightly greater quantity of wastewater would be generated at the site under existing conditions, given the overall capacity at PARWQCP (40 mgd), the City's treatment allocation at PARWQCP (15.1 mgd), and the existing wastewater collected from the City (9 mgd), there is sufficient capacity at the PARWQCP and within the City's existing treatment allocation to serve the project. In addition, the City has determined that the downstream sewer lines have sufficient capacity to convey the additional discharge from the proposed project.[75] **(Less than Significant Impact)**

Impact UTL-4:	The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

Solid waste generated by the project would be transported to Kirby Canyon Landfill, where the City of Mountain View has secured landfill disposal capacity for the City's solid waste until 2063. The landfill is permitted to receive a maximum disposal of 2,600 tons of garbage per day.[76] The project would generate approximately 22.68 pounds (or 0.011 tons) of solid waste per day, [77] which is a net increase of 5.48 pounds (or 0.0027 tons) per day.

The City of Mountain View is working to maintain a waste diversion goal of 50 percent. In addition, 65 percent of construction and demolition waste must be diverted in compliance with the Green Building Code. The proposed project would comply with the City's diversion requirements and Green Building Code construction debris diversion requirements.

[74] Infrastructure Engineering Corporation. *General Plan Update Utility Impact Study*. October 2011. Table 2-2 Sewer Generation Factors from Residential and Non-Residential Sources, Multi-Family Residential.
[75] Valencia, Susana. Assistant Engineer, City of Mountain View Public Works Department. Personal Communication. October 9, 2019.
[76] CalRecycle. Facility/Site Summary Details: Kirby Canyon Recycle & Disp. Facility (43-AN-0008). Accessed August 21, 2019. http://www.calrecycle.ca.gov/SWFacilities/Directory/43-AN-0008/Detail/
[77] Illingworth & Rodkin, Inc. *Colony Sierra Homes Air Quality Community Risk Assessment*. August 13, 2019. Attachment 3: CalEEMod Modeling Output.

Because the project can be served by a landfill with capacity and would be required to comply with existing local and State programs and regulations, the project's impacts related to solid waste and landfill capacity would be less than significant. **(Less than Significant Impact)**

Impact UTL-5:	The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

The project would be served by a landfill with capacity and would be required to comply with existing local and State programs and regulations, therefore, the project's impacts related to solid waste and landfill capacity would be less than significant. **(Less than Significant Impact)**

4.19.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
UTL-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Significant	**MM AQ-3.1, MM NOI-2.1, MM NOI-2.2**	Less than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
UTL-2: The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Less than Significant	No mitigation required	NA
UTL-3: The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less than Significant	No mitigation required	NA
UTL-4: The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less than Significant	No mitigation required	NA
UTL-5: The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than Significant	No mitigation required	NA

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Existing Conditions*

4.20.1.2 *Existing Conditions*

The California Department of Forestry and Fire Protection (Cal Fire) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project site is not located in a FHSZ.[78]

4.20.2 Impact Discussion

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

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

[78] California Board of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Accessed August 27, 2019. http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones.

4.20.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
WF: The project would not result in wildfire impacts	No Impact	No mitigation required	NA

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Impact MFS-1: The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact)**

As discussed in the previous sections of this Initial Study, the proposed project would not degrade the quality of the environment with implementation of identified Standard Conditions of Approval and mitigation measures. As discussed in Section 3.4, Biological Resources, with implementation of the identified Standard Conditions of Approval, the project would not significantly impact sensitive habitats or species. As discussed in Section 3.5, Cultural Resources, with implementation of the identified Standard Conditions of Approval, the project would result in a less than significant impact on archaeological resources. The project would have no impact on historic or tribal cultural resources. **(Less than Significant Impact)**

Impact MFS-2:	The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Cumulative Impact)**

Under Section 15065(a) (3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." This Initial Study evaluates the environmental impacts of the proposed Sierra Vista, nine unit rowhouse residential development. This Initial Study also takes into account other past, pending, and probable future projects whose impacts could combine to produce cumulative impacts.

Resource Topics not Impacted by the Project

The project would result in no wildfire hazards and would have no impact on agricultural resources, mineral resources, historic resources or tribal cultural resources; therefore, the project has no potential to combine with other projects to result in cumulative impacts to those resources. **(No Cumulative Impact)**

Cumulative Air Quality Impacts

By its very nature, air pollution is largely a cumulative impact. The geographic area for cumulative air quality impacts is the San Francisco Bay Area Air Basin. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The project would emit criteria air pollutants and contribute to the overall regional emissions of these pollutants. The project-level thresholds identified by BAAQMD (which the project's impacts were compared to in Section 4.3, Air Quality) are the basis for determining whether a project has a cumulatively considerable contribution to the existing cumulatively significant air quality impact. The project's construction and operational criteria air pollutant emissions would be below BAAQMD screening criteria and thresholds for these pollutants; therefore, the project would result in a less than cumulatively considerable contribution to significant regional air quality impact. Additionally, modeling of construction TACs (refer to Table 4.3-4 in Section 4.3 Air Quality) confirmed that cumulative impacts from all sources within 1,000 feet of the site would be less than significant. **(Less than Cumulatively Considerable Contribution to a Significant Cumulative Impact)**

Cumulative GHG Impacts

The proposed project and past, present, present and future development projects worldwide contribute to global climate change. No single project is sufficient in size to, by itself, change the global average temperature. Therefore, due to the nature of GHG impacts, a significant project impact is a significant cumulative impact. As discussed in Section 4.8, Greenhouse Gas Emissions, the project's operational emissions would be below applicable thresholds for 2030; the project would, therefore, not result in significant GHG impact. For these reasons, the project would not result in a cumulatively considerable contribution to a significant cumulative GHG impact. **(Less than Cumulatively Considerable Contribution to a Significant Cumulative Impact)**

Cumulative Hydrology and Utilities Impacts

The geographic area for cumulative hydrology and water quality impacts is the Permanente Creek watershed. Cumulative developments near the project would be subject to similar hydrological and urban runoff conditions. All projects occurring within Mountain View would be required to implement the same Standard Conditions of Approval and measures related to construction water quality as the proposed project (including preparation of a SWPPP if disturbance if greater than one acre). In addition, all current and probable future projects that would disturb more than one acre of soil or replace/add more at least 10,000 square feet of impervious surfaces would be required to meet applicable site design and runoff reduction measures where feasible and the City's Storm Drainage Manual requirements on a project-specific basis. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative hydrology or water quality impacts. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative utility and service systems is the City boundaries. The project would incrementally contribute to cumulative demands on utilities and service systems (water, sewer, solid waste, storm drainage). Implementation of the proposed project and cumulative projects in Mountain View would not cause the City to exceed water demand projections, which are primarily based on population and employment growth.

As discussed in the Section 4.19, Utilities and Service Systems, the landfills serving the project site and the City as a whole, have remaining capacity to serve the region through 2063. Based on the above reasons, the combined projects would not result in significant cumulative impacts to the City's water, sewer, solid waste and storm drainage facilities. **(Less than Significant Cumulative Impact)**

The project would not relocate natural gas, electricity or telecommunications facilities. The project would not combine impacts to these utility lines with other projects, therefore, no cumulative impacts to these utilities would result from the combined projects. **(No Cumulative Impact)**

Cumulative Biological Resources Impacts

The geographic area for cumulative impacts to trees includes the project site and adjacent parcels. There are no current or reasonably foreseeable projects adjacent to the project site. Therefore, the project would not have the potential to result in combined cumulative impacts to trees. **(No Cumulative Impact)**

There are no state or federally protected wetlands on or adjacent to the project site. The proposed project would not impact wetlands through direct removal, hydrological interruption, or other means. **(No Cumulative Impact)**

The geographic area for cumulative impacts to migratory wildlife would be Santa Clara County. Construction of projects throughout the County, including the proposed project, could result in a less than significant cumulative impact on nesting birds. Each project is subject to federal, state, and local regulations (including the MBTA, Fish and Game Code, and CEQA), which would avoid and/or minimize impacts to nesting birds. The project, with the implementation of Standard Condition of Approval listed under Impact BIO-1 would comply with the MBTA and Fish and Game Code, would not result in a cumulatively considerable contribution to a significant cumulative impact to nesting

birds. A tree removal permit is required from the City for the removal of any Heritage trees. Projects constructed in the City are required to mitigate for the removal of Heritage trees, and protect any trees that remain in place from potential construction damage. For this reason, the proposed project in combination with cumulative scenario projects would not result in a significant impact to trees or as a result of a tree ordinance conflict. **(Less than Significant Cumulative Impact)**

Cumulative Population and Housing Impacts

The geographic area for cumulative population and housing impacts is defined as the City of Mountain View. The project would not induce substantial population growth in the City. While the project proposes an extension of a storm drain utility line, the project would not extend it beyond what is needed to serve the proposed development. ; therefore, would not remove an existing constraint on growth and development in the area. As a result, the project would not induce substantial population growth in the project site and would not result in significant cumulative population impacts. (**Less than Significant Cumulative Impact)**

Cumulative Public Services Impacts

The geographic area for cumulative public services and recreation facilities is the City's boundaries. All of cumulative projects occurring within the City would implement conditions of approval that would reduce impacts to public services. While the proposed project would increase public services demand by constructing nine rowhouse units, it would not contribute considerably to cumulative impacts as a result of new physical public service facilities, because none are needed for the proposed project. **(Less than Significant Cumulative Impact)**

Cumulative Land Use Impacts

The proposed project would conform to applicable land use plans, policies, and regulations for the purpose of avoiding or mitigating environmental impacts and would not have land use impacts that could combine with other nearby projects. For these reasons, the combined projects would result in a less than significant cumulative land use impact. (**Less than Significant Cumulative Impact)**

Cumulative Hazards and Hazardous Materials and Impacts

The geographic area for cumulative hazardous materials impacts would be within 1,000 feet of the project. The use, storage, transportation, and disposal of maintenance chemicals of the project would be managed in accordance with existing laws and regulations that ensure herbicide and pesticide storage, and transportation to and from the cumulative sites would not result in a significant cumulative impact related to hazardous materials. **(Less than Significant Cumulative Impact)**

The project would not result in an aircraft hazard given the project site is not located within an AIA of a Comprehensive Land Use Plan and is not located within an FAA height restriction area for new structures. The project would, therefore, not result in cumulative impacts due to aircraft hazards when combined with the impacts of other projects. **(No Cumulative Impact)**

Cumulative Noise Impacts

Construction

The geographic area for cumulative construction noise would be within 500 feet of the project site. There are no current or reasonably foreseeable projects adjacent to the project site. Therefore, the project would not have the potential to result in combined cumulative construction noise and vibration impacts. **(Less than Significant Cumulative Impact)**

Operation

As discussed in Section 4.13 Noise and Vibration, project vehicles traveling on surrounding roadways would not, in combination with other growth in the area, lead to substantial increases in roadway noise. Mechanical equipment in residential rowhouse structures, such as those proposed for the project typically include various mechanical equipment, such as air conditioning, heating systems, exhaust fans, etc. that generates operational noises; however, with the implementation of the Standard Condition of Approval, the project would have a less than significant cumulative impact on permanent noise levels. **(Less than Significant Cumulative Impact)**

Cumulative Traffic Impacts

The geographic area for cumulative transportation resource impacts includes the project site and its surrounding area. The proposed project would generate very few new vehicle traffic trips. The project would be consistent with applicable policies regarding transportation and circulation and, therefore, would not result in a cumulative conflict with those policies. The cumulative projects would comply with current building and fire codes and be reviewed by the Fire Department to ensure adequate emergency access. For these reasons, the cumulative projects would not result in a significant cumulative impact to emergency access. **(Less than Significant Cumulative Impact)**

Impact MFS-3:	The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Pursuant to this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality and noise. Implementation of the best management practices, standard permit conditions, mitigation measures, and adherence to General Plan, City Code, and state and federal regulations described in these sections of the report, would avoid significant impacts. No other direct or indirect adverse effects on human beings have been identified. **(Less Than Significant Impact with Mitigation Incorporated)**

4.21.1 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
MFS-1: The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.	Less than Significant	No mitigation required	NA
MFS-2: The project does not have impacts that are individually limited, but cumulatively considerable.	Less than Significant	No mitigation required	NA
MFS-3: The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.	Significant	**MM AQ-3.1, MM NOI-2.1, MM NOI-2.2**,	Less Than Significant

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of Mountain View
Community Development Department, Planning Division
Diana Pancholi, Senior Planner

6.2 CONSULTANTS

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Air Quality and Greenhouse Gas Emissions
James Reyff, President
Casey Divine, Senior Consultant
William Popenuck, Senior Consultant

SECTION 7.0 ACRONYMS AND ABBREVIATIONS

2017 CAP	Bay Area 2017 Clean Air Plan
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	asbestos containing materials
ADFW	Average Dry Weather Flow
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
BAAQMD	Bay Area Air Quality Management District
Btu	British Thermal Unit
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code
Cal/OSHA	California Division of Occupational Safety and Health
CARB	California Air Resources Board
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CFCs	Chlorofluorocarbons
CH_4	Methane
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
DNL	Day/Night Average Sound Level
DOT	United States Department of Transportation

DPM	Diesel Particulate Matter
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Administration
GHGs	Greenhouse Gases
GWP	Global Warming Potential
Habitat Plan	Santa Clara Valley Habitat Plan/Natural Community Conservation Plan
HFCs	Hydrofluorocarbons
LBP	lead-based paint
L_{eq}	energy-equivalent sound/noise descriptor
L_{max}	maximum A-weighted noise level
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MHFD	Morgan Hill Fire Department
MHPD	Morgan Hill Police Department
MLD	Most Likely Descendant
$MMTCO_2e$	Million Metro Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
MTC	Metropolitan Transportation Commission
N_2O	Nitrous Oxide
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NO_x	Nitrogen Oxides
NOD	Notice of Determination
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	Ground-Level Ozone
PDAs	Priority Development Areas
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric Company

PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PPV	Peak Particle Velocity
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
RPS	Renewables Portfolio Standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SR	State Route
SVCE	Silicon Valley Clean Energy
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TACs	Toxic Air Contaminants
TCRs	Tribal Cultural Resources
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority

DRAFT MITIGATED NEGATIVE DECLARATION

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
DRAFT MITIGATED NEGATIVE DECLARATION

I. INTRODUCTION

A. LEAD AGENCY AND ADDRESS

Community Development Department
City of Mountain View
500 Castro Street
Mountain View, CA 94041

B. CONTACT PERSON AND PHONE NUMBER

Diana Pancholi, Senior Planner
Community Development Department
City of Mountain View
(650) 903-6306

C. PROJECT SPONSOR AND ADDRESS

MBI Homes & Design Groups
2251 Grand Road, Suite G.
Los Altos, CA 94024

D. EXISTING GENERAL PLAN DESIGNATION AND ZONING

General Plan: *General Industrial* and *Medium-Density Residential*

Zoning: *General Industrial* and *Multiple-Family Residential with Special Design*

E. PROJECT DESCRIPTION

The project proposes a General Plan amendment to change a portion of an approximately 0.56-acre site from *General Industrial* to *Medium-Density Residential*, and rezone the entire site to *Multiple-Family Residential* in order to demolish three single-family residences and a warehouse building, and redevelop the site with nine residential rowhouse units. A Heritage Tree Removal Permit is required to remove six Heritage trees on-site.

The project site is not included on sites listed in the hazardous materials databases pursuant to Government Code Section 65962.5 (Cortese List).

F. LOCATION OF PROJECT

The approximately 0.56-acre project site at 851 and 853 Sierra Vista Avenue is located at the northeast corner of Sierra Vista Avenue and Colony Street (Accessor Parcel Numbers: 153-03-022, 153-03-006, and 153-03-007) in the City of Mountain View.

II. MITIGATION MEASURES

Air Quality

MM AIR-3.1: All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters that achieve 85 percent reduction in exhaust particulate matter emissions or equivalent. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.

Noise and Vibration

MM NOI-2.1: Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building.

MM NOI-2.2: Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

III. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, and therefore, an Environmental Impact Report (EIR) is not required.

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

IV. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.

Diana Pancholi, Senior Planner	November 26, 2019
Name/Title	Date

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Air Quality				
Impact AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations with mitigation incorporated.	**MM AIR-3.1:** All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters that achieve 85 percent reduction in exhaust particulate matter emissions[1] or equivalent. Equipment that meets U.S. EPA Tier 4 standards for particulate matter or use of equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.	Project applicant and contractors implementing the project	All measures will be required as part of demolition and development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to and during any construction activities, as specified.
Noise and Vibration				
Impact NOI-2: The project would not result in generation of excessive groundborne vibration or groundborne noise levels with mitigation incorporated.	**MM NOI-2.1:** Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building. **MM NOI-2.2:** Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.	Project applicant and contractors implementing the project	All measures will be required as part of demolition and development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	During any construction activities, as specified.

SOURCE: City of Mountain View. *Sierra Vista Rowhouse Project Initial Study/Mitigated Negative Declaration*. October 2019.

[1] See http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm