CITY OF MOUNTAIN VIEW

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Name: Shorebreeze Apartments Project at 460 North Shoreline Boulevard

Project Description: The project consists of a request for a Precise Plan Amendment to the P-5 (460 Shoreline Boulevard) Precise Plan to allow an increase from 125 units to 170 units, and increase in density from the 37 dwelling units allowed to 50 units on the 3.37 acres, or 32 units including the San Francisco Public Utilities (SFPUC) land (total 5.3 acres); a Planned Community Permit and Development Review Permit to construct 62 affordable units (21 studios, 21 one-bedroom, 8 two-bedroom, and 12 three bedroom), to replace 12 of the existing affordable units, and a Heritage Tree Removal Permit for the removal of 22 Heritage trees on a 5.3 acre site; and a determination that the project requires an Initial Study pursuant to Section 15063 of the CEQA Guidelines. This project is located on the west side of North Shoreline Boulevard between Montecito Avenue and Wright Avenue in the P-5 (460 N Shoreline Boulevard) Precise Plan.

Project Location: The project site is located at 460 North Shoreline Boulevard (Assessor's Parcel Numbers (APNs) 150-26-006 and 150-26-005. The project site is located in an urbanized environment. The site is bounded by commercial development and the Barkley Square Apartments to the north, North Shoreline Boulevard to the east and south, and residential development to the west.

Initial Study/Environmental Assessment: An Initial Study was prepared for the proposed project and the analysis determined that there would be no significant environmental impacts. Therefore, the proposed project would not have a significant impact on the environment and a Negative Declaration will be recommended to the City Council. The public review period for the Initial Study and proposed Negative Declaration is from **September 1, 2017 to September 21, 2017 at 5:00 p.m.**

Public Hearings: The date for the required Environmental Planning Commission and City Council Public Hearings has not been set. Separate notices announcing the date and time of these public hearings will be published separately.

Information: All information regarding the proposed project, the Initial Study, Draft 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 Paula Bradley, Associate Planner, at the mailing address listed above or via email at Paula.Bradley@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.

CITY OF MOUNTAIN VIEW

SHOREBREEZE APARTMENTS PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF MOUNTAIN VIEW
P.O. BOX 750
MOUNTAIN VIEW, CA 94039-7540

Prepared by:

Michael Baker
INTERNATIONAL

ONE KAISER PLAZA, SUITE 1150
OAKLAND, CA 94612

AUGUST 2017

CITY OF MOUNTAIN VIEW

SHOREBREEZE APARTMENTS PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF MOUNTAIN VIEW
P.O. BOX 750
MOUNTAIN VIEW, CA 94039-7540

Prepared by:

MICHAEL BAKER INTERNATIONAL
ONE KAISER PLAZA, SUITE 1150
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AUGUST 2017

1.0 INTRODUCTION

2.0 PROJECT INFORMATION

3.0 PROJECT DESCRIPTION

4.0 ENVIRONMENTAL CHECKLIST

APPENDICES

TABLES

FIGURES

1.0 Introduction

1.1 INTRODUCTION AND REGULATORY GUIDANCE

INITIAL STUDY AND NEGATIVE DECLARATION

This document contains an initial study (IS), with supporting environmental studies, which concludes that a negative declaration (ND) is the appropriate California Environmental Quality Act (CEQA) document for the Shorebreeze Apartments project (proposed project). This ND has been prepared in accordance with Public Resources Code Section 21000 et seq., and the CEQA Guidelines, California Code of Regulations Section 15000 et seq.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment that cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency finds that the proposed project would not have a significant effect on the environment and, therefore, prepares a written statement describing the reasons why the preparation of an EIR is not required (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070:

> A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:
>
> a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
>
> b) The initial study identifies potentially significant effects, but:
>
> (1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
>
> (2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT ENVIRONMENTAL IMPACT

The proposed project would receive federal funding through the HOME Investments Partnerships Program for the construction of affordable housing. As such, the project is subject to the National Environmental Policy Act (NEPA). An environmental assessment (EA) and supporting environmental studies concluded that a Finding of No Significant Impact (FONSI) is the appropriate NEPA document for the proposed project. The EA was prepared in accordance with the US Department of Housing and Urban Development (HUD) NEPA requirements, including the Determinations and Compliance Findings for HUD-assisted Projects (24 CFR 58) form and checklist. The EA was prepared as a stand-alone document and will go through a review and approval process separate from this Initial Study.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 establishes criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the

criterion above, the City of Mountain View (City) is the lead agency for the proposed Shorebreeze Apartments project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed project. This document is divided into the following sections:

1.0 Introduction – This section includes an introduction and describes the purpose and organization of the document.

2.0 Project Information – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the project location, General Plan land use designation and zoning district, and identification of surrounding land uses, Also included in this section is a checklist of the environmental factors that are potentially affected by the project.

3.0 Project Description – This section describes the proposed project in detail. It also identifies any other public agencies whose review, approval, and/or permits may be required.

4.0 Environmental Checklist – This section describes the environmental setting and overview for each of the environmental subject areas. It evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," and "potentially significant impact" in response to the environmental checklist.

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4.0, Environmental Checklist, is the analysis portion of this Initial Study. The section evaluates the potential environmental impacts of the project. Section 4.0 includes 19 environmental issue subsections, including CEQA Mandatory Findings of Significance. The environmental issue subsections, numbered 1 through 19, consist of the following:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation/Traffic
17. Tribal Cultural Resources
18. Utilities and Service Systems
19. Mandatory Findings of Significance

Each environmental issue subsection is organized in the following manner:

The **Setting** summarizes the existing conditions at the regional, subregional, and local levels, as appropriate, and identifies applicable plans and technical information for the particular issue area.

The **Discussion of Impacts** provides a detailed discussion of each environmental issue checklist question. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this Initial Study:

- **No Impact:** No project-related impact on the environment would occur with project development.

- **Less Than Significant Impact:** The impact would not result in a substantial adverse change in the environment. This impact level does not require mitigation measures.

- **Less Than Significant Impact With Mitigation Incorporated:** An impact that may have a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (CEQA Guidelines Section 15382). However, the incorporation of mitigation measures that are specified after analysis would reduce the project-related impact to a less than significant level.

- **Potentially Significant Impact:** An impact that is "potentially significant" but for which mitigation measures cannot be immediately suggested or the effectiveness of potential mitigation measures cannot be determined with certainty, because more in-depth analysis of the issue and potential impact is needed. In such cases, an environmental impact report (EIR) is required.

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2.0 PROJECT INFORMATION

1. Project title: Shorebreeze Apartments

2. Lead agency name and address: City of Mountain View
PO BOX 750
Mountain View, CA 94039-7540

3. Contact person and phone number: Paula Bradley, MCP, AICP, Associate Planner
Community Development Department
City of Mountain View
(650) 903-6306

4. Project location: The project site is located at 460 North Shoreline Boulevard (Assessor's Parcel Numbers [APNs] 150-26-006 and 150-26-005).

5. Project sponsor's name and address: MidPen Housing Corporation
Contact: Matt Lewis
303 Vintage Park Drive, Suite 250
Foster City, CA 94404
(650) 356-2928

6. General Plan designation: High Density Residential

7. Zoning: Planned Community 5 (P5). The zoning is outlined in the 460 Shoreline Boulevard Precise Plan; development standards correspond with the Residential–Multiple-Family Residential (R3) zoning district.

8. Project Description: The project would consist of two main components: (1) demolition of 12 existing affordable housing townhouse units; and (2) construction of 62 new affordable housing units where the 12 units are currently located.

9. Surrounding land uses and setting: The project site is located in an urbanized environment. The complex is bounded by commercial development and the Barkley Square Apartments to the north, North Shoreline Boulevard to the east and south, and residential development to the west.

10. Environmental factors potentially affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gases	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Tribal Cultural Resources	☐ Utilities and Service Systems

☐ Mandatory Findings of Significance

11. Determination: (To be completed by the lead agency)

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Paula Bradley Printed Name	City of Mountain View Lead Agency
Associate Planner Title	

3.0 Project Description

3.1 PROJECT LOCATION

The project site is located on the same site as the existing Shorebreeze Apartment complex at 460 North Shoreline Boulevard in Mountain View, California. Mountain View is in Santa Clara County in the San Francisco Bay Area and is surrounded by the cities of Palo Alto, Los Altos, and Sunnyvale (**Figure 3.0-1, Regional Vicinity**).

3.2 PROJECT SITE

The project site is a 5.34-acre triangular-shaped lot directly adjacent to North Shoreline Boulevard (**Figure 3.0-2**, **Project Location**). The project site comprises two parcels—Assessor's Parcel Numbers [APNs] 150-26-006 and 150-26-005. Parcel APN 150-26-006, which is composed of five separate lots, is designated Lot 1 through Lot 5 (**Figure 3.0-3, Detailed Project View**). The project site is currently developed with the existing Shorebreeze Apartment complex, consisting of 120 affordable apartments for families and seniors in five existing buildings, a recreation center, an asphalt parking lot, and paved walkways. The Hetch-Hetchy Easement, owned by the City and County of San Francisco and managed by the San Francisco Public Utilities Commission (SFPUC), is located under the parking lot on the northern portion of the project site.

Landscaping on the project site consists of mature trees along the southern and western boundaries, as well as grass and shrubs surrounding the existing buildings. Hedges and trees separate the project site from the Barkley Square Apartments to the north.

The project site is located in an urbanized environment. The complex is bounded by commercial development and the Barkley Square Apartments to the north, North Shoreline Boulevard to the east and south, and residential development to the west.

EXISTING ZONING

Per the City's (2016a) General Plan Land Use Map, the project site is designated High-Density Residential. Per the City's (2016b) Zoning Map, the project site is zoned Planning Community 5 (P5). The project site zoning is outlined in the 460 Shoreline Boulevard Precise Plan, which was developed in 1978 to outline a plan for the development of an affordable residential complex for families and senior citizens on the property (Mountain View 1978). The Precise Plan states that the development standards of the Residential–Multiple-Family (R3) zoning district are to be used as a guideline for development.

Per the City's Zoning Map, land to the west, north, and south is primarily zoned R3, with one area to the north zoned Commercial–Neighborhood (CN). The land to the east is zoned Commercial–Office (CO).

3.3 PROJECT BACKGROUND

The Shorebreeze Apartment complex was originally built in 1980 as affordable housing. In 1997, MidPen Housing Corporation acquired the complex and preserved its affordable status. Following its acquisition of the complex, MidPen Housing rehabilitated and upgraded the apartments, community spaces, and landscaping.

In 2016, MidPen Housing submitted a request to the Mountain View City Council to reserve $6.3 million of funding for renovations to the Shorebreeze Apartment complex. The funds would be used to demolish 12 existing units and construct 62 affordable units.

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Figure 3.0-1
Regional Vicinity

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Figure 3.0-2
Project Locaiton

Michael Baker INTERNATIONAL

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FIGURE 3.0-3
Detailed Project View

Michael Baker INTERNATIONAL

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Hetch-Hetchy Easement

MidPen Housing leases approximately 1.95 acres on the northern edge of the project site (the Hetch-Hetchy Easement) from the SFPUC (refer to Figure 3.0-3). Under the current lease agreement, which commenced in February 1980 and terminates in March 2031, the easement can only be used for parking, access, and landscaping. In order to develop the site, MidPen Housing must renegotiate the lease to extend the term beyond 2031 to accommodate at least the 55-year term of affordability and construction of the proposed new units. The SFPUC and MidPen Housing are in the process of negotiating this lease.

3.4 PROJECT DESCRIPTION

The project would consist of two main components: (1) demolition of 12 existing townhouse units; and (2) construction of 62 new units where the 12 units are located. The project would also require a Preliminary Map, a Precise Plan Amendment, and a Planned Community Permit/Development Review Permit.

PROPOSED PROJECT

As described above, the Shorebreeze Apartment complex consists of 120 affordable apartments for families and seniors in five existing buildings. The proposed project would demolish 12 existing townhouse units in two of the existing buildings and develop 62 affordable housing units on the western portion of the site (see **Figure 3.0-4, Conceptual Site Plan**), resulting in a net increase of 50 units. After project construction, the Shorebreeze Apartment complex would consist of a total of 170 affordable housing units and a total area of approximately 3.37 acres.

The 62 new housing units would consist of 21 studios, 21 one-bedroom units, 8 two-bedroom units, and 12 three-bedroom units. The 62 housing units would comprise 50,010 square feet of development in two adjacent three-story buildings. The proposed housing by type, by number of units, and by size is detailed in **Table 3.0-1**, **New Construction Residential Project Components by Type**.

TABLE 3.0-1
NEW CONSTRUCTION RESIDENTIAL PROJECT COMPONENTS BY TYPE

Housing Type		Number of Units
Affordable Apartments	3 Bedroom (1,060–1,111 sf)	12
	2 Bedroom (838–850 sf)	8
	1 Bedroom (518–609 sf)	21
	Studio (375–428 sf)	21
Total Units		**62**

*Source: Dahlin 2017 (**Appendix PLANS**)*

Note: sf = square feet

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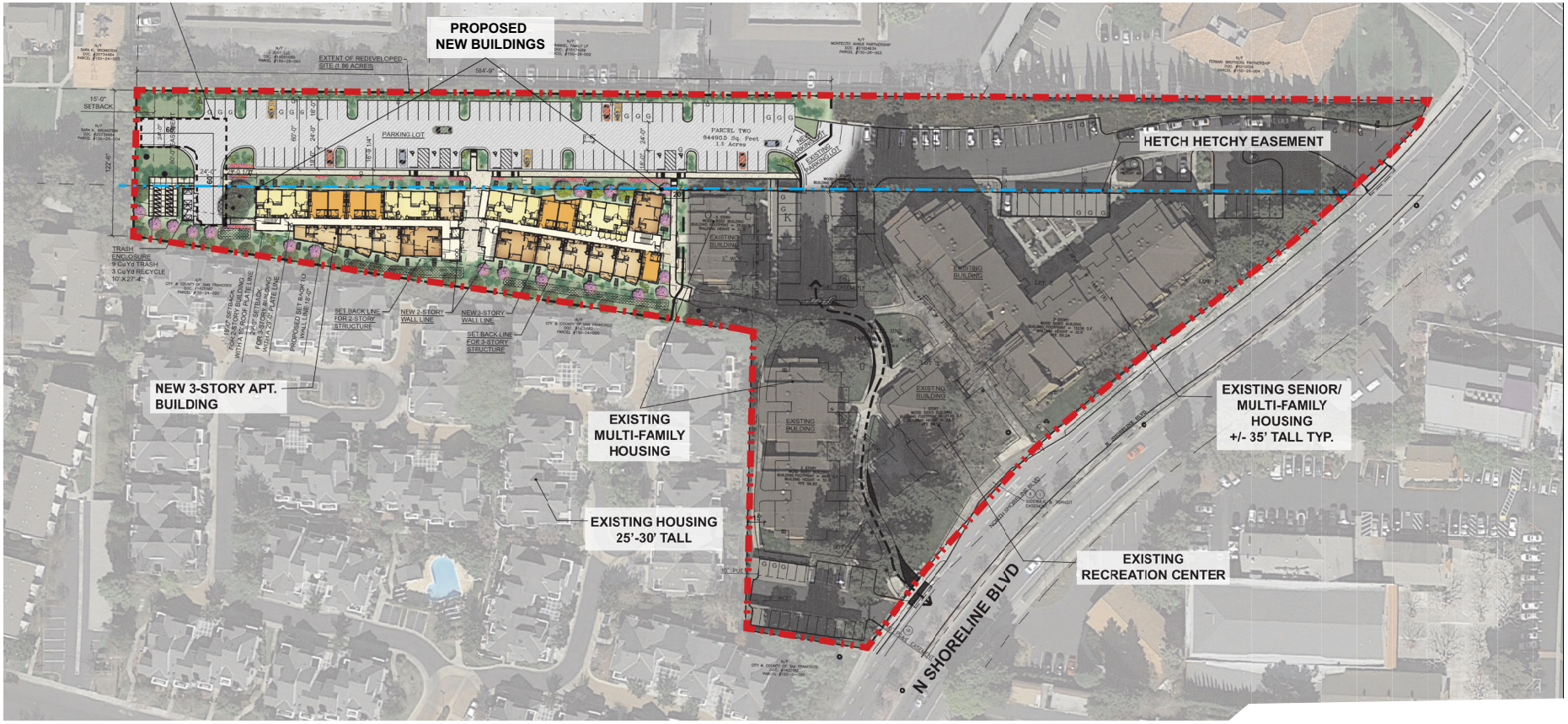
T:_CS\Work\Mountain View, City of\Shorebreeze Apts\Figures



Source: Dahlin; 2017

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FIGURE 3.0-4
Conceptual Site Plan

Michael Baker INTERNATIONAL

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TENANT RELOCATION

The tenants in the 12 existing townhouse units would be temporarily relocated for approximately 12 months during demolition and construction. After construction, the displaced tenants would have the right to return to a three-bedroom unit in one of the new buildings. The developer, in coordination with Autotemp, the relocation firm, would provide all required relocation assistance to the displaced households.

Autotemp developed a relocation plan to outline the relocation assistance program and evaluate the housing requirements of the existing tenants (Autotemp 2016; **Appendix REL**). As part of the plan, Autotemp conducted a survey of the nearby area and found sufficient available housing to accommodate the temporarily displaced households, including market-rate apartments and corporate housing. As such, the project would not include the construction of any temporary replacement housing. Relocation support would be mainly in the form of rental assistance vouchers. Aside from negligible short-term changes in localized travel routes for these temporarily displaced residents, this relocation plan would not result in physical changes that could cause other secondary environmental impacts.

PRELIMINARY MAP

Currently, Building 3 is built on the legal lot line between Lot 3 and Lot 5. The project would include a Preliminary Map to create two lots from five existing lots and would move the lot line approximately 65 feet to the west (**Figure 3.0-5, Preliminary Map**).

PRECISE PLAN AMENDMENT

The project would require a Precise Plan Amendment to the 460 Shoreline Boulevard Precise Plan P-(5) to allow an increase from 125 units to 170 units and a density increase from 37 dwelling units per acre to 50 units per acre on the 3.37 acres, or 32 units per acre including the SFPUC lands. The Precise Plan would also be amended to delete the requirement that 50 percent of parking is within carports.

PLANNED COMMUNITY PERMIT/DEVELOPMENT REVIEW PERMIT

The project would require a Planned Community Permit and Development Review Permit to construct 62 affordable units (21 studios, 21 one-bedroom units, 8 two-bedroom units, and 12 three-bedroom units) to replace 12 of the existing affordable townhouse units.

BUILDING DESIGN

Each new building would consist of three stories of wood-frame construction that would reach a maximum height of 45 feet and would be set back at least 18 feet from the property line to the south. The new buildings would incorporate materials that are similar to the existing apartments (**Figure 3.0-6, Building Perspectives,** and **Figure 3.0-7, Building Elevations**). Each building would also include laundry rooms, storage lockers, and bike storage on the first floor. The buildings would be solar thermal or photovoltaic panels ready.

CIRCULATION AND PARKING

Access to the project site would be via two driveways along North Shoreline Boulevard. An existing driveway currently provides access to the parking lot on the north side of the project site. This driveway and the sidewalk on North Shoreline Boulevard in the vicinity of the driveway would be upgraded to meet City standards and Americans with Disabilities Act (ADA) regulations. A second driveway farther south along North Shoreline Boulevard would also connect to an existing walkway. The walkway would be widened in some locations to provide adequate access for emergency vehicles to the project site.

Pedestrian circulation would include internal pathways and sidewalks along the street frontages adjacent to the project site. Parking would include assigned spaces for residents, as well as spaces for staff and guests. The project would replace 42 existing parking spaces and construct a total of 93 new parking spaces. A total of 185 parking spaces would be available after construction. The number of vehicle parking spaces is shown in **Table 3.0-2, Shorebreeze Apartments Parking**. The project would incorporate eight horseshoe bike racks (16 short-term spaces), 14 bike lockers (28 long-term spaces), and 34 wall-mounted bike racks inside (34 long-term spaces) on the project site. This would result in 16 short-term spaces and 62 long-term spaces for bike parking.

TABLE 3.0-2
SHOREBREEZE APARTMENTS PARKING

	Number of Parking Spaces	Number of Residential Units	Parking Ratio
Existing	141	120	1.2 stalls/unit
Would Be Demolished	49		
Would Be Constructed	93		
Total After Project Construction	185	170	1.1 stalls/unit

*Source: Dahlin 2017 (**Appendix PLANS**)*

LANDSCAPING

Project site landscaping would include trees and vegetation along the edges of the project site and the buildings and in landscaped strips in the parking lot (**Figure 3.0-8, Project Landscaping**). Prior to construction, 38 existing trees (22 of which are defined as heritage trees) would be removed at the southeastern corner and along the site's southern boundary. The existing tree canopy at the northwest corner of the project site and surrounding the community center would remain. A total of 44 trees would be planted throughout the project site, including arbutus, crape myrtle, pear, and redbud. Tree sizes would range from 7 inches to 38 inches in diameter (HortScience, Inc. 2017). All plants would be watered by a fully automatic, water-conserving irrigation system with a weather-based operation controller.

EXTERIOR LIGHTING

The project would install lighting along internal walkways, update lighting as needed in the parking lot, and on exterior building walls. A total of 14 overhead pole lights and six building-mounted downlights would be installed on the project site. The lighting would be similar in style and height to the existing lighting on the project site. The parking lot lighting would comply with Mountain View City Code Section 36.32.80, which requires lighting that is capable of providing adequate illumination for security and safety and is in scale with the height and use of on-site structures. Lighting would be directed away from adjoining properties and public rights-of-way. Lighting fixtures would use photocells to control light levels.

UTILITIES

The project would connect to the existing water, sewer, electrical, and natural gas service networks. The City of Mountain View would provide potable water and sewer services to the project site. Electrical and natural gas service would be provided by Pacific Gas and Electric Company (PG&E). All necessary conveyance infrastructure to connect to public utilities would be constructed as part of the project.

STORMWATER TREATMENT

After project construction, the project site would include 141,715 square feet (3.24 acres) of impervious surfaces that would include buildings, parking lots, the access road, walkways, and sidewalks. Approximately 91,734 square feet (2.11 acres) of the project site would either remain undeveloped or would be landscaped and 100 percent permeable to stormwater. The project would construct bioretention basins to capture stormwater from the 85th percentile storm and pretreat it on-site to remove dirt, oil, and heavy metals, as shown on **Figure 3.0-9, Project Stormwater Management**.

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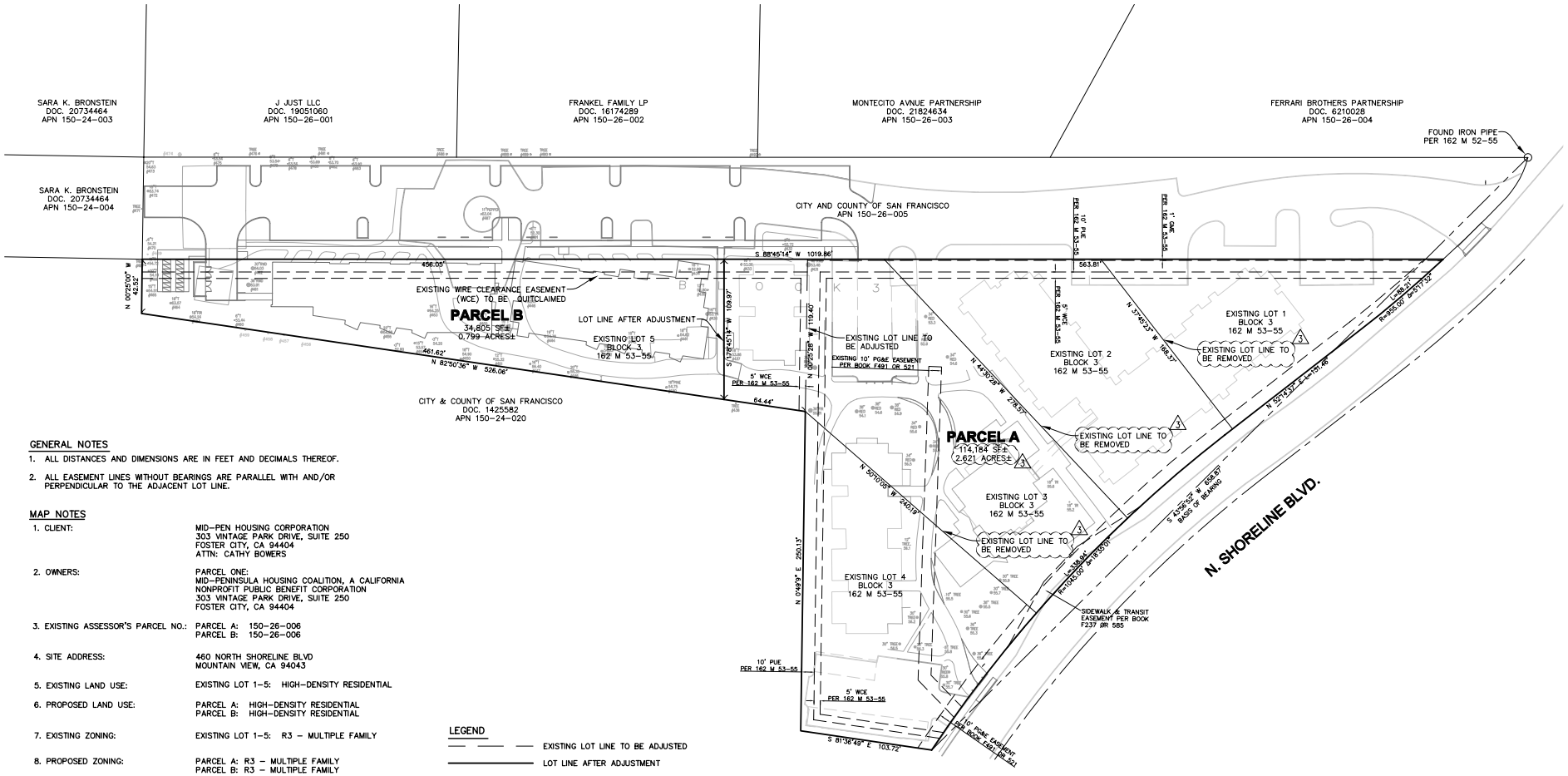
T:_CS\Work\Mountain View, City of\Shorebreeze Apts\Figures



GENERAL NOTES

1. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
2. ALL EASEMENT LINES WITHOUT BEARINGS ARE PARALLEL WITH AND/OR PERPENDICULAR TO THE ADJACENT LOT LINE.

MAP NOTES

1.	CLIENT:	MID-PEN HOUSING CORPORATION 303 VINTAGE PARK DRIVE, SUITE 250 FOSTER CITY, CA 94404 ATTN: CATHY BOWERS
2.	OWNERS:	PARCEL ONE: MID-PENINSULA HOUSING COALITION, A CALIFORNIA NONPROFIT PUBLIC BENEFIT CORPORATION 303 VINTAGE PARK DRIVE, SUITE 250 FOSTER CITY, CA 94404
3.	EXISTING ASSESSOR'S PARCEL NO.:	PARCEL A: 150-26-006 PARCEL B: 150-26-006
4.	SITE ADDRESS:	460 NORTH SHORELINE BLVD MOUNTAIN VIEW, CA 94043
5.	EXISTING LAND USE:	EXISTING LOT 1-5: HIGH-DENSITY RESIDENTIAL
6.	PROPOSED LAND USE:	PARCEL A: HIGH-DENSITY RESIDENTIAL PARCEL B: HIGH-DENSITY RESIDENTIAL
7.	EXISTING ZONING:	EXISTING LOT 1-5: R3 - MULTIPLE FAMILY
8.	PROPOSED ZONING:	PARCEL A: R3 - MULTIPLE FAMILY PARCEL B: R3 - MULTIPLE FAMILY
9.	EXISTING & PROPOSED NUMBER OF LOTS:	FROM 5 LOTS TO 2 LOTS
10.	EXISTING SITE AREA:	LOT 1 = 18,175 SQ.FT.± = 0.417 ACRES± LOT 2 = 26,210 SQ.FT.± = 0.602 ACRES± LOT 3 = 33,528 SQ.FT.± = 0.770 ACRES± LOT 4 = 28,859 SQ.FT.± = 0.663 ACRES± LOT 5 = 42,218 SQ.FT.± = 0.969 ACRES±
11.	PROPOSED SITE AREA:	PARCEL A = 114,184 SQ.FT.± = 2.621 ACRES± PARCEL B = 34,805 SQ.FT.± = 0.799 ACRES±

LEGEND

- EXISTING LOT LINE TO BE ADJUSTED
- LOT LINE AFTER ADJUSTMENT
- EXISTING EASEMENT
- CENTER LINE
- APN — ASSESSOR'S PARCEL NUMBER
- PUE — PUBLIC UTILITY EASEMENT
- WCE — WIRE CLEARANCE EASEMENT

Source: Thomas Baak & Associates, LLP; 2017

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FIGURE 3.0-5
Preliminary Map

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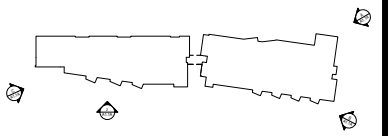
(A) NORTH-EAST PERSPECTIVE

(B) SOUTH-EAST PERSPECTIVE

(C) SOUTH-WEST PERSPECTIVE

(D) DECKS & PATIOS PERSPECTIVE



Source: Dahlin; 2017

FIGURE 3.0-6
Building Perspectives

Michael Baker INTERNATIONAL

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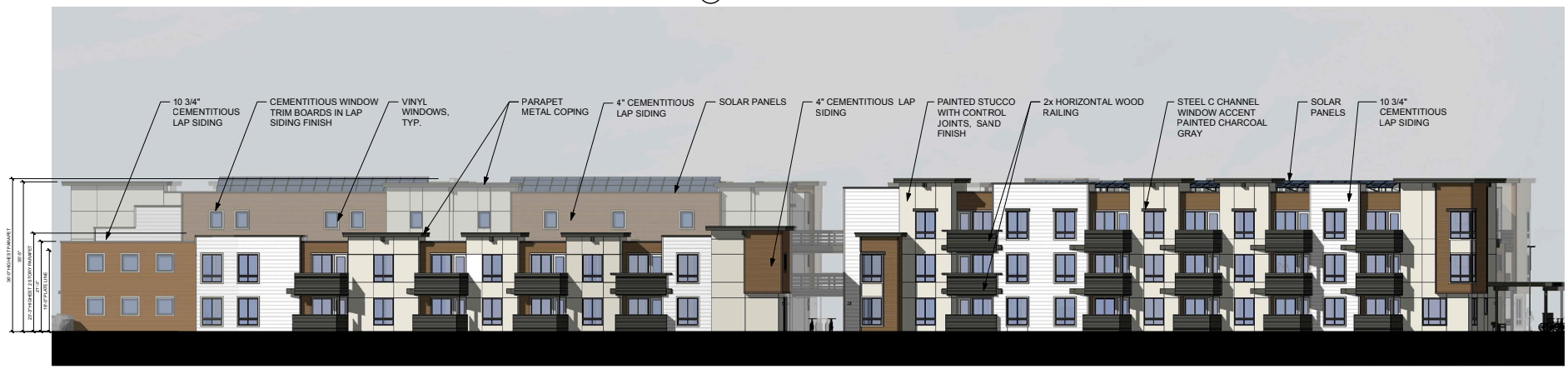
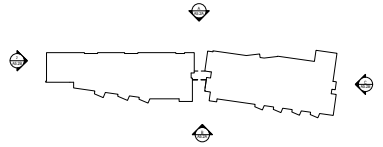
A NORTH ELEVATION



B SOUTH ELEVATION



Source: Dahlin Group; 2017

FIGURE 3.0-7
Building Elevations

Michael Baker INTERNATIONAL

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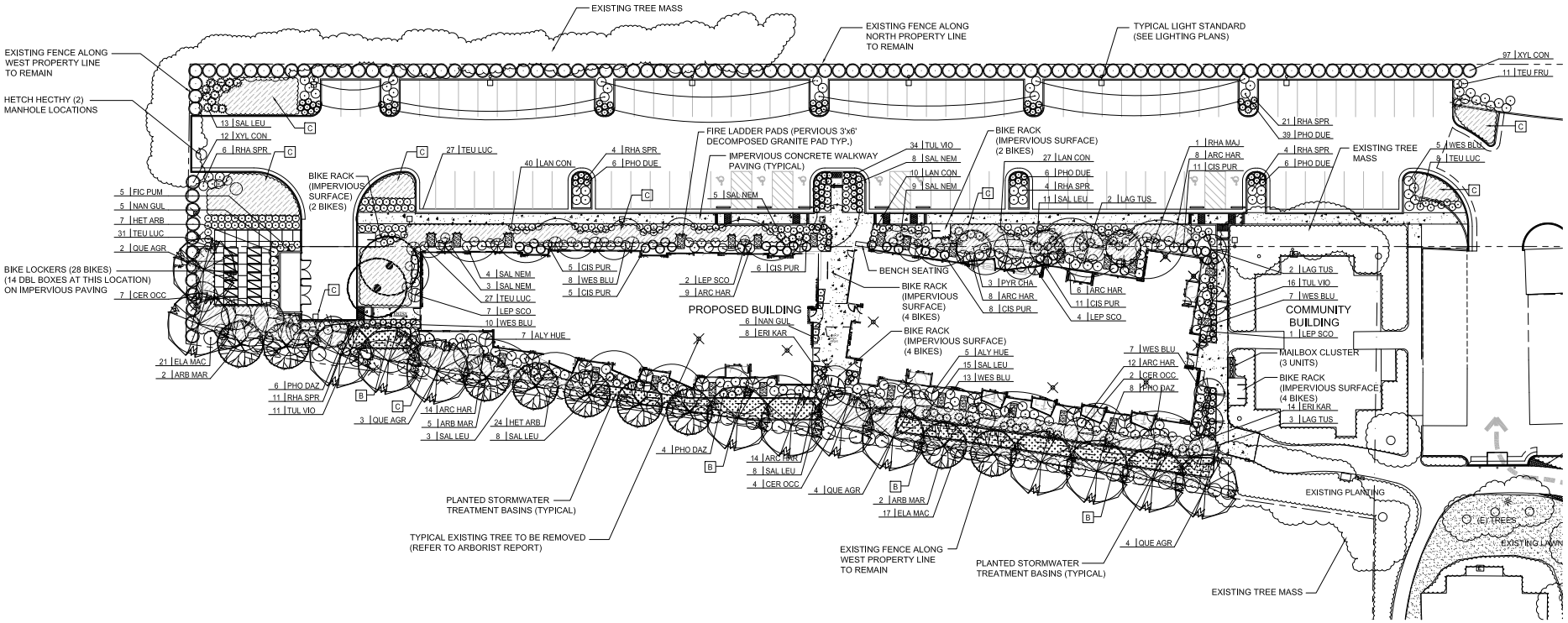

Source: Dahlin Group, Thomas Baak & Associates, LLP; 2017

0 40 80
FEET

FIGURE 3.0-8
Project Landscaping

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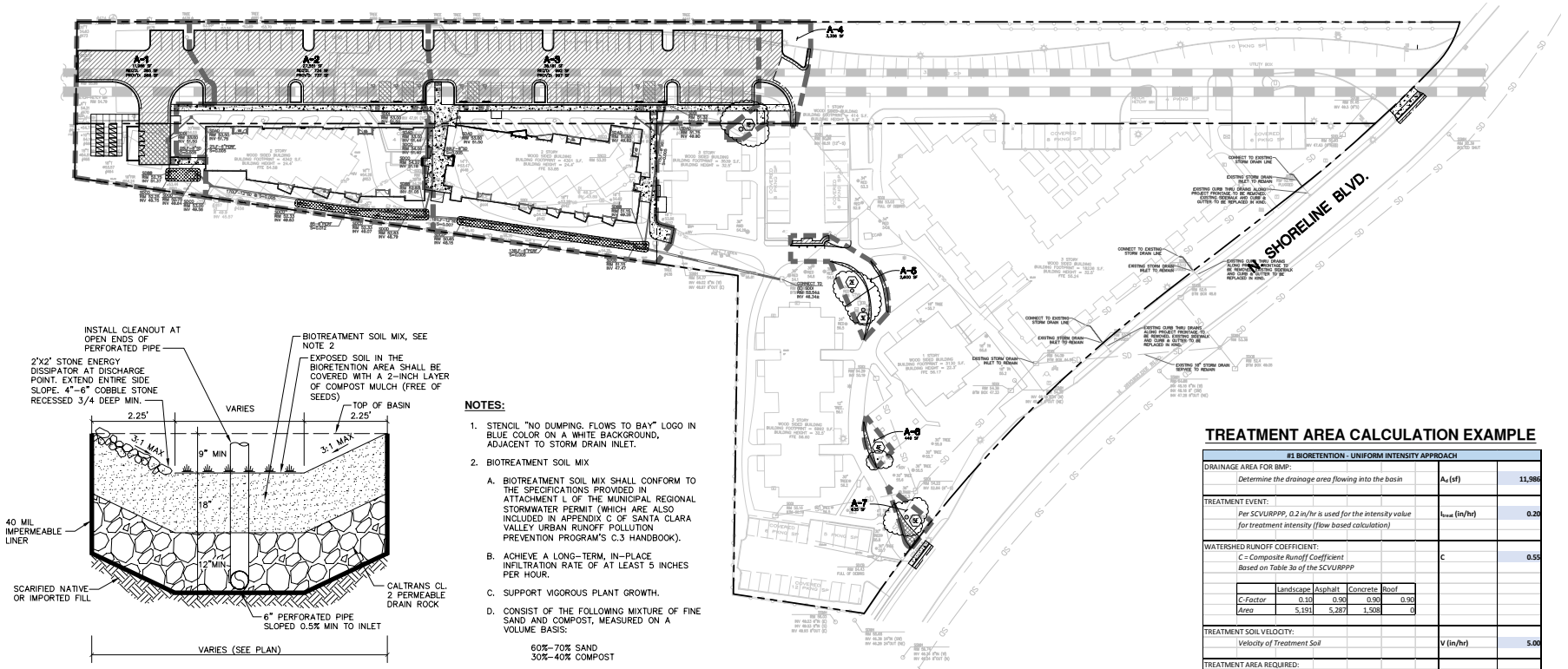

BACKFILL BIORETENTION ONLY WITH PERMEABLE PLANTING MATERIAL AND DRAIN ROCK AS SPECIFIED IN THIS DETAIL. ABSOLUTELY NO NATIVE MATERIAL SHALL BE USED FOR BACKFILL.

1 — **BIORETENTION AREA DETAIL**
NOT TO SCALE

NOTES:

1. STENCIL "NO DUMPING. FLOWS TO BAY" LOGO IN BLUE COLOR ON A WHITE BACKGROUND, ADJACENT TO STORM DRAIN INLET.
2. BIOTREATMENT SOIL MIX
   A. BIOTREATMENT SOIL MIX SHALL CONFORM TO THE SPECIFICATIONS PROVIDED IN ATTACHMENT L OF THE MUNICIPAL REGIONAL STORMWATER PERMIT (WHICH ARE ALSO INCLUDED IN APPENDIX C OF SANTA CLARA VALLEY URBAN RUNOFF POLLUTION PREVENTION PROGRAM'S C.3 HANDBOOK).
   B. ACHIEVE A LONG–TERM, IN–PLACE INFILTRATION RATE OF AT LEAST 5 INCHES PER HOUR.
   C. SUPPORT VIGOROUS PLANT GROWTH.
   D. CONSIST OF THE FOLLOWING MIXTURE OF FINE SAND AND COMPOST, MEASURED ON A VOLUME BASIS:
      60%–70% SAND
      30%–40% COMPOST
3. COMPACTION OF THE UNDERLYING SOILS BELOW THE BIORETENTION AREA SHOULD BE AVOIDED.
4. PLANTING FOR BIORETENTION AREAS SHALL BE DROUGHT TOLERANT PLANTS AND CONFORM TO THE PLANT LIST PROVIDED IN APPENDIX D OF SANTA CLARA VALLEY URBAN RUNOFF POLLUTION PREVENTION PROGRAM'S C.3 HANDBOOK.

TREATMENT AREA CALCULATION EXAMPLE

#1 BIORETENTION - UNIFORM INTENSITY APPROACH							
DRAINAGE AREA FOR BMP:							
	Determine the drainage area flowing into the basin					A_d (sf)	11,986
TREATMENT EVENT:							
	Per SCVURPPP, 0.2 in/hr is used for the intensity value for treatment intensity (flow based calculation)					I_{treat} (in/hr)	0.20
WATERSHED RUNOFF COEFFICIENT:							
	C = Composite Runoff Coefficient					C	0.55
	Based on Table 3a of the SCVURPPP						
		Landscape	Asphalt	Concrete	Roof		
	C-Factor	0.10	0.90	0.90	0.90		
	Area	5,191	5,287	1,508	0		
TREATMENT SOIL VELOCITY:							
	Velocity of Treatment Soil					V (in/hr)	5.00
TREATMENT AREA REQUIRED:							
	Event intensity is modified and divided by treatment soil velocity to take into account infiltration					$A_{required}$ (sf)	265.38
	C x (I/V) x A						
TREATMENT AREA AVAILABLE:							
	Treatment Area Available					$A_{capacity}$ (sf)	268.00
Bioretention Area is Adequate for Treatment Event							

STORMWATER TREATMENT CALCULATIONS

Area #	Area Size (sf)	Pervious Area (sf)	Impervious Area (sf)		Composite Runoff Coefficient	Total Tree Credits (sf)	Impervious Area Requiring Treatment After Tree Credits (sf)	Total Area Being Treated (sf)	Required Treatment Area (sf)	Treatment Area (sf)	Proposed Treatment Method	Treatment Area #	Conforms to Size Standard?
			Existing To Remain	New / Replaced									
A1	11,986	5,191	0	6,795	0.55	0	6,795	11,986	265	268	Bioretention Area	1	Yes
A2	27,551	8,063	0	19,488	0.67	0	19,488	27,551	734	737	Bioretention Area	2	Yes
A3	38,181	11,946	0	26,235	0.65	0	26,235	38,181	992	997	Bioretention Area	3	Yes
A4	3,356	0	0	1,078	-	1,089	0	-	-	-	Tree Credits	-	Yes
A5	2,600	0	0	327	-	1,127	0	-	-	-	Tree Credits	-	Yes
A6	449	0	0	81	-	242	0	-	-	-	Tree Credits	-	Yes
A7	635	0	0	195	-	787	0	-	-	-	Tree Credits	-	Yes
Total	84,758	25,200	0	54,199		3,245	52,518		1,991	2,002			

TREE CREDITS

Area #	Tree #	Quantity	Existing Tree (sf)	Tree Credits (sf)
A-4	1E	1	1,089	1,089
A-5	2E	1	610	1,127
	3E	1	517	
A-6	4E	1	242	242
A-7	5E	1	787	787

Note
(1) Tree credits are per Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook, dated June 2016, Section 4.5 Tree Preservation and Planting.

LEGEND

- PROPERTY LINE
- A-X — AREA
- BIORETENTION BASIN
- 2E — EXISTING TREE, NUMBER AND CANOPY WITHIN 25' OF IMPERVIOUS SURFACE

Source: BKF; 2017

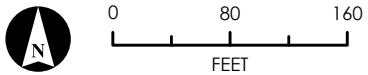

FIGURE 3.0-9
Project Stormwater Management

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PROJECT CONSTRUCTION

Project construction would take place over approximately 12 months. Construction would include site preparation activities, including demolition of the existing buildings, removal of designated existing trees and vegetation, excavation and grading, installation of concrete walkways and parking lots, and building construction activities such as laying foundations and constructing structures. The project would include approximately 400 cubic yards of cut and 1,000 cubic yards of fill, for a net total of 600 cubic yards to be added to the site.

Consistent with the City's noise requirements (Section 8.70 of the City Code), construction would not take place between the hours of 6:00 p.m. and 7:00 a.m. on Monday through Friday, and no construction would occur on Saturdays, Sundays, or holidays without prior approval from the Chief Building Official.

Construction vehicles would access the site via North Shoreline Boulevard. Roads would not be closed, and all road access would be maintained during construction. Signage would be used to warn motorists on North Shoreline Boulevard approaching the project site that they may encounter traffic delays due to project construction.

3.5 PROJECT DESIGN FEATURES

The project applicant would implement applicable conditions of approval as outlined in the Mountain View Standard City Conditions (**Appendix CON**) as project design features during project construction and operation. Implementation of the project design features would minimize or avoid potential project impacts. Additionally, and as cited throughout this document, the project would comply with all applicable policies from the City's General Plan. The applicable conditions of approval are listed in **Table 3.0-3**, **Project Design Features**.

TABLE 3.0-3
PROJECT DESIGN FEATURES

	Design Feature Description
Aesthetics	
PL-37	The applicant shall submit revised plans addressing architectural design, building materials, colors, landscaping, and/ or other site or building design details as identified below, based on direction from the Development Review Committee (DRC), and subject to review and approval by the Environmental Planning Commission (EPC) prior to issuance of a building permit.
PL-40	High-quality materials and finishes shall be used throughout the project and shall remain in compliance with the materials identified in the approved plans, except as modified by the conditions of approval herein. Details regarding all color and architectural details shall be provided in the building permit plan submittal and shall be subject to review and approval by the EPC prior to the issuance of building permits.
PL-41	Trim materials throughout the project shall be wood or high-density foam trim. Details of the specific placement and utilization of the trim materials shall be provided with the building permit drawings. Final trim design details shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.
PL-42	The color, material, design, and product specifications for the special paving materials used on-site shall be submitted with the building permit drawings. Final paving design details shall be subject to review and approval by the EPC prior to the issuance of building permits.
PL-43	Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit in the building permit drawings for review and approval by the Zoning Administrator prior to the issuance of building permits.

	Design Feature Description
PL-44	All windows shall be recessed from the face of the building up to two inches. (**City: please insert**)
PL-50	All roof equipment must be concealed behind opaque (solid) screening designed to complement the building. Details of the roof equipment and roof screens shall be included in the building permit drawings and approved by the Zoning Administrator.
PL-60	Details of an opaque screen trash enclosure are to be shown on building permit drawings and be approved by the Zoning Administrator prior to permit issuance. The trash enclosure should match the architectural design, color, and materials of the primary structure.
PL-68	The applicant shall submit a lighting plan with the application for building permit. This plan should include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. The design and location of outdoor lighting fixtures shall ensure there will be no glare and light spillover to surrounding properties. The lighting plan submitted with building permit drawings must be approved by the EPC prior to building permit issuance.
PL-80	Proposed landscaping shall be shown on the site plan and submitted with the building permit drawings for review and approval by the Zoning Administrator prior to building permit issuance. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate planting coverage and/ or screening.
PL-81	Detailed landscape plans encompassing on- and off-site plantable areas out to the curb must be included in the Building Inspection Division application. Minimum plant sizes are flats or 1-gallon containers for ground cover, 5-gallon containers for shrubs, and 24-inch box for trees. The drawings must be approved by the Zoning Administrator prior to building permit issuance and implemented prior to occupancy. All plans should be prepared by a licensed landscape architect and should comply with the City's Landscape Guidelines, including the Water Conservation in Landscaping Regulations. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate planting coverage and/ or screening.
PL-82	Prior to occupancy, the Landscape Architect shall certify in writing the landscaping has been installed in accordance with all aspects of the approved landscape plans and final inspection(s), subject to final approval by the Zoning Administrator.
PL-83	The applicant shall complete the "Proposed Street Tree" form available in the Planning Division or online at www.mountainview.gov/planningforms. Once completed, the applicant shall return the original to the Parks Division, located at 235 North Whisman Road, and provide a duplicate copy to the Building Inspection Division with building permit submittal.
PL-84	A qualified arborist shall provide written instructions for the care of the tree(s) before, during, and after construction. The report shall also include a detailed plan showing installation of chain-link fencing around the dripline to protect these trees and installation of an irrigation drip system and water tie-in for supplemental water during construction. Arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented. Approved measures from the report shall be included in the building permit drawings.
PL-85	During demolition activity and upon demolition completion, a qualified arborist shall inspect and verify the measures described in the arborist report are appropriately implemented for construction activity near and around the preserved trees, including the critical root zones. Should it be determined that the root systems are more extensive than previously identified and/ or concerns are raised of nearby excavation or construction activities for the project foundation or underground parking garage, the design of the building and/ or parking garage may need to be altered to maintain the health of the trees prior to building permit issuance.
PL-86	Throughout demolition and construction, a qualified arborist must conduct monthly inspections to ensure tree protection measures and maintenance care are provided. A copy of the inspection letter, including recommendations for modifications to tree care or construction activity to maintain tree health, shall be provided to the Planning Division.
PL-87	The applicant shall revise the landscape plan to incorporate trees with broad, dense canopies along the property line. The trees are necessary to screen views of and provide privacy for adjoining properties.

	Design Feature Description
PL-88	All utility meters, lines, transformers, backflow preventers, etc., on-site or off-site, must be shown on all site plan drawings and landscape plan drawings. All such facilities shall be located so as to not interfere with landscape material growth and shall be screened in a manner which respects the building design and setback requirements. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate plant screening.
Air Quality	
PL-115	The applicant will be required to secure a permit from the Bay Area Air Quality Management District (BAAQMD) or provide written assurance that no permit is required prior to issuance of a building permit.
PL-116	The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the BAAQMD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as: (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; (b) all haul trucks transporting soil, sand, or other loose material off-site will be covered; (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (d) all vehicle speeds on unpaved roads will be limited to 15 mph; (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and (f) post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.
Biological Resources	
PL-89	Permits to remove, relocate, or otherwise alter heritage trees cannot be implemented until a project building permit is secured and the project is pursued.
PL-90	The applicant shall offset the loss of each heritage tree with replacement trees, for a total of replacement trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plan as heritage replacement trees.
PL-92	The tree protection measures listed in the arborist's report prepared by and dated shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6-foot chain-link fencing at the dripline, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the dripline of any tree on the project site.
PL-93	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. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will 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.
PL-96	In the event one or more of the preserved heritage tree(s) are not maintained and irrevocable damage or death of the tree(s) has occurred due to construction activity, a stop work order will be issued on the subject property and no construction activity shall occur or two working days per damaged tree.
PL-98	

	Design Feature Description
PL-121	To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows: The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet for active nests—with particular emphasis on nests of migratory birds if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.
Cultural Resources	
PL-118	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 walls; filled wells or privies; and deposits of metal, glass, and/ or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.
PL-119	In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/ curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.
PL-120	In the event that a fossil is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.
Geology and Soils	
BID-03	The project is required to comply with the accessibility requirements in the 2016 CBC, Chapter 11A and Chapter 11B.
FEP-03	A Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) shall be prepared for construction projects disturbing 1 acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

	Design Feature Description
FEP-05	The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.
Greenhouse Gas Emissions	
BID-05	The project is required to provide electric vehicle (EV) charging facilities per the 2016 CALGreen Section 5.106.5.3 and City Code Sections 8.20.42 to 8.20.45.
Hazardous Materials	
HAZ-02	If hazardous materials will be stored or used on-site (including paints, thinners, compressed gases, propane, diesel, gasoline, etc.), complete an Environmental Compliance Plan (ECP) application. Attach a copy of the completed ECP to your building plan submittal.
FEP-04	All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system.
PL-117	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.
PL-125	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.
Hydrology and Water Quality	
FEP-10	Landscape design shall minimize runoff and promote surface filtration. Examples include: (a) no steep slopes exceeding 10 percent; (b) using mulches in planter areas without ground cover to avoid sedimentation runoff; (c) installing plants with low water requirements; and (d) installing appropriate plants for the location in accordance with appropriate climate zones. Identify which practices will be used in the building plan submittal.

	Design Feature Description
FEP-22	If the project will create or replace more than 10,000 square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, Stormwater Quality Guidelines for Development Projects. The City's guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement. The Stormwater Quality Guidelines for Development Projects document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.
FEP-23	For (1) retail gasoline outlets; (2) auto service facilities; (3) restaurants; and (4) uncovered parking lots that create or replace more than 5,000 square feet of impervious surface, stormwater runoff shall be directed to approved permanent treatment controls as required in the City's guidance document entitled, Stormwater Quality Guidelines for Development Projects. The City's guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement. The Stormwater Quality Guidelines for Development Projects document requires applicants to submit a Stormwater Management Plan, including information such as the type, location and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater Treatment controls required under this condition are required to enter into a formal recorded Maintenance Agreement with the City.
FEP-26	The Final Stormwater Management Plan must be certified by a qualified third-party engineer that the proposed stormwater treatment controls comply with the City's guidelines and Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP).
Noise	
PL-103	The noise emitted by any mechanical equipment shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.
PL-104	All noise-generating activities (i.e., entertainment or amplified sound) are limited to interior areas only, and the heating, ventilation, and air conditioning system shall be maintained to ensure that all windows and doors can remain closed when the restaurant is in operation.
PL-106	The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.
PL-107	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 dB(A) 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.

	Design Feature Description
PL-111	No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. At the discretion of the Chief Building Official, the general contractor or the developer may be required to erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/ or suspension of building permits.
PL-114	The project applicant shall designate a "disturbance coordinator" who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.
Land Use	
PW-100	This site plan is a subdivision of an existing parcel(s). Any combination or division of land for purpose of sale, lease, or financing requires the filing and approval of a preliminary parcel or tentative map, completion of all conditions of subdivision approval, and the recordation of the parcel or final map, all prior to issuance of the building permit. In order to place the approval of a final map on the Council agenda, all related materials must be completed and approved 40 calendar days prior to the Council meeting.
Population and Housing	
PL-131	The applicant shall comply with the provisions of the City's Tenant Relocation Assistance Ordinance. This includes, but is not limited to, consulting with the City's Neighborhood Preservation Division and retained relocation consultant to provide: (1) all required notices to tenants; (2) information to the relocation consultant for tenant eligibility determination; (3) funding for the relocation consultant services; and (4) relocation assistance payments to eligible tenants.
Public Services	
BID-28	The project would be subject to school impact fees.
PW-14	Prior to issuance of any building permits and prior to approval of the final map as applicable, the applicant shall pay the Park Land Dedication Fee (approximately $15,000 to $30,000 per unit) for each new residential unit in accordance with Chapter 41 of the City Code prior to the issuance of the building permit. No credit against the Park Land Dedication Fee will be allowed for private open space and recreational facilities. Provide the most current appraisal or escrow closing statement of the property with the following information to assist the City in determining the current market value of the land: (1) a brief description of the existing use of the property; (2) square footage of the lot; and (3) size and type of each building located on the property at the time the property was acquired.
Transportation and Traffic	
PL-69	The applicant shall provide bike racks. The racks shall be an "inverted U" or equivalent as approved by the Zoning Administrator, and must secure the frame and both wheels. Racks should be located near the building entrance (i.e., within constant visual range) unless it is demonstrated that they create a public hazard or locating them there is otherwise infeasible. If space is unavailable near building entrances, the racks must be designed so that the lock is protected from physical assault.
PL-70	The applicant shall provide bike locker(s) or equivalent, as approved by the Zoning Administrator. A written building management policy of permitting bicycles to be stored in private offices or in designated areas within the structure where adequate security is provided may be approved by the Zoning Administrator as an alternative to bike locker facilities.
PL-73	Prior to building permit issuance, the applicant shall develop a parking management plan describing parking allocation for residents, guests, and commercial uses within the project, subject to administrative approval by the Zoning Administrator prior to building permit issuance.

	Design Feature Description
PL-67	All parking spaces (except parallel spaces) must be double-striped. Double stripes shall be 12 inches apart, from outside edge to outside edge of the stripe. The 8-1/2 foot parking space width is measured from the center of one double stripe to the other, such that the space between stripes is 7-1/2 feet. For parallel parking spaces, only single-striped is required. Single stripes shall be measured from interior edge to interior edge of the stripe, such that the space between stripes is 24 inches.
PL-112	The applicant shall prepare a construction parking management plan to address parking demands and impacts during the construction phase of the project by contractors or other continued operations on-site. The construction parking management plan shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.
PW-54	All new access ramps shall comply with the Americans with Disabilities Act (ADA) requirements. Existing nonconforming access ramps shall be reconstructed to comply with the ADA requirements.
PW-55	A minimum 4-foot-wide Americans with Disabilities Act–compliant public sidewalk shall be provided behind new and existing driveway approaches. Tapers (conforms) can be provided to connect the proposed public sidewalk on each side of the proposed driveway.
Utilities	
FEP-01	Complete a Storm Drain/Sanitary Sewer Discharges check sheet. All applicable items in the check sheet should be completed and shown on the building plan submittal.
PW-10	Prior to issuance of any building permits and prior to approval of the (parcel OR final) map as applicable, the applicant shall pay the water and sewer capacity fees for the development. The water and sewer capacity charges for residential connections are based on the number and type of dwelling units. There are separate charges for different types of residential categories so that the capacity charges reasonably reflect the estimated demand of each type of connection. The water and sewer capacity charges for nonresidential connections are based on the water meter size and the building area and building use, respectively. Credit is given for the existing site use(s) and meter size(s) as applicable.
PW-11	Pay the off-site storm drainage fee per Section 28.51(b) and with the rates in effect at time of payment.
PW-35	The size and location of all existing and new water meters, backflow preventers, water services, fire services, sewer laterals, sewer cleanouts, gate valves, and utility mains are to be shown on the plans. Sewer laterals, water services, and fire services shall have a minimum 5′ horizontal separation from each other. Existing water services shall be shown to be disconnected and plugged at the main, unless they are satisfactory for reuse as determined by the Public Services Division. Water services 4″ or larger that are not reused shall be plugged at the main by removing the gate valve and installing a blind flange and thrust block at the tee. Existing sanitary sewer laterals and storm connections that are not reused shall be abandoned, and existing face-of-curb drains that are not reused shall be removed.
PW-64	Recology Mountain View is the City's exclusive hauler for recycling and disposal of construction and demolition debris. For all debris boxes, contact Recology. Using another hauler may violate City Code Section 16.13 and 16.17 and result in code enforcement action.
PW-65	This project must comply with the City's Construction and Demolition Ordinance (City Code Chapter 16, Article III).
PW-70	Prepare on-site drainage, grading, and utility plans in accordance with Chapter 28 of the City Code and the Standard Design Criteria for Common Green and Townhouse-Type Condominiums. The plans are to be drawn on 24"x36" sheets at a minimum scale of 1"=30'. Drainage, grading, and utility plans (nine sets) and completed infrastructure data form must be submitted together as a separate package concurrent with the first submittal of the building plans. The drainage, grading, and utility plans must be approved and signed by the Public Works Department.
PW-71	On-site drainage plans shall be included in the building plans.

	Design Feature Description
PW-72	On-site parking lots and driveways (other than single-family residential) shall not surface-drain across public sidewalks or driveway aprons. A 2'x2' inlet/cleanout box is required at or near the property line for connections to the City storm drains. For developments that do not require a subdivision map, a connection to the City's storm main requires: (1) a written request to the Public Works Director; (2) payment of storm drainage fees; and (3) approval from the Public Works Department, unless the storm drainage fees were paid in the past for the property. A face of curb inlet/ outlet is required to drain into the curb of the street.
PW-88	Submit a construction traffic and parking management plan with the building plans showing the following: 1. Truck route for construction and delivery trucks pursuant to City Code Sections 19.58 and 19.59 and which does not include neighborhood residential streets; 2. Building construction phasing/ construction equipment storage/ construction parking plans: Show construction vehicles and equipment parking area and construction trailer location. All construction vehicles/equipment and trailer shall be located on-site or at a site nearby (not on a public street or public parking) arranged by the contractor. No construction equipment or vehicles shall be stored or parked on residential streets or public parking lots. Construction contractors/workers are required to park on-site or at a private property arranged by the contractor and shall not be allowed to use neighboring residential streets for parking/ storage; and 3. Sidewalk closure or narrowing is not allowed during any on-site construction activities. The construction traffic and parking management plan must be approved prior to the issuance of a demolition permit.
PW-89	Submit Traffic Control plans for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/ or sidewalk closure for review and approval. Sidewalk closures are not allowed unless reconstruction of sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detour should be shown on the Traffic Control plans.
PW-91	Work within soil and groundwater contamination area may expose workers to contaminants in the soil, groundwater, and associated vapors. Permittee/Contractor is responsible for preparing and implementing an appropriate health and safety plan to address the contamination and manage the operations in a safe manner and in compliance with the Cal/OSHA Construction Safety Orders and other state and federal requirements.
Other	
PL-75	The project is required to meet the mandatory measures of the California Green Building Standards Code and meet a certain number of GreenPoint Rated points. All mandatory prerequisite points and minimum point totals per category to attain GreenPoint Rated status must be achieved, unless specific point substitutions or exceptions are approved by the Community Development Department. Formal project registration and certification through Build It Green is not required for compliance with the Mountain View Green Building Code (MVGBC). The project is also required to comply with Title 24, Part 6.
PL-113	The applicant shall notify neighbors within 300 feet of the project site of the construction schedule in writing, prior to construction. For multiphased construction, separate notices may be required for each phase of construction. A copy of the notice and the mailing list shall be submitted for review prior to issuance of building permits.

Source: Mountain View 2017

BID = Building Inspection Division

FEP = Fire and Environmental Protection

LLA = Lot Line Adjustment Conditions

PL = Planning Division

PW = Public Works

3.6 RELATIONSHIP OF PROJECT TO OTHER PLANS

CITY OF MOUNTAIN VIEW GENERAL PLAN (2030)

The basis for land use and planning in the city is the 2030 Mountain View General Plan and General Plan EIR, adopted by the City Council in July 2012. The General Plan includes numerous goals and policies pertaining to land use and design, mobility, infrastructure and conservation, noise, and public safety. The General Plan is the foundation for zoning regulations, subdivisions, public works plans, and issues related to the physical environment. This IS/ND uses the 2030 General Plan and General Plan EIR for information regarding physical setting, allowed uses, and land use designations and considers the General Plan policies in the analysis of project environmental impacts. Such information from the General Plan and General Plan EIR is hereby incorporated by reference. The General Plan land use designation for the project site is High Density Residential, which is intended for multi-family housing such as apartments and condominiums. The allowed density is 36 to 80 dwelling units per acre, and buildings are allowed to be up to five stories high (Mountain View 2012).

460 SHORELINE BOULEVARD PRECISE PLAN

In 1979, the City of Mountain View adopted the 460 Shoreline Boulevard Precise Plan. The plan details the land use concept, development criteria, and development standards for the 5.34-acre site, including 3.37 acres of City-owned land and 1.95 acres of City and County of San Francisco land (the Hetch-Hetchy Easement).

The Precise Plan states that the site was to be a residential complex which would be designated as affordable housing. The City determined that a mix of senior and family housing would be implemented on the site, and the Shorebreeze Apartment complex was constructed in 1980.

The following development requirements are specified under the Precise Plan:

- The minimum parking ratio shall be 0.35 spaces per senior unit and 1.5 spaces per family unit. Some of the parking should be for disabled access, and at least half of the required spaces must be covered.
- The site plan, building orientation, and structural design shall screen noise from Shoreline Boulevard.
- A bus shelter shall be provided in connection with the development of the property, if required by the City.
- Special consideration shall be given to the potential traffic conflicts along Shoreline Boulevard.
- Special consideration shall be given to the site layout to provide safe and efficient automobile access to and from the site and convenient guest parking facilities.
- The development standard of the R3 zoning district shall be used as a guideline for development, although minor deviations may be made.
- A substantial proportion of the parcel shall be retained for landscaping and open space, and 75 percent of the front yard must be landscaped.

3.7 PROJECT APPROVALS

As the lead agency, the City of Mountain View has the ultimate authority for project approval or denial. The proposed project may require the following discretionary approvals by the City for actions proposed as part of the project:

- Adoption of an Initial Study/Negative Declaration
- Adoption of an Environmental Assessment/Finding of No Significant Impact
- Preliminary Map
- Design approval
- Heritage Tree Removal Permit
- Precise Plan Amendment
- Planned Community Permit/Development Review Permit

OTHER RESPONSIBLE AGENCIES

- Extension of SFPUC property lease agreement with MidPen for parking and landscaping beyond 2031
- Approval under the Construction General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ)
- HUD HOME Funds Approval
- HUD EA Approval

REFERENCES

Autotemp. 2016. *Shorebreeze Expansion Relocation Plan*. Prepared for MidPen Housing.

Dahlin. 2017. Shorebreeze Apartments – Second Planning Department Submittal. Submitted January 27, 2017.

Mountain View, City of. 1978. *460 Shoreline Boulevard Precise Plan*.

HortScience. 2017. Updated Arborist Report. Shorebreeze Apartments, Mountain View, California. Prepared for MidPen Housing Corporation. April 2017

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———. 2016a. *City of Mountain View 2030 General Plan*. General Plan Land Use Map. http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10701.

———. 2016b. Zoning Map. http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990.

———. 2017. Standard City Conditions. As of January 30, 2017.

4.0 ENVIRONMENTAL CHECKLIST

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.1	**AESTHETICS.** Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SETTING

Regional Context

Mountain View is a developed, urban community with primarily residential, industrial, office, public institutional, and open space land uses. The city is home to a variety of parks, recreational areas, and community facilities. Mountain View is situated on the south shore of the San Francisco Bay and has relatively flat topography.

The San Francisco Bay is visible from some areas of Mountain View and is a key visual feature of the city. Additionally, per the Mountain View 2030 General Plan (2012), "The historic Rengstorff House and the Adobe Building offer unique meeting and special event spaces and are strong visual reminders of the community's heritage." The project site is approximately a third of a mile away from the historic Adobe Building and more than 2 miles from both the historic Rengstorff House and the San Francisco Bay.

Project Site

The project site is currently developed with the existing Shorebreeze Apartments. The visual character of the project site is that of a residential area with two- to three-story buildings, surrounded by multi-family residential and commercial land uses. North Shoreline Boulevard, which serves as a main thoroughfare in the city, borders the project site to the east and south. The roadway includes a landscaped median in the project area and is lined with a variety of multi-family residential and commercial uses. As such, the project area's visual character is that of an area developed with commercial, multi-family residential, and transportation uses.

Scenic Vistas

Scenic vistas are typically described as areas of natural beauty with features such as topography, watercourses, rock outcrops, and natural vegetation that contribute to the landscape's quality. The Mountain View 2030 General Plan does not officially designate any scenic vistas in the vicinity of the project site or in the city.

Scenic Resources within Scenic Highways

Scenic resources associated with scenic highways typically include trees, rock outcroppings, and historic buildings. Santa Clara County has one officially designated state scenic highway, State Route (SR) 9. Four highways, SR 17, SR 35, SR 152, and Interstate 280 (I-280), are eligible for listing by the California Department of Transportation (Caltrans; 2011)) State Scenic Highway Program. None of these highways are in Mountain View; Interstate 280 is the closest to the project site, approximately 4 miles to the south. The Mountain View General Plan does not designate any scenic roads or highways within the City.

Light and Glare

The project site currently has pole lighting in the parking lot and landscaped areas as well as wall-mounted lighting on the existing buildings. Current sources of glare on the project site are parked passenger vehicles and building windows. Commercial and residential properties in the project vicinity have similar lighting and glare characteristics. Overall, the current levels of lighting and glare on the project site itself are minimal and match the character of the surrounding land uses.

DISCUSSION OF IMPACTS

a) ***No Impact.*** The Mountain View 2030 General Plan does not officially designate scenic vistas in the vicinity of the project site or in the city. The project site is located more than 2 miles from the historic Rengstorff House and the San Francisco Bay. The proposed project would not obstruct views of the single-story historic Adobe Building, which is located approximately a third of a mile away. Therefore, the proposed project would have no impact on a scenic vista.

b) ***No Impact.*** The project site is not visible from I-280, the closest eligible state scenic highway (4 miles away), or from any other designated or eligible scenic highways in Santa Clara County. Additionally, the Mountain View General Plan does not designate scenic highways or roads. Therefore, the proposed project would not substantially damage scenic resources within a state scenic highway. The project would have no impact.

c) ***Less Than Significant Impact.*** The proposed project would include two main components: (1) demolition of 12 existing townhouse units; and (2) construction of 62 new apartment units where the 12 townhouse units are currently located. In line with the density and scale of the buildings to remain, the new buildings would consist of three stories that would reach a maximum height of 45 feet. The site is currently occupied by a multi-family residential development. While the new construction would also be a denser multi-family development. The new buildings would not change the site's visual character.

The new buildings would be set back at least 18 feet from the property line to the south, preserving a transitional area between the proposed project and the adjacent residences. The new buildings would also incorporate design and materials that are similar to the buildings that would remain on the project site, including horizontal siding, balconies that soften massing, and façade setbacks along each elevation (**Figure 3.0-7, Building Elevations**). The buildings' colors would also provide visual breaks along the building exteriors that highlight architectural features and material transitions.

The project would implement the City's standard conditions (**Appendix CON**) for aesthetics, which are listed in **Table 3.0-3**. Implementation of the project design features would minimize or avoid potential project impacts.

The City has adopted standards and guidelines for developing lots in the R3 zoning district, including guidelines specific to small single-family lots, townhouses, and rowhouses. Existing development on the project site does not fit within any of these development types. All development in the R3 zoning district is subject to development review.

Development review is applicable to new buildings and exterior modifications and is intended to maintain or enhance the appearance of the community and ensure compatibility with surrounding development (Mountain View 2017d). Planned Community development review is required to go through the City Council for approval, subject to written findings (Mountain View City Code Article XVI, Division 2, Section 36.44.70). The City Code section indicates that project approval is dependent on conformance with adopted standards, including those related to design, color, materials, and lighting compatibility with surrounding development and landscaping that provides visual relief.

The project would comply with the regulations for the project area, and the new development would retain the existing visual character of the project site. Therefore, the project would have a less than significant impact.

d) ***Less Than Significant Impact.*** The proposed project would add 15-foot pole lighting and wall lighting to areas of the project site with new development, as shown on **Figure 4.1-1, Lighting Plan**. Lighting would be directed downward and located so as to minimize spillover to adjacent surrounding residential and commercial development. Additionally, Mountain View City Code Section 36.44.70 requires approval of a project to be supported by a written finding by the City Council that the project lighting would be compatible with surrounding development. Compliance with existing City regulations regarding nighttime lighting would reduce any potential project impacts. Therefore, the project would have a less than significant impact.

Mitigation Measures

None required.

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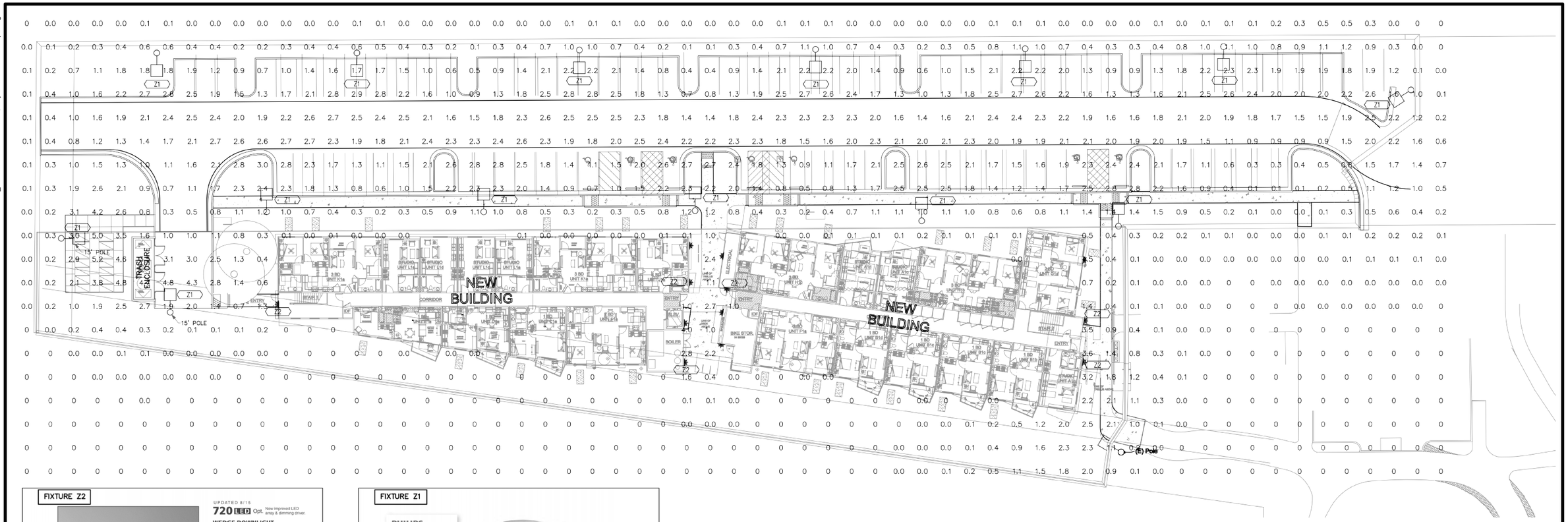
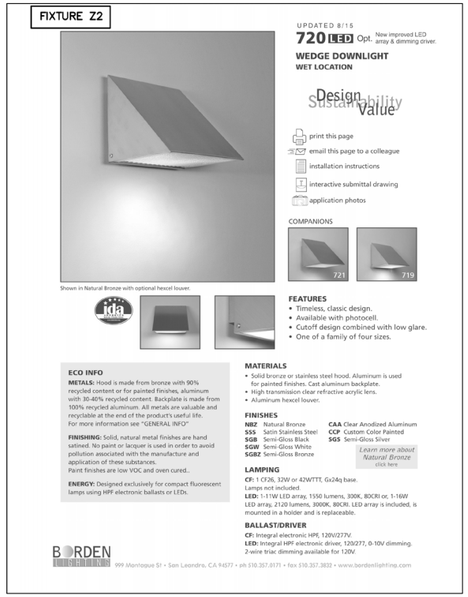
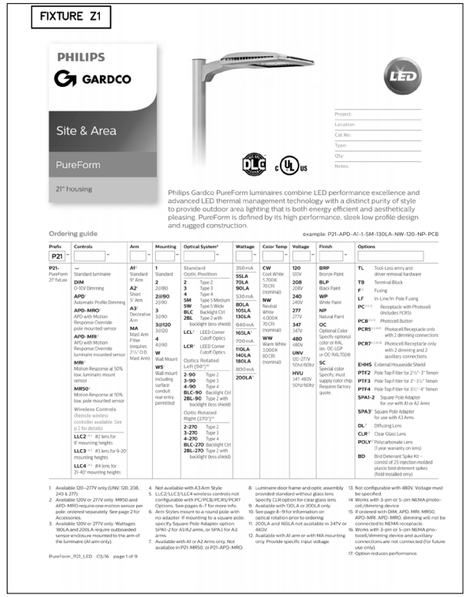
T:_CSI\Work\Mountain View, City of\Shorebreeze Apts\Figures







SHEET NOTES:

1. EXTERIOR LIGHTING TO BE CONTROLLED VIA PHOTOCELL.

Source: Emerald City Engineers, Inc.; 2017

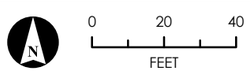


FIGURE 4.1-1
Lighting Plan

Michael Baker INTERNATIONAL

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.2 AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Public Resources Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	☐	☐	☐	☒

SETTING

Agricultural Resources

The project site is developed with multi-family apartments and is not used for any type of agricultural activities. According to the California Department of Conservation (DOC; 2014) Santa Clara County Important Farmland Map, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site and all adjacent properties are designated as Urban and Built-Up Land, which is defined as land occupied by structures with a building density of at least 1 unit per 1.5 acres (DOC 2014). The project site is not subject to a Williamson Act contract (DOC 2016).

Forestry Resources

The project site is located in a developed, urbanized area. Trees on the project site consist of planted ornamental species. These trees do not meet the definition of forestland or timberland as defined by Public Resources Code Sections 12220(g), 4526, and 51104(g).

DISCUSSION OF IMPACTS

a) ***No Impact.*** The project site is designated Urban and Built-Up Land by the DOC. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. The project would have no impact.

b) ***No Impact.*** The project site has a General Plan land use designation of High Density Residential. It is located in the 460 Shoreline Boulevard Precise Plan with zoning of Planned Community (P5). The P5 zoning uses the Residential–Multiple-Family (R3) zoning standards in the City Code. While crop production is a permitted use in an R3 zone, the R3 zone is not intended for agricultural production (Mountain View 2017d). Further, the project site is not subject to a Williamson Act contract (DOC 2016). Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. The project would have no impact.

c) ***No Impact.*** As described above, the project site is currently zoned P5 and is located in the 460 Shoreline Boulevard Precise Plan. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forestland or timberland. The project would have no impact.

d) ***No Impact.*** The project site is located in an urbanized area. Trees on the project site do not meet the definition of forestland or timberland as defined by Public Resources Code Sections 12220(g), 4526, and 51104(g). Therefore, the project would not result in the loss of forestland or the conversion of forestland to non-forest use. The project would have no impact.

e) ***No Impact.*** As described above, the project site is located in a developed, urbanized area and is not zoned for agricultural or forestry uses. The proposed project would not result in residential uses adjacent to farmland, nor would it result in or encourage the extension of roadways or public service/utility infrastructure into an undeveloped area. Therefore, the project would not involve changes in the existing environment which could result in conversion of farmland to nonagricultural use. The project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

SETTING

Air quality in a region is determined by the region's topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the San Francisco Bay Area Air Basin (SFBAAB), which encompasses the project site, pursuant to the regulatory authority of the Bay Area Air Quality Management District (BAAQMD).

Air Basin Characteristics

San Francisco Bay Area Air Basin

Mountain View is located in the Santa Clara Valley climatological subregion of the SFBAAB. The Santa Clara Valley is bounded by the San Francisco Bay to the north and by mountains to the east, south, and west. Temperatures are warm on summer days and cool on summer nights, and winter temperatures are fairly mild. At the northern end of the valley, mean maximum temperatures are in the low 80s during the summer and the high 50s during the winter, and mean minimum temperatures range from the high 50s in the summer to the low 40s in the winter. Farther inland, where the moderating effect of the bay is not as strong, temperature extremes are greater.

The air pollution potential of the Santa Clara Valley is high. High summer temperatures, stable air, and the mountains surrounding the valley combine to promote ozone formation. In addition to the many local sources of pollution, ozone precursors from San Francisco, San Mateo, and Alameda counties are carried by prevailing winds to the Santa Clara Valley. The valley tends to channel pollutants to the southeast. In addition, on summer days with low level inversions, ozone can be recirculated by southerly drainage flows in the late evening and early morning and by the prevailing northwesterlies in the afternoon. A similar recirculation pattern occurs in the winter,

affecting levels of carbon monoxide and particulate matter. This movement of the air up and down the valley increases the impact of the pollutants significantly (BAAQMD 2017a).

Pollution sources are plentiful and complex in the subregion. The Santa Clara Valley has a high concentration of industry at the northern end. Some of these industries are sources of air toxics and criteria air pollutants. In addition, Santa Clara Valley's large population and many work-site destinations generate the highest mobile source emissions of any subregion in the SFBAAB (BAAQMD 2017a).

Pollution Potential Related to Emissions

Although air pollution potential is strongly influenced by climate and topography, the air pollution that occurs in a location also depends on the amount of air pollutant emissions in the surrounding area or those that have been transported from more distant places. Air pollutant emissions generally are highest in areas that have high population densities, high motor vehicle use, and/or industrialization. Contaminants created by photochemical processes in the atmosphere, such as ozone, may result in high concentrations many miles downwind from the sources of their precursor chemicals (BAAQMD 2017a).

Criteria Air Pollutants

Air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$), lead, and fugitive dust are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants. Presented in **Table 4.3-1, Criteria Air Pollutants,** is a description of each of the primary and secondary criteria air pollutants and their known health effects.

TABLE 4.3-1
CRITERIA AIR POLLUTANTS – SUMMARY OF COMMON SOURCES AND EFFECTS

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (NOx) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Particulate Matter (PM_{10} & $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, can damage marble, iron and steel; damage crops and natural vegetation. Impairs visibility.

Source: CAPCOA 2017

Ambient Air Quality

The US Environmental Protection Agency (EPA) and the State of California have established health-based ambient air quality standards (CAAQS) for the criteria pollutants described above, as well as for lead, sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Air quality standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Areas with air quality that exceed adopted air quality standards are designated as "nonattainment" areas for the relevant air pollutants, while areas that comply with air quality standards are designated as "attainment" areas for the relevant air pollutants. The SFBAAB's current attainment status with regard to federal and state ambient air quality standards is summarized in **Table 4.3-2, Federal and State Ambient Air Quality Attainment Status for the San Francisco Bay Area Air Basin**. The region is nonattainment for federal O_3 and $PM_{2.5}$ standards, as well as for state O_3, PM_{10}, and $PM_{2.5}$ standards (BAAQMD 2017a).

TABLE 4.3-2
FEDERAL AND STATE AMBIENT AIR QUALITY ATTAINMENT STATUS
FOR THE SAN FRANCISCO BAY AREA AIR BASIN

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone (O_3)	8 Hours	0.070 ppm (137$\mu g/m^3$)	No information available	0.075 ppm	N
	1 Hour	0.09 ppm (180 $\mu g/m^3$)	N	No standard	Not applicable
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m^3)	A	9 ppm (10 mg/m^3)	U/A
	1 Hour	20 ppm (23 mg/m^3)	A	35 ppm (40 mg/m^3)	U/A
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 $\mu g/m^3$)	A	No standard	Not applicable
	Annual Arithmetic Mean	0.030 ppm (57 $\mu g/m^3$)	No information available	0.053 ppm (100 $\mu g/m^3$)	U/A

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Sulfur Dioxide (SO_2)	24 Hours	0.04 ppm (105 $\mu g/m^3$)	A	0.14 ppm (365/$\mu g/m^3$)	A
	1 Hour	0.25 ppm (665 $\mu g/m^3$)	A	No standard	Not applicable
	Annual Arithmetic Mean	No standard	Not applicable	0.030 ppm (80/$\mu g/m^3$)	A
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 $\mu g/m^3$	N	No standard	Not applicable
	24 Hours	50 $\mu g/m^3$	N	150 $\mu g/m^3$	U
Particulate Matter – Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 $\mu g/m^3$	N	15 $\mu g/m^3$	N
	24 Hours	No standard	Not applicable	35 $\mu g/m^3$	N
Sulfates	24 Hours	25 $\mu g/m^3$	U	No standard	Not applicable
Lead	30-Day Average	1.5 $\mu g/m^3$	A	No standard	Not applicable
	Calendar Quarter	No standard	Not applicable	1.5 $\mu g/m^3$	A
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu g/m^3$)	U	No standard	Not applicable
Vinyl Chloride (chloroethene)	24 Hours	0.01 ppm (26 $\mu g/m^3$)	No information available	No standard	Not applicable
Visibility-Reducing Particles	8 Hours (10:00 to 18:00 PST)	Extinction coefficient of 0.23 per kilometer	U	No standard	Not applicable

Source: BAAQMD 2017a

Notes: A = attainment; N = nonattainment; U = unclassified; mg/m^3 = milligrams per cubic meter; ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter

Based on the nonattainment status, O_3, PM_{10}, and $PM_{2.5}$ are the pollutants most intensely affecting the air basin. Ambient concentrations of these pollutants at specific sites will vary due to localized variations in emission sources and climate. Concentrations near the project site can be inferred from ambient air quality measurements conducted by the BAAQMD at nearby air quality monitoring stations. The Redwood City–897 Barron Avenue air quality monitoring station is the closest station to the project site, approximately 8.5 miles to the northwest.

Toxic Air Contaminants

In addition to the criteria air pollutants listed above, another group of pollutants, commonly referred to as toxic air contaminants (TACs) or hazardous air pollutants, can result in health effects that can be quite severe. The California Air Resources Board (CARB) has designated 244 compounds as TACs. Many TACs are confirmed or suspected carcinogens, or are known or suspected to cause birth defects or neurological damage. Secondly, many TACs can be toxic at very low concentrations. For some chemicals, such as carcinogens, there are no thresholds below which exposure can be considered risk-free.

Industrial facilities and mobile sources are significant sources of TACs. However, common urban facilities also produce TAC emissions, such as gasoline stations (benzene), hospitals (ethylene oxide), and dry cleaners (perchloroethylene). Automobile exhaust also contains TACs such as benzene and 1,3-butadiene. In addition, diesel particulate matter (diesel PM) is a TAC. Diesel PM differs from other toxic air contaminants in that it is not a single substance but rather a complex mixture of hundreds of substances. BAAQMD (2017a) research indicates that mobile-source emissions of diesel PM, benzene, and 1,3-butadiene represent a substantial portion of the ambient background risk from toxic air contaminants in the San Francisco Bay Area Air Basin.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others because of the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. For example, children are considered more susceptible to the health effects of air pollution because of their immature immune systems and developing organs (OEHHA 2016).

Residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Air Quality Attainment Plan

The BAAQMD is responsible for preparing plans to attain ambient air quality standards in the San Francisco Bay Area Air Basin. The BAAQMD prepares ozone attainment plans for the national ozone standard and clean air plans for the California standard, both in coordination with the Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG).

With respect to applicable air quality plans, the BAAQMD prepared the 2017 Clean Air Plan—titled Spare the Air, Cool the Climate—to address nonattainment of the national 1-hour ozone standard in the air basin. The Clean Air Plan defines a control strategy that the BAAQMD and its partners will implement to (1) reduce emissions and decrease ambient concentrations of harmful pollutants; (2) safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily impacted by air pollution; and (3) reduce greenhouse gas emissions to protect the climate. It is important to note that in addition to updating the previously prepared ozone plan, the newly adopted Clean Air Plan also serves as a multipollutant plan to protect public health and the climate. In its dual role as an update to the state ozone plan and a multipollutant plan, the 2017 Clean Air Plan addresses four categories of pollutants (BAAQMD 2017b):

- Ground-level ozone and its key precursors, ROG and NO_X
- Particulate matter: primary $PM_{2.5}$, as well as precursors to secondary $PM_{2.5}$
- Air toxics
- Greenhouse gases

The Clean Air Plan includes local guidance for the State Implementation Plan, which establishes the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards.

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.*** As previously stated, the BAAQMD prepared the 2017 Clean Air Plan. The plan establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The Clean Air Plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, updated emission inventory methodologies for various source categories, and the latest population growth projections and vehicle miles traveled (VMT) projections for the region.

Criteria for determining consistency with the Clean Air Plan are defined by the following indicators:

- Consistency Criterion No. 1: The project supports the primary goals of the Clean Air Plan.
- Consistency Criterion No. 2: The project conforms to applicable control measures from the Clean Air Plan and does not disrupt or hinder the implementation of any Clean Air Plan control measures.

The primary goals to which Consistency Criterion No. 1 refer are compliance with the CAAQS and the national ambient air quality standards (NAAQS). As evaluated below, the project would not exceed the short-term construction standards and would not violate air quality standards during construction. Similarly, the project would not exceed the long-term operational standards and would not violate air quality standards during project operation. Therefore, this impact would be less than significant.

Concerning Consistency Criterion No. 2, BAAQMD air quality planning control measures are developed, in part, based on the emissions inventories contained in the Clean Air Plan, which are derived from projected population growth and VMT for the region. These inventories are largely based on the predicted growth identified in regional and community general plans, including associated development projects. Projects that result in an increase in population or employment growth beyond that identified in regional or community plans could result in increases in VMT and subsequently increase mobile source emissions, which would not have been accounted for in the BAAQMD's air quality plans, making the projects inconsistent with the Clean Air Plan.

The proposed project is consistent with the High Density Residential General Plan land use designation for the project site. As described in subsection 4.13, Population and Housing, the project is expected to increase the city's population by 120. This is not considered a substantial increase and would not increase the population in Mountain View beyond what was projected in the General Plan. Therefore, the proposed project would not result in an increase in population or employment growth, and thus VMT, beyond that anticipated in the Clean Air Plan. The proposed project would not conflict with or obstruct implementation of the Clean Air Plan. Therefore, this impact would be less than significant.

b, c) ***Less Than Significant Impact.*** The BAAQMD developed project-level thresholds of significance to provide a conservative indication of whether a proposed project could result in potentially significant air quality impacts. To meet the project-level threshold of significance for construction-related criteria air pollutant and precursor impacts, the proposed project must emit no more than 54 pounds per day (lbs/day) of reactive organic gases (ROG), nitrogen oxides (NO_X), and/or exhaust-related $PM_{2.5}$, and no more than 82 lbs/day of exhaust-related PM_{10}. Concerning fugitive dust-related $PM_{2.5}$ and PM_{10} emissions

generated during construction, the BAAQMD states that implementation of its Basic Construction Mitigation Measures is necessary to reduce such emissions to a level that is considered less than significant. For operational-related criteria air pollutant and precursor impacts, the proposed project must emit no more than 54 lbs/day of ROG, NO_X, and/or $PM_{2.5}$, and no more than 82 lbs/day of PM_{10} to be considered less than significant.

Construction-Generated Emissions

The project would generate short-term emissions from construction activities such as demolition, site grading, asphalt paving, building construction, and architectural coatings (i.e., painting). Common construction emissions include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the dominant source of PM_{10} and $PM_{2.5}$ emissions, would be generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and a potential health hazard to those living and working nearby. Demolition can also generate PM_{10} and $PM_{2.5}$ emissions. Off-road construction equipment is often diesel-powered and can be a substantial source of NO_X emissions, in addition to PM_{10} and $PM_{2.5}$ emissions. Worker commute trips and architectural coatings are dominant sources of ROG emissions.

TABLE 4.3-3
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS
(MAXIMUM POUNDS PER DAY)

Construction Activities	Reactive Organic Gas (ROG)	Nitrogen Oxide (NO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Demolition	1.06	9.43	2.45	0.87
Site Preparation	0.79	9.76	0.49	0.39
Grading	1.06	9.43	0.96	0.76
Building Construction	1.08	11.03	0.71	0.65
Paving	0.92	8.74	0.51	0.47
Painting	8.05	2.01	0.15	0.15
Total	**12.96**	**50.4**	**5.27**	**3.29**
BAAQMD Potentially Significant Impact Threshold	54 pounds/day	54 pounds/day	82 pounds/day	54 pounds/day
Exceed BAAQMD Threshold?	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2016.3.1. See **Appendix AQ** for emission model outputs.*

As shown in **Table 4.3-3, Construction-Related Criteria Pollutant and Precursor Emissions**, all criteria pollutant emissions would remain below their respective thresholds. Therefore, construction-generated emissions impacts would be less than significant.

Operational Emissions

The project would result in long-term operational emissions of criteria air pollutants and ozone precursors (i.e., ROG and NO_X). Project-generated increases in emissions would be predominantly associated with motor vehicle use. The proposed project is estimated to

generate 412 trips, 342 more trips than the 12 townhouses under existing conditions. Long-term operational emissions are summarized in **Table 4.3-4, Long-Term Operational Emissions.**

TABLE 4.3-4
LONG-TERM OPERATIONAL EMISSIONS

Source	Emissions			
	ROG	NO_x	PM_{10}	$PM_{2.5}$
Summer Emissions (Pounds per Day)				
Area Source (hearths, landscaping, etc.)	1.69	0.06	0.03	0.03
Energy Source	0.02	0.17	0.01	0.01
Mobile Source	0.75	3.05	2.05	0.57
Total	***2.46***	***3.28***	***2.09***	***0.61***
Winter Emissions (Pounds per Day)				
Area Source (hearths, landscaping, etc.)	1.69	0.06	0.03	0.03
Energy Source	0.02	0.17	0.01	0.01
Mobile Source	0..66	3.22	2.05	0.57
Total	***2.37***	***3.45***	***2.09***	***0.61***
BAAQMD Potentially Significant Impact Threshold (Daily Emissions)	54 pounds/day	54 pounds/day	82 pounds/day	54 pounds/day
Exceed BAAQMD Daily Threshold?	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2016.3.1 See **Appendix AQ** for emission model outputs.*

As shown in **Table 4.3-4**, all criteria pollutant emissions would remain below the BAAQMD significance thresholds. Therefore, long-term operation-generated emissions impacts would be less than significant level.

d) ***Less Than Significant Impact.***

Air Toxics (TACs) Generated During Construction Activities

The project site is surrounded by residential neighborhoods. These residents could be exposed to construction-related air toxics.

Construction would result in the generation of diesel PM emissions from the use of off-road diesel equipment required for grading, excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic and would occur over several locations isolated from one another. The duration of exposure would be short, and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 30, 40, and 70 years, which do not correlate well with the

temporary and highly variable nature of construction activities. Additionally, construction activities would occur in an area of less than five acres. CARB generally considers construction projects contained in a site of such size to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. Additionally, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. For these reasons, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics and would be less than significant.

Air Toxics (TACs) Generated During Project Operations

There is a potential that future residents could be exposed to TAC emissions from stationary and/or mobile sources. Per BAAQMD guidance, all TAC sources within 1,000 feet of a proposed sensitive receptor need to be identified and analyzed. If emissions of TAC concentrations at a new sensitive receptor generated from all TAC sources in a 1,000-foot radius result in the exceedance of an excess cancer risk level of more than 100 in one million, or a non-cancer hazard index greater than 10, the project would result in a significant impact.[1] The BAAQMD (2017a) CEQA Air Quality Guidelines also consider exposure from $PM_{2.5}$ concentrations that exceed 0.8 micrograms per cubic meter ($\mu g/m^3$) to be significant. For the purposes of this analysis, the BAAQMD's screening analysis tools were employed. The BAAQMD provides its screening analysis tools for lead agencies to assess a project's potential risk and hazard impacts. The screening tools provide conservative estimates and are continually updated to reflect the best available data.

According to the BAAQMD's Stationary Source Screening Analysis Tool, there are no stationary sources of TACs within 1,000 feet of the project site. The nearest identified source is a generator operated by Alexza Pharmaceuticals. In terms of mobile TAC sources, the project site is located 300 feet from a major roadway, Shoreline Boulevard.

Table 4.3-5, Toxic Air Contaminant Concentrations, identifies the $PM_{2.5}$ concentration, cancer risk, and hazard index exposure at the project site and compares them to the BAAQMD significance thresholds. The TAC concentrations were calculated using the BAAQMD Roadway Screening Analysis Calculator for Santa Clara County.

TABLE 4.3-5
TOXIC AIR CONTAMINANT CONCENTRATIONS

TAC Category	BAAQMD Thresholds of Significance	TAC Concentration at Project Site
Cancer Risk	10	3.230
Hazard Index	1	0.010
$PM_{2.5}$ Concentration	0.3	0.063
Exceed Thresholds?		**No**

Source: BAAQMD 2017a

[1] The Hazard Index is the ratio of the computed receptor exposure level to the level known to cause acute or chronic adverse health impacts, as identified by the BAAQMD.

As shown in **Table 4.3-5,** the $PM_{2.5}$ concentration, cancer risk, and hazard index at the project site would all be below BAAQMD thresholds. Therefore, impacts associated with air toxics generated during project operations would be less than significant.

Carbon Monoxide Hot Spots

The primary mobile-source criteria pollutant of local concern is carbon monoxide. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Transport of this criteria pollutant is extremely limited; CO disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours.[2] Modeling is therefore typically conducted for intersections that are projected to operate at unacceptable levels of service during peak commute hours.

Based on BAAQMD guidance, projects meeting all of the following screening criteria would be considered to have a less than significant impact on localized carbon monoxide concentrations:

1. The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plans, and local congestion management agency plans.

2. The project traffic would not increase traffic volumes at project-affected intersections to more than 44,000 vehicles per hour.

3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

According to the traffic impact analysis prepared for the project, the project would generate about 342 average daily trips more than the existing number of trips (412 trips generated by the project, minus 70 generated by the existing townhouses). The project would not increase traffic volumes to more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing of pollutants and atmosphere is substantially limited. Therefore, this impact would be less than significant.

e) ***Less Than Significant Impact.***

Construction-Related Odors

The BAAQMD does not have a recommended odor threshold for construction activities. For purposes of this analysis, it is recognized that heavy-duty construction equipment

[2] Level of service (LOS) is a measure used by traffic engineers to determine the effectiveness of transportation infrastructure. Level of service is most commonly used to analyze intersections by categorizing traffic flow with corresponding safe driving conditions. LOS A is considered the most efficient level of service and LOS F the least efficient.

would emit odors. However, construction activities would be short term and finite in nature. Furthermore, equipment exhaust odors would dissipate quickly and are common in an urban environment. For these reasons, construction-related odors associated with the project would not be anticipated to create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

Operational Odors

With respect to operational impacts, the BAAQMD recommends screening criteria based on the distance between the receptor and the types of sources known to generate odor. The land uses identified by the BAAQMD as sources of odors include wastewater treatment plants, wastewater pumping facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing and fiberglass manufacturing facilities, painting/coating operations, rendering plants, coffee roasters, food processing facilities, confined animal facilities, feedlots, dairies, green waste and recycling operations, and metal smelting plants. If a source of odors is proposed to be located near existing or planned sensitive receptors, this could have the potential to cause operational-related odor impacts. The project is residential in nature and would not include any of the land uses that have been identified by the BAAQMD as odor sources, nor would it locate receptors near any of these sources. Therefore, the project is not anticipated to create objectionable odors affecting a substantial number of people. This impact would be less than significant.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.4 BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) 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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

SETTING

Special-Status Plants and Wildlife Species

The project site is an infill site developed with existing multi-family residential uses in Mountain View, an urbanized area. The project site has been disturbed, with about 68 percent of the site covered by impervious (developed or paved, nonvegetated) surfaces. The remaining 32 percent is landscaped with ornamental vegetation.

A query of the California Department of Fish and Wildlife's (CDFW; 2017) California Natural Diversity Database (CNDDB) was conducted on July 11, 2017, to identify known processed and unprocessed occurrences for special-status species within the Mountain View quad. The results show that no special-status plant or animals are expected to occur on the project site.

Per Figure 5.2, Habitats, of the Mountain View 2030 General Plan, the project site does not contain a sensitive habitat such as grasslands, woodlands, developed open space, wetlands, or open water (Mountain View 2012). The Critical Habitat for Threatened and Endangered Species map from the US Fish and Wildlife Service (USFWS; 2017a) does not identify critical habitat for any species identified as a candidate, sensitive, or special-status species on or in the vicinity of the project site. The Wetlands Mapper from the USFWS (2017b) does not identify any wetlands or riparian habitat on or in the vicinity of the project site. The project site is not shown on the 2013 Critical Linkages Map developed by Science & Collaboration for Connected Wildlands and referenced by the California Department of Fish and Wildlife (SC Wildlands 2013). Lastly, the project site is not within any habitat conservation plans (CDFW 2015) or natural community conservation plans (CDFW 2016).

Heritage Trees

In April 2017, HortScience prepared an arborist report for the project site. The report is included as **Appendix BIO** to this Initial Study, and the results are summarized below.

The project site contains 102 trees. The most prevalent trees on the site are London plane (*Platanus x hispanica*), coast redwood (*Sequoia sempervirens*), and privet (*Ligustrum lucidum*). **Table 4.4-1, Tree Conditions Summary**, provides a breakdown of tree conditions on the site, and **Figure 4.4-1, Tree Survey Map,** shows the location of the trees on the property.

Seventy-five of the 102 trees on and in the immediate vicinity of the project site qualify as heritage trees. Mountain View City Code Chapter 32 requires a permit for the removal of any heritage tree or construction of improvements within the dripline or any heritage tree.

TABLE 4.4-1
TREE CONDITIONS SUMMARY

Common Name	Scientific Name	Number of Trees	Condition		
			Dead	Fair	Good
Tree of heaven	*Ailanthus altissima*	1		1	
Deodar cedar	*Cedrus deodara*	2			2
Evergreen ash	*Fraxinus uhdei*	5		5	
Crape myrtle	*Lagerstroemia indica*	1			1
Privet	*Ligustrum lucidum*	25		25	
Catalina ironwood	*Lyonothamnus floribundus*	4		4	
Monterey pine	*Pinus radiata*	2		2	
Chinese pistache	*Pistacia chinensis*	1			1
London plane	*Platanus x hispanica*	27		7	20
Flowering cherry	*Prunus serrulata*	4		3	1
Italian buckthorn	*Rhamnus alaternus*	1		1	
California pepper	*Schinus molle*	2	1	1	
Coast redwood	*Sequoia sempervirens*	26		10	16
Xylosma	*Xylosma congestum*	1		1	
Total		102	1	60	41

Source: HortScience 2017

DISCUSSION OF IMPACTS

a) ***No impact.*** The project site is currently developed with an existing multi-family development. The site is surrounded by urban development, and no natural habitats are found on or in close proximity to the site (USFWS 2017a, 2017b). Therefore, the project would have no impact to special-status species.

b) ***No Impact.*** There are no riparian habitats or sensitive natural communities present on the project site. Therefore, the project would have no impact.

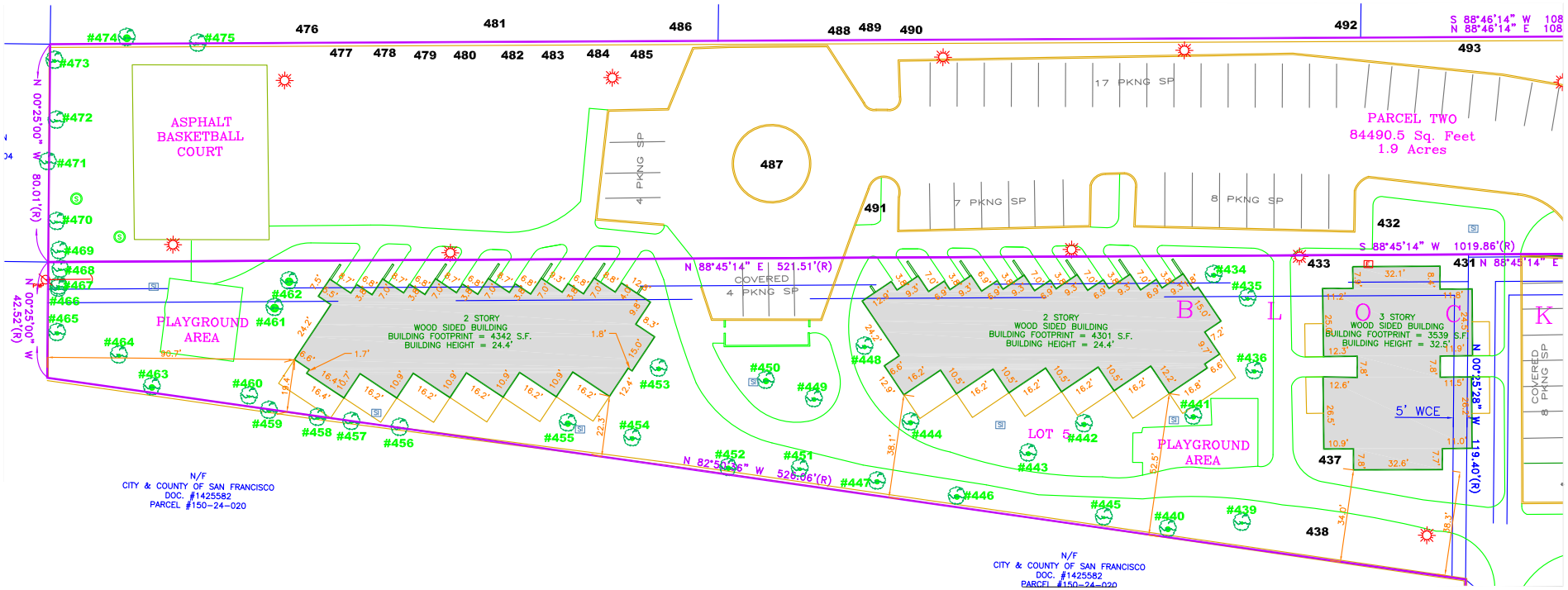
c) ***No Impact.*** No wetlands or other waters of the United States are located on the site. Therefore, the project would have no impact.

d) ***Less Than Significant Impact.*** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range.

The project site is not shown on the 2013 Critical Linkages Map developed by Science & Collaboration for Connected Wildlands and referenced by the California Department of Fish and Wildlife (SC Wildlands 2013). Trees on and adjacent to the project site may, however, provide suitable nesting habitat for migratory birds and raptors protected under the Migratory Bird Treaty Act. During construction, the project construction contractor would implement condition of approval PL-121, summarized below.

- PL-121: Requires vegetation removal and construction activities to be performed outside of the bird nesting season to the extent practicable. If construction occurs during the nesting bird season, a qualified biologist is required to conduct a survey to determine if nesting birds are present on the project site and in the surrounding area, and must establish no-disturbance buffer zones around the nests.

See **Table 3.0-3** for full descriptions of the conditions of approval. With implementation of PL-121 and PL-122, project impacts would be reduced to a less than significant level.



Source: Hort Science; 2015

Not To Scale

FIGURE 4.4-1
Tree Survey Map

Michael Baker INTERNATIONAL

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e) ***Less Than Significant Impact.*** The project site is located outside of the grasslands, woodlands, developed open space, wetlands, open water, and creeks areas identified as habitat in Figure 5.2 of the City's General Plan. The project would, however, require the removal of 22 heritage trees and work within the driplines of heritage trees that are planned for preservation.

Mountain View City Code Chapter 32 requires a permit for the removal of any heritage tree or construction within the dripline of a protected tree. Twenty-two of the 38 trees planned for removal for the proposed project qualify as heritage trees. Trenching, grading, and construction would also take place within the driplines of protected trees. Section 32.29 of City Code details the process for filing an application to request authorization to remove heritage trees in association with development. The project applicant would comply with conditions of approval PL-89, PL 90, PL-92, PL-93, PL-96, and PL-98, summarized below.

- PL-89: Requires that building permits be secured prior to the removal, relocation, or alteration of heritage trees.
- PL-90: Requires replacement trees for each heritage tree removed.
- PL-92: Requires the inclusion of the tree protection measures listed in the arborist's report as notes on the title sheet of grading and landscaped plans.
- PL-93: Requires the development of a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigation for the loss of trees that cannot be avoided.
- PL-96: Requires work to stop if a heritage tree is damaged or dies during construction activity.
- PL-98: Requires the developer to pay a fee or donate box trees to be used elsewhere if trees cannot be replanted on the project site.

See **Table 3.0-3** for full descriptions of the conditions of approval. The heritage trees would be replaced at a ratio of 2:1 (two replaced for each one removed), therefore, the project would include at least 44 replacement trees. The City would need to approve a Heritage Tree Removal Permit prior to the removal of the 22 heritage trees. Because the project would comply with City regulations regarding removal of heritage trees, it would have a less than significant impact on local regulations protecting biological resources.

f) ***No Impact.*** The project site is not within any habitat conservation plans (CDFW 2015) or natural community conservation plans (CDFW 2016). Therefore, the project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
d) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074?	☐	☐	☒	☐

SETTING

The setting and impact analysis in this subsection is based, in part, on a map review and records search conducted by Michael Baker International cultural resources staff at the Northwest Information Center (NWIC).

Concepts and Terminology for Identification of Cultural and Tribal Cultural Resources

Cultural resources include historical resources and archaeological resources (as defined in Public Resources Code Section 15064.5). Cultural resources are any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, a resource is considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources (California Code of Regulations Title 14(3) Section 15064.5(a)(3)).

Cultural Resources Records Search

To determine the presence of previously identified cultural resources, Michael Baker International staff conducted a records search (NWIC #16-2124) of the project site and a quarter-mile search radius. The NWIC, as part of the California Historical Resources Information System, California State University, Sonoma, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resources records and reports for Santa Clara County. As part of the records search, the following federal and state inventories were reviewed:

- California Inventory of Historic Resources (OHP 1976).
- California Points of Historical Interest (OHP 1992 and updates).
- California Historical Landmarks (OHP 1996).

- Directory of Properties in the Historic Property Data File (OHP last updated April 5, 2012). The directory includes the listings of the National Register of Historic Places (National Register), National Historic Landmarks, California Register of Historical Resources (California Register), California Historical Landmarks, and California Points of Historical Interest.

Results

No cultural resources were identified within the project site; however, eight cultural resources were identified within a quarter mile of the site. As shown in **Table 4.5-1**, **Cultural Resources Identified within a Quarter Mile of the Project Site,** the eight resources include single-family residences that have been evaluated and recommended ineligible for inclusion in the National Register.

TABLE 4.5-1
CULTURAL RESOURCES IDENTIFIED WITHIN A QUARTER MILE OF THE PROJECT SITE

Resource Number	Address	National Register Eligibility Recommendation
P-43-003713	1069 A & B Jackson Street	Not eligible
P-43-003714	1081 Jackson Street	Not eligible
P-43-003715	925 Washington Street	Not eligible
P-43-003716	933 Washington Street	Not eligible
P-43-003717	174, 176, 178 Elm Wood Street	Not eligible
P-43-000712	196 Elm Wood Street	Not eligible
P-43-000713	891 Washington Street	Not eligible
P-43-000714	875 Washington Street	Not eligible

No cultural resources studies have been completed in the project area; however, nine studies have been completed within a quarter mile of the project site, as shown in **Table 4.5-2, Cultural Resources Studies Completed within a Quarter Mile of the Project Site.**

TABLE 4.5-2
CULTURAL RESOURCES STUDIES COMPLETED WITHIN A QUARTER MILE OF THE PROJECT SITE

Author	Date	Title
SWCA Environmental Consultants, Inc.	2006	*Cultural Resources Final Report of Monitoring and Findings for Qwest Network Construction Project, State of California*
Carolyn Losee	2004	*Cultural Resources Analysis for Cingular Wireless Site SF-954-02, Mountain View Buddhist Temple*
Carolyn Losee	2009	*Cultural Resources Investigation for Verizon Site #184675, North Mountain View, 1059 Wright Avenue, Mountain View, Santa Clara County, California*
Historic Resource Associates	2012	*Cultural Resources Study of the Mountain View Odas Project*
John Holson, Cordelia Sutch, and Stephanie Pau	2002	*Cultural Resources Report for San Jose Local Loops, Level 3 Fiber Optics Project in Santa Clara and Alameda Counties, California*
Basin Research Associates	1988	*Historic Property Survey Report for the Proposed Central Expressway Commuter Lane Project, Located in the Cities of Santa Clara, Sunnyvale, and Mountain View*

Author	Date	Title
Archaeological Resource Service	1979	*Archaeological Reconnaissance of Approximately 9 Miles of Central Expressway from De La Cruz Boulevard to San Antonio Road*
BioSystems Analysis, Inc.	1989	*Technical Report of Cultural Resources Studies for the Proposed WTG-WEST, Inc., Los Angeles to San Francisco and Sacramento, California*
Mooney & Associates	2000	*Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiber Optic Cable Project, San Francisco Bay Area and Los Angeles Basin Networks*

Map Research

Michael Baker International staff conducted a map search of the project site to determine the presence of cultural resources. The following maps were reviewed:

1. Township 6 South, Range 2 West, Mount Diablo Meridian (BLM 1865)
2. Official Map of the County of Santa Clara, California (Britton & Rey 1889)
3. Palo Alto, Calif. 1:62,500 scale topographic quadrangle (USGS 1899)
4. Aerial Single Frame Photo ID: 1HR0000020110 (USGS 1948)
5. Mountain View, Calif. 7.5-minute topographic quadrangle (USGS 1953)
6. Aerial Single Frame Photo ID: 1VACY00020065 (USGS 1960)
7. Mountain View, Calif. 7.5-minute topographic quadrangle (USGS 1961)

Results

The results of the map search indicate that the project site was once part of Rancho Pastoria de las Boregas. No features are depicted on historic maps or aerials until 1948 when the project site is depicted in an agricultural area with multiple large agricultural-related buildings and a single-family residence. By 1960, the area had been further developed with the construction of North Shoreline Boulevard and additional agricultural-related buildings. The original single-family residence and all agricultural buildings were demolished circa 1980 when the Shorebreeze Apartment complex at 460 North Shoreline Boulevard was constructed (BLM 1865; Britton & Rey 1889; USGS 1899, 1948, 1953, 1960, 1961).

Archaeological Field Survey

Approximately 80 percent of the property is covered by asphalt, concrete, and apartment buildings. Ground visibility is 0–30 percent in lawns and landscaping, which were completely surveyed in 2-meter linear transects. No archaeological cultural resources were observed during the field survey.

Summary of Findings

Historical Resources

Research revealed no cultural resources located on the project site; however, eight cultural resources previously recommended ineligible for the National Register are located within a quarter mile of the project site. The project would have no impact on historical resources.

Archaeological Resources

No archaeological resources were identified on the project site during the records search or field survey. Buried historic-era archaeological resources may be located on the project site due to its historic agricultural and residential use.

DISCUSSION OF IMPACTS

a) ***No Impact.*** As discussed above, no previously identified historical resources are located on the project site or in the surrounding area. The proposed redevelopment of the site would not have any impact on historical resources. Therefore, the project would have no impact.

b–d) ***Less Than Significant Impact.*** No archaeological or paleontological resources or human remains are known to exist on the project site. However, the project includes ground-disturbing activities that could result in the unanticipated or accidental discovery of archaeological deposits, paleontological resources, or human remains. However, the project applicant would comply with conditions of approval PL-118, PL-119, and PL-120, summarized below.

- PL-118: Requires that work be stopped within 100 feet of the find if a prehistoric or historic period cultural find is unearthed during ground-disturbing activities. Work cannot resume until a qualified archaeologist and Native American representative can assess the significance of the find.

- PL-119: If human remains are discovered during construction, requires that excavation or disturbance not take place within a 50-foot radius of the discovery of human remains. The Santa Clara County Coroner must be notified to make a determination as to whether the remains are Native American.

- PL-120: In the event that a fossil is discovered during construction of the project, requires that excavations within 50 feet of the find be temporally halted until the discovery is examined by a qualified paleontologist. If the find is significant and avoidance is not feasible, requires that the paleontologist design and carry out a data recovery plan consistent with the standards of the Society of Vertebrate Paleontology.

See **Table 3.0-3** for full descriptions of the conditions of approval. Implementation of PL-118 and PL-120 would ensure that provisions are in place to protect prehistoric or historical archaeological deposits and paleontological resources encountered during construction. Implementation of PL-119 would ensure that human remains encountered during project activities would be treated in a manner consistent with state law. This would occur through coordination with descendant communities to ensure that the traditional and cultural values of said communities are incorporated in the decision-making process concerning the disposition of human remains that cannot be avoided. The project would have a less than significant impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.6 GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒

SETTING

This subsection is based, in part, on the geotechnical investigation prepared for the project by Rockridge Geotechnical (2016). The report is attached as **Appendix GEO**.

Geology and Topography

Mountain View is located in the Coast Ranges geomorphic province of California, which is bounded by the Central Valley to the east and the Pacific Ocean to the west. The Coast Ranges geomorphic province consists of northwest-trending valleys and ridges that resulted from the collision of the Farallon plate and the North American plate. This collision also created the San Andreas fault system, which stretches more than 600 miles from the Gulf of California in the south to Point Arena, California, in the north.

Seismicity and Seismic Hazards

Major earthquakes have occurred in the vicinity of Mountain View in the past and can be expected to occur again in the future. Earthquakes have the potential to threaten humans, wildlife, and infrastructure. Earthquakes can give rise to various seismic hazards including ground shaking, liquefaction, ground rupture, and tsunamis. These seismic hazards can cause damage to structures and risk the health and safety of citizens. Seismic hazards vary widely from area to area, and the level of hazard depends on both geologic conditions and the extent and type of land use.

Although there are a number of active faults in the project vicinity, the project site is not underlain by any known active or potentially active faults. The project is not within an Alquist-Priolo Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act (CGS 2015). **Table 4.6-1, Active Faults Near the Project Site,** summarizes the nearby active faults and their approximate distance from the project site.

TABLE 4.6-1
ACTIVE FAULTS NEAR THE PROJECT SITE

Fault Name	Approximate Distance from Project Site (miles)	Direction from Project Site	Maximum Moment Magnitude
Monte Vista–Shannon	4.3	Southwest	6.50
North San Andreas–Peninsula	6.8	Southwest	7.23
Total Hayward-Rodgers Creek	12.4	Northeast	7.33
Total Calaveras	15.5	East	7.03
N. San Andreas–Santa Cruz	16.1	Southeast	7.12
San Gregorio Connected	18.6	West	7.50
Total Hayward	18.6	Northeast	7.00
Zayante–Vergeles	22.3	Southeast	7.00
Mt Diablo Thrust	26.7	Northeast	6.70
Greenville Connected	29.2	Northeast	7.00

Source: Rockridge Geotechnical 2016

Strong to very strong ground shaking could occur at the project site as a result of a large earthquake on any one of the nearby faults. The intensity of earthquake ground motion at the project site will depend on the characteristics of the generating fault, the distance to the earthquake epicenter, and the magnitude and duration of the earthquake.

Liquefaction

Liquefaction is the rapid transformation of saturated, loose, fine-grained sediment to a fluid-like state because of earthquake ground shaking. The potential for liquefaction depends on site-specific soil conditions and groundwater levels. The site is located in a zone of liquefaction potential as mapped by the California Geological Survey (2006).

Rockridge Geotechnical performed a liquefaction analysis using Cliq, a model that uses field data to assess a site's liquefaction potential. The analysis indicated several thin layers of sand (less than 1 foot thick) underlying the site, which would liquefy during an earthquake. These liquefiable soil layers are overlain by non-liquefiable soil layers. The non-liquefiable soil layers were found to be sufficiently thick so that the potential for surface impacts from liquefaction at the project site is low.

Lateral Spreading

Lateral spreading occurs when a continuous layer of soil liquefies at depth, causing the soil layer to move in the direction of an unsupported face or along a regional slope or gradient. As described above, the liquefiable soil is located in several thin soil layers separated by thick non-liquefiable layers. Based on the thin and separate (discontinuous) liquefiable soil layers and lack of controlling boundary conditions, the probability of lateral spreading at the project site is low.

Surface and Subsurface Soils

The project site is underlain by Holocene-age alluvium (Graymer et al. 2006). Based on field testing, Rockridge Geotechnical found that alluvium extended to a depth of 44.5 feet, which was the maximum depth explored. The upper 11 to 15 feet of soil at the project site consists of stiff to hard clay with variable amounts of sand. The surface soils at the project site have been mapped as hangerone, which is alluvium derived from metamorphic and sedimentary rock (USDA-NRCS 2017).

Soils with a high shrink-swell potential, also known as expansive soils, can expand and contract in response to changes in soil moisture conditions. Shrinking and swelling of soils can damage building foundations, roads, underground utilities, and other structures (USDA-NRCS 2004). Rockridge Geotechnical determined that the near-surface clay soils had plasticity indices of 38 to 39, which is considered to be highly expansive.

DISCUSSION OF IMPACTS

a)

i. ***Less Than Significant Impact.*** The project site is not located in an Alquist-Priolo Earthquake Fault Zone, and no known faults cross the project site. However, the project site is located in a seismically active region; several active faults are located nearby the project site. The project applicant would comply with the requirements of the California Building Code (CBC), Chapter 16, Section 1613, Earthquake Loads. Therefore, the project would not expose people or structures to substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault. This impact would be less than significant.

ii. ***Less Than Significant.*** Earthquake-related ground shaking can be expected during the design life of structures built on the project site. Therefore, the structures must be designed to withstand anticipated ground accelerations. The State of California establishes minimum standards for structural design and site development through CBC Chapter 16, Section 1613, Earthquake Loads. All buildings constructed in the city are required to comply with the CBC, which incorporates design criteria for seismic loading and contains provisions for buildings to structurally survive an earthquake without collapsing, such as anchoring to the foundation and structural frame design. Thus, while earthquake shaking would be potentially damaging, structural damage would be reduced through implementation of the CBC.

    Compliance with the CBC would ensure that the proposed project would reduce the risk of loss, injury, or death involving earthquake-related ground shaking to the greatest extent possible. This impact would be less than significant.

iii. ***Less Than Significant Impact.*** According to the geotechnical investigation prepared by Rockridge Geotechnical (**Appendix GEO**), while on-site soils at depth could liquefy, these

soils are overlain by a thick layer of non-liquefiable soil and minimal settlement would occur. However, the geotechnical report contains recommendations to construct the foundation as either a reinforced concrete mat or a post-tensioned (P-T) slab, both of which would reduce this impact to a less than significant level. The project applicant would comply with condition of approval PL-124 (described above) that requires a site-specific geotechnical report to be prepared and submitted to the City. PL-124 also requires that recommendations be implemented in the project design prior to issuance of a building permit. Therefore, this impact would be less than significant.

iv. ***No Impact***. As described above, the project site and the surrounding area are topographically flat; the site is not in an area mapped as susceptible to earthquake-induced landslides (CGS 2006). As such, no impact associated with seismically induced landslides would occur. There would be no impact.

b) ***Less Than Significant Impact.*** Project construction activities, including demolition, land clearing, grading, and excavation, would disturb on-site soils, temporarily exposing them to wind and water erosion.

Any construction activity affecting 1 acre or more is required to comply with the Construction General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ) implemented and enforced by the San Francisco Bay Regional Water Quality Control Board. The General Permit requires the project applicant to prepare and submit a stormwater pollution prevention plan (SWPPP) that identifies best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. SWPPPs and water quality are discussed further in subsection 4.9, Hydrology and Water Quality.

Because the project would impact 5.34 acres, a stormwater pollution prevention plan would be required. A SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of site-specific erosion control practices, such as appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs and would be required to be submitted prior to issuance of a grading permit. Examples of construction BMPs to reduce erosion include the use of temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; performing clearing and earth-moving activities only during dry weather; and limiting construction access routes and stabilizing designated access points.

Additionally, the project applicant would comply with conditions of approval FEP-03 and FEP-05, summarized below.

- FEP-03: Requires the project applicant to attach proof of coverage under the state's stormwater permit to the building plans.

- FEP-05: Requires the applicant to submit a construction sediment and erosion control plan to the City. This plan would describe the controls that would be used at the site to minimize sediment runoff and erosion during storm events.

See **Table 3.0-3** for full descriptions of the conditions of approval. With implementation of FEP-03 and FEP-05**,** as well as erosion control measures included in the project-specific SWPPP, project impacts would be less than significant.

c) ***Less Than Significant Impact.*** As described above, the project site and surrounding area are topographically flat and not in an area mapped to be susceptible to landslides.

As described above, the project site is underlain by thin layers of sand that could liquefy during an earthquake; however; these soil layers are overlain by non-liquefiable soil layers. The non-liquefiable soil layers were found to be sufficiently thick so that the potential for surface impacts from liquefaction would be low. However, the geotechnical report contains recommendations to construct the foundation as either a reinforced concrete mat or a P-T slab, both of which would reduce the risk from liquefaction, subsidence, and collapse to a less than significant level. The project applicant would comply with condition of approval PL-124 (described above) requiring that a site-specific geotechnical report be prepared and submitted to the City. As described above, lateral spreading occurs when liquefiable soil spreads along a gradient. Because project site soil layers are overlain by non-liquefiable soil, the probability of lateral spreading at the project site is low. Therefore, the project impact would be less than significant.

d) ***Less Than Significant Impact.*** Rockridge Geotechnical determined that the near-surface clay soils had plasticity indices of 38 to 39, which is considered to be highly expansive. Expansive soils are subject to changes in volume due to fluctuations in moisture content, which can result in cracked foundations and slabs. Proper structural design of a building and treatment of the soil beneath the slabs limit the deformation of the building's foundation. The project applicant would comply with condition of approval PL-124 (described above) requiring that a site-specific geotechnical report be prepared and submitted to the City and that recommendations be implemented in the project design prior to issuance of a building permit. With compliance with PL-124, the impact would be less than significant.

e) ***No Impact.*** The project would be served by the city sewer system. No septic tanks or alternative wastewater disposal systems would be installed for the project. The project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.7 GREENHOUSE GASES. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SETTING

Greenhouse gases (GHGs) are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space.

For stationary projects, the Bay Area Air Quality Management District (BAAQMD) threshold is 10,000 metric tons per year of carbon dioxide equivalent (CO_2E) emissions (BAAQMD 2017). The BAAQMD recommends quantification and disclosure of GHG emissions that would occur during construction, in addition to making a determination on the significance of these construction-generated GHG emissions impacts in relation to meeting AB 32 GHG reduction goals. AB 32 is the California Global Warming Solutions Act, enacted by the California legislature in September 2006. AB 32 requires the reduction of statewide GHG emissions to 1990 levels by 2020.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. For instance, per the California Emissions Estimator Model (CalEEMod) v. 2016.3.1 emissions modeling software, methane traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in CO_2e, which weighs each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.*** Global climate change is, by definition, a "global" issue. GHG emissions worldwide cumulatively contribute to the adverse environmental impacts of global climate change. No single land use development project could generate sufficient GHG emissions by itself to noticeably change the average global temperature. The combination of GHG emissions from past, present, and future projects in the City, the entire state of California, across the nation, and around the world, contribute cumulatively to the phenomenon of global climate change and its associated environmental impacts.

The project's GHG emissions would occur during the duration of construction and operation of the project. Construction-generated emissions would consist primarily of emissions from equipment exhaust. There would also be long-term operational emissions

associated with project-related new vehicular trips and indirect source emissions, such as electricity usage for lighting.

The generation of GHG emissions in Mountain View is regulated by the BAAQMD. The air district's approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move the state toward climate stabilization. If a project would generate GHG emissions above the threshold, it would be considered to contribute substantially to a cumulative impact and would be considered significant.

Assembly Bill (AB) 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. Efficiency-based thresholds represent the rate of emissions reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. Efficiency-based thresholds are typically calculated by dividing emissions associated with residential and commercial uses (also termed the "land use sector" in the AB 32 Scoping Plan) in the state by the sum of jobs, patrons, and residents. The sum of jobs, patrons, and residents is called the service population (SP), and a project's service population is defined as the people who work, study, live, and congregate on the project site.

The BAAQMD does not have adopted thresholds of significance for construction-related GHG emissions. However, GHG emissions that occur during construction should be quantified to determine the significance of these impacts in relation to meeting AB 32 greenhouse gas reduction goals.

The BAAQMD's thresholds of significance for operational-related GHG emissions are:

- For land use development projects, the threshold is compliance with a qualified GHG reduction strategy; or annual emissions less than 1,100 metric tons per year of CO_2e; or 4.6 metric tons of CO_2e/SP/year (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities.

- For stationary-source projects, the threshold is 10,000 metric tons per year of CO_2e. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require a BAAQMD permit to operate.

If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

The project-related GHG emissions resulting from the proposed project are identified in **Table 4.7-1, Project-Related Greenhouse Gas Emissions**. Construction activities have been quantified and amortized over the life of the project (30 years). The amortized site preparation and construction emissions are added to the annual average operational emissions.

TABLE 4.7-1
PROJECT-RELATED GREENHOUSE GAS EMISSIONS (METRIC TONS PER YEAR)

Emissions Source	CO_2e
Construction (amortized over 30 years)	12.4
Area Source (landscaping, hearth)	0.8
Energy [a]	117.6
Mobile [b]	388.8
Waste	14.3
Water	14.5
Total	**548.4**
Annual Threshold Comparison	
BAAQMD Potentially Significant Impact Threshold	1,100 metric tons per year
Exceed BAAQMD Threshold?	**No**

Source: CalEEMod version 2016.3.1. *See* ***Appendix GHG*** *for emission model outputs.*
Notes:
a. Emissions projections account for 412 average daily vehicle trips (Hexagon 2017).
b. It should be noted that emissions were modeled with CalEEMod version 2016.3.1, which does not incorporate the most up-to-date Title 24 Building Energy Efficiency Standards. The project would be required to comply with the 2016 or later version of the standards. Project compliance with the updated standards would result in reduced energy-related GHG emissions as compared to those depicted in this table. For example, the California Energy Commission determined that the 2013 Title 24 Building Energy Efficiency Standards would lead to approximately 28 percent less energy consumption in buildings than the 2013 Energy Standards.

As shown, project-related GHG emissions would not surpass the BAAQMD threshold. BAAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA (BAAQMD 2017a). Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem, rather than hinder the State's ability to meet its goals of reduced statewide GHG emissions under Assembly Bill 32, which set a greenhouse gas emissions limit based on 1990 levels to be achieved by 2020. Therefore, impacts would be less than significant.

b) ***Less Than Significant Impact.*** The proposed project is consistent with all plans, policies, and regulations that apply to Mountain View and adopted for the purpose of reducing greenhouse gas emissions.

The most recent BAAQMD Clean Air Plan—titled Spare the Air, Cool the Climate—was adopted on April 19, 2017. The 2017 plan updates the most recent ozone plan, the 2010 Clean Air Plan, and includes measures to reduce emissions of ozone precursors, fine particulate matter, toxic air contaminants, and greenhouse gases. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050. The plan includes a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG reduction targets. The 2017 plan contains 85 individual control measures that describe specific actions to reduce emissions based on economic sectors. The sectors include industrial sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, and water. The proposed project's consistency with the applicable project-level goals of the 2017 plan are analyzed in **Table 4.7-2, Consistency with the BAAQMD's Clean Air Plan**. The project complies with all applicable control measures.

TABLE 4.7-2
CONSISTENCY WITH THE BAAQMD'S CLEAN AIR PLAN

Clean Air Plan Control Measures	Compliance with Control Measure
TR9 – Bicycle and Pedestrian Access and Facilities	Consistent: The project is located adjacent to Class II bike lanes and other bicycle facilities. Bike racks and lockers will be provided.
BL1 – Green Buildings	Consistent: The project will meet the mandatory measures of the California Green Building Standard Code. The project will also comply with Title 24, Part 6

Source: BAAQMD 2017b

The City of Mountain View's Climate Protection Roadmap (CPR) was adopted in September 2015. This plan identifies strategies to reduce community-wide greenhouse gas emissions 80 percent by 2050. The CPR presents strategic programs and policies to reduce emissions from the energy, transportation, land use, water use, and waste sectors (Mountain View 2015). The GHG reduction programs, policies, projects, and strategies are referred to as reduction strategies and mechanisms in the CPR. The CPR is consistent with AB 32 and sets the City on a path to achieving substantial long-term emissions reduction goals.

The project is consistent with the GHG inventory contained in the Climate Protection Roadmap. Both the existing and projected GHG inventories contained in the CPR were derived based on emission sectors: Energy, Transportation, Solid Waste, Water, Wastewater Treatment, and Off-Road Transportation. The General Plan identifies the project site as a part of the City's 460 Shoreline Boulevard Precise Plan, which envisions the site as multi-family residential. The project is consistent with all applicable project-level goals in the CPR as shown in **Table 4.7-3, Consistency with Mountain View's Climate Protection Roadmap.**

TABLE 4.7-3
CONSISTENCY WITH MOUNTAIN VIEW'S CLIMATE PROTECTION ROADMAP

Climate Protection Roadmap Strategies	Compliance with Strategies
Mandatory Solar Photovoltaic Requirements for New Construction	Consistent: The project will be prewired for solar PV systems
Energy Efficiency – New Construction	Consistent: The project will meet the mandatory measures of the California Green Building Standard Code. The project will also comply with Title 24, Part 6.

Source: Mountain View 2015

The project is consistent with both GHG reduction plans. For this reason, impacts would be less than significant.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.8 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

SETTING

This subsection is based, in part, on the Phase I Environmental Site Assessment (ESA) report prepared for the project by AEI Consultants (2016). The Phase I ESA is attached as **Appendix HAZ**. Findings from the Phase I ESA are summarized below.

Phase I ESA Report

The Phase I ESA identified recognized environmental conditions (RECs),[3] controlled recognized environmental conditions (CRECs),[4] historically recognized environmental conditions (HRECs),[5] and current or historical activities at the project site and on surrounding properties that could contribute to the degradation of on-site soil and/or groundwater. The report included a historical review of past uses on the project site and analyzed other environmental considerations that do not meet the definition of RECs, CRECs, or HRECs but could impact building residents and the surrounding areas.

Existing Project Site Contamination

Starting in 1939, the site was used for agricultural purposes and included a residence, as well as several buildings and greenhouses. From 1963 to 1968, most of the land was vacant except for a residential building. In 1974, the project site was vacant except for several parked vehicles. The current multi-family residential development on the project site, the Shorebreeze Apartment complex, was constructed in1980.

The Phase I ESA found no RECs, CRECS, and HRECS on the project site. However, one other environmental consideration was identified: the possible presence of asbestos-containing materials (ACMs) in the existing building. All observed suspected ACMs at the subject property were in good condition at the time of the Phase I site reconnaissance and are not expected to pose a health and safety concern to the occupants of the property at this time. The Phase I ESA determined that disposal of ACMs from the project site took place during a prior renovation, but this renovation did not remove all asbestos-containing materials from the existing buildings.

Environmental Conditions on Surrounding Properties

Under Government Code Section 65962.5, both the State Water Resources Control Board (SWRCB) and the California Department of Toxic Substances Control (DTSC) are required to maintain databases of sites known to have hazardous substances present in the environment. Both agencies maintain such databases on their websites, known as GeoTracker and EnviroStor, respectively. The project site is located in an urban, developed area; there are 19 sites identified on GeoTracker and EnviroStor within 0.5 mile of the project site. **Table 4.8-1, Hazardous Material Sites within 0.5 Mile of the Project Site**, lists these sites and their current status.

[3] RECs are defined as the presence of likely presence of any hazardous substances or petroleum products in, on, or at the property.

[4] CRECS are defined as past releases of hazardous substances or petroleum products that have been addressed to the satisfaction of the applicable regulatory authority, with the substances allowed to remain in place subject to the implementation of controls.

[5] HRECs are defined as the past release of any hazardous substances or petroleum products that have occurred in connection with the property and have been addressed to the satisfaction of the applicable regulatory authority without subjecting the property to any required control.

TABLE 4.8-1
HAZARDOUS MATERIAL SITES WITHIN 0.5 MILE OF THE PROJECT SITE

Site Name	Global ID	Status	Address
Arco #6050	T0608500185	Completed - case closed - land use restrictions	790 Shoreline Blvd.
Careful Cleaners	T10000008095	Completed - case closed	860 Villa St.
Chevron #9-6377	T0608501749	Completed - case closed	808 N Shoreline Blvd.
Classic Communities	T10000006442	Open - inactive	Bryant & West Evelyn St.
Courtyard Business Park	T10000000686	Completed - case closed	1200–1390 Villa St.
Engelhard	Sl18395815	Completed - case closed - land use restrictions	333 Moffett Blvd.
Exxon #7-3528	T0608500578	Completed - case closed	495 Moffett Blvd.
Former Jasco Chemical Company	T0608592706	Open - remediation - land use restrictions	1710 Villa St.
Former Redstone Motors	T10000003239	Completed - case closed	727 W. Evelyn Ave.
Gas & Shop Car Wash	T0608500305	Completed - case closed	340 Moffett Blvd.
Moffett Field Naval Air Station – Moffett Federal Airfield Tanks 121 & 122	T0608542993	Completed - case closed	Moffett Blvd.
Mountain View Fire Station #1	T0608500617	Completed - case closed	997 Villa St.
Shell	T0608501309	Completed - case closed	807 Shoreline Blvd.
Spectra-Physics Lasers	Sl721201221	Open - remediation - land use restrictions	1250 West Middlefield Rd.
Union Bank	Sl18212592	Completed - case closed - restrictions	327 Moffett Blvd.
Fremont Laundry	60001426	Inactive - Needs Evaluation	990 Villa St.
LGM Manufacturing	43390003	Certified	723 Stierlin Rd.
Tied House Brewing Site	60002038	Active	954 Villa St.
Unocal #4769	T0608501555	Completed - case closed	510 Shoreline Blvd.

Source: SWRCB 2017; DTSC 2015

As part of the Phase I Environmental Site Assessment, AEI Consultants searched regulatory databases for any conditions on the properties surrounding the project site. One property, 1265 Montecito Avenue, was found on two databases: the Registered Hazardous Waste Transporter (HWT) database and the Exclusive Dry Cleaners (EDR) database. This property is located on an adjacent parcel directly to the north of the project site. Details of each listing are provided below.

- HWT listing: FEMA Corporation either occupied or transported hazardous waste from the address. The registration of 1265 Montecito Avenue on the HWT expired on July 31, 2006. Based on this information, the listing is not considered a REC.

- EDR listing: The same property, 1265 Montecito Avenue, was occupied by Machell Carpet and Upholstery Cleaner in 2003. No spills or releases were found associated with this property, and therefore it is not considered a REC.

No RECs, CERCs, or HRECs were found on the surrounding properties.

Hazardous Materials

Santa Clara County regulates household hazard disposal. The County currently operates a Household Hazardous Waste Program, where residents can drop off such waste for free at various locations around the county.

Airports

Several airports are located in the project site vicinity. Compatibility and safety concerns associated with each airport and surrounding land uses are regulated by the Santa Clara County Airport Land Use Commission. Each airport has a comprehensive land use plan that designates the airport influence area, or areas around the airport that are affected by noise, height, and safety considerations.

Moffett Federal Airfield is located approximately 1.6 miles northeast of the project site. The airfield is now operated by NASA and sees occasional air traffic. Flights include California Air National Guard, US Coast Guard training flights, NASA test flights, and US government personnel and air cargo flights. The project site is not located in the airfield's influence area (Santa Clara County Airport Land Use Commission 2016a).

Palo Alto Airport is located approximately 3.94 miles to the northeast of the project site. The airport is owned by the City of Palo Alto and is the smallest general aviation airport in the county. The project site is not located in Palo Alto Airport's influence area (Santa Clara County Airport Land Use Commission 2016b).

Norman Y. Mineta San Jose International Airport is located approximately 8.7 miles east of the project site. The airport is the only air carrier airport in Santa Clara County, meaning it has scheduled commercial passenger and freight flights. The project site is not located in the airport's influence area (Santa Clara County Airport Land Use Commission 2016c).

Schools

The project site is located within 0.25 mile of Stevenson Elementary School, located at 750 San Pierre Way.

Emergency Response

The Mountain View Fire Department responds to emergencies in the city. This includes fires, medical emergencies, and hazardous material spills through the department's Hazmat team (Mountain View 2016a).

The city published a local hazard mitigation plan in 2012. The plan identifies hazards of most concern to citizens of Mountain View, identifies completed and ongoing projects to mitigate the danger of hazards in the city, and defines the departmental responsibilities of key city departments in Mountain View.

Wildland Fires

Wildland fire protection is the responsibility of either the federal government, the state government, or the local government. Areas that are the responsibility of the local government are designated as local responsibility areas (LRA) by the California Department of Forestry and Fire Protection (Cal Fire). Mountain View is a designated LRA, and therefore wildland firefighting is provided by the local fire department (Mountain View Fire Department). Cal Fire (2007) designates the entire city of Mountain View as a non-VHFHSZ (very high fire hazard severity zone).

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.***

Construction

Both the EPA and the US Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act. The DOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act. This act includes requirements for container design and labeling, as well as for driver training. The established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, state and local agencies enforce the application of these acts and coordinate safety and mitigation responses in the case that accidents involving hazardous materials occur.

Furthermore, if hazardous materials would be stored or used on site (including paints and paint thinners), the project applicant would comply with condition of approval HAZ-02 summarized below.

- HAZ-02: Requires that an environmental compliance plan application be submitted to the City's Fire and Environmental Protection Division with the building plan submittal.

See **Table 3.0-3** for full descriptions of the conditions of approval. Compliance with existing regulations and condition of approval HAZ-02 would ensure the project would have a less than significant impact during construction.

Project Operation

Multi-family residential units do not routinely transport, use, or dispose of hazardous materials or present a reasonably foreseeable release of hazardous materials, with the exception of common residential-grade hazardous materials such as household cleaners, paint, etc. Santa Clara County regulates household hazard disposal, and each home's occupants would be responsible for the proper handling and disposal of household materials. The County currently operates a Household Hazardous Waste Program, where residents can drop off such waste for free at various locations around the county.

Compliance with federal and state regulations related to the transport, use, and disposal of hazardous materials during construction and operation would ensure a less than significant impact.

b) ***Less Than Significant Impact.***

Construction

Project construction activities may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including California Division of Occupational Safety and Health (Cal/OSHA) requirements. All construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process that requires the preparation of a SWPPP, which would be reviewed and approved by the San Francisco Bay Regional Water Quality Control Board.

The project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code Section 65962.5 and therefore would not release known hazardous materials due to ground-disturbing activities. However, ground-disturbing activities during construction have the potential to disturb unknown contaminated soils. This would be a potentially significant impact. However, the project applicant will be required to comply with condition of approval PL-117, summarized below.

- PL-117: Requires the contractor to employ engineering controls and BMPs to minimize exposure to contaminants.

The project would demolish existing residences on the property. Given the residences' age, it is possible that asbestos-containing materials are present. Demolition would involve the potential release of hazardous materials into the environment. The impact would be potentially significant. However, the project applicant will be required to comply with condition of approval PL-125, summarized below.

- PL-125: Requires the compilation and approval of a toxic assessment report.

See **Table 3.0-3** for full descriptions of the conditions of approval. With implementation of PL-117 and PL-125, the project impact would be reduced to less than significant.

Operation

The project would include residential uses, which generally do not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Each home's occupants would be responsible for the proper handling and disposal of household materials as deemed necessary by Santa Clara County. Therefore, the project would have a less than significant impact.

c) ***Less Than Significant Impact.*** The project site is located within 0.25 mile of a public school, Stevenson Elementary. However, as described above, hazardous materials associated with demolition and construction would be controlled through the application of state and federal laws and implementation of conditions of approval PL-117 and PL-125 (described above). With implementation of these conditions, project impacts would be less than significant.

d) ***No Impact.*** The project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code Section 65962.5. Therefore, the project would have no impact.

e) ***No Impact.*** The project site is in the vicinity of three public airports: Moffett Federal Airfield, Palo Alto Airport, and Norman Y. Mineta San Jose International Airport. The site is outside the airport influence areas of all three airports. There are no private airports in the vicinity of the site. Therefore, the project would have be no impact.

f) ***No Impact***. See Issue e) above.

g) ***Less Than Significant Impact.*** The project would include new driveways and emergency access that would be designed according to City standards and would not encroach on or obstruct any existing evacuation routes. All new development in Mountain View is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. The City would implement emergency response measures to address emergency management, including notifications, evacuations, and other necessary measures in the event of an emergency. As discussed in subsection 4.16, Transportation/Traffic, the project would not impair traffic conditions in the city; therefore, police and emergency services would not be impacted by project traffic.

No public roads would be closed during project construction, and no detours would be required in the event of an emergency. The proposed project would not impede or conflict with any adopted emergency response or evacuation plans. This impact would be less than significant.

h) ***Less Than Significant Impact.*** As stated above, the project site is designated as a local responsibility area (LRA) non-VHFHSZ (very high fire hazard severity zone) on Cal Fire's (2007) Fire Hazard Severity Zones in LRA map. The project site is located in an urbanized area and is not adjacent to highly flammable vegetation, wildland areas, or rugged topography. The project site is not in a wildland-urban interface area. The project proposes residential uses in an area developed with existing residential and commercial uses. Therefore, project implementation would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.9 HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

SETTING

Surface Water Resources and Quality

Mountain View is located in the Lower Peninsula watershed, which drains to the San Francisco Bay (Mountain View 2012). Four major creeks flow through the city: Adobe Creek (approximately 2 miles from the project site), Hale Creek (approximately 1.1 miles from the project site), Permanente Creek (approximately 0.44 mile from the project site), and Stevens Creek (approximately 0.56 mile from the project site).

Permanente Creek and Stevens Creek are listed under the Clean Water Act Section 303(d) List of Limited Water Quality Segments. This list records the water segments that do not meet water quality standards and require the development of a total maximum daily load (TMDL). TMDLs identify the total pollutant loading that a water body can receive and still meet water quality standards. TMDLs also specify the pollutants source to specific point and non-point sources. Permanente Creek is listed as impaired due to exceedances of water quality objectives for diazinon, selenium, toxicity, and trash. Stevens Creeks is listed as impaired due to exceedances of diazinon, temperature, toxicity, and trash (SWRCB 2012).

Adobe Creek and Hale Creek are not listed under the Clean Water Act Section 3.3(d) list of impaired waterways (SWRCB 2012) and therefore do not require TMDLs.

Groundwater Resources

Mountain View is underlain by the Santa Clara Groundwater Basin. The groundwater basin is subdivided into three connected subbasins that transmit, filter, and store water. Mountain View is located above the Santa Clara Valley Subbasin, which has an area of 225 square miles (Mountain View 2017a). The Santa Clara Valley Water District (SCVWD) has in-stream and off-stream facilities for groundwater recharge. Local and imported water are released to creeks for artificial in-stream recharge to the groundwater basin. Additionally, the SCVWD releases locally conserved and imported water to 71 off-stream percolation ponds (SCVWD 2017).

In 2015, local groundwater supplied 2 percent of Mountain View's total water supply (Mountain View 2016b).

Drainage

The City of Mountain View owns and maintains the storm drain system serving the city. The system consists of storm drain inlets, stormwater pump stations, conveyance pipes, culverts, channels, and retention basins, all operated and maintained by the Mountain View Public Works Department. Stormwater is not treated and runs directly into creeks and the San Francisco Bay. New development is required to treat stormwater on-site.

Flood Hazards and Flood Control

According to Federal Emergency Management Agency (FEMA; 2009) Flood Insurance Rate Map (FIRM) number 06085C0039H, the project site is not located within a 100-year flood hazard zone. The project site is in Flood Hazard Zone X, which is defined by FEMA as an area of 0.2 percent annual chance flood, areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 mile, and areas protected by levees from 1 percent annual chance flood. The Mountain View General Plan does not identify any dams in the city.

Seiches and Tsunamis

Large underwater displacements from major earthquake fault ruptures or underwater landslides can lead to seiches or tsunamis. Seiches are waves that occur in enclosed bodies, such as lakes or bays, while tsunamis are ocean waves. The project site is approximately two miles south of the San Francisco Bay and is not in the vicinity of a large body of water. The project site is not in a mapped tsunami evacuation area (ABAG 2014).

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.***

Water Quality – Construction

Construction activities would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. In addition, refueling and parking of construction equipment and other vehicles on-site could result in oil, grease, and other related pollutant leaks and spills to discharge into storm drains.

As discussed in subsection 4.6, Geology and Soils, the project applicant would be required to prepare and submit a SWPPP in compliance with the Construction General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ). The SWPPP would include best management practices to reduce construction effects on water quality through the implementation of erosion control measures and the reduction or elimination of non-stormwater discharges. In addition to the erosion control measures previously discussed, BMPs generally include storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water, developing and implementing a spill prevention and cleanup plan, and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters.

Also as discussed in subsection 4.6, Geology and Soils, the project would comply with conditions of approval FEP-03 and FEP-05, summarized below.

- FEP-03: Requires the project applicant to attach proof of coverage under the state's stormwater permit to the building plans.
- FEP-05: Requires the applicant to submit a construction sediment and erosion control plan to the City. This plan would describe the controls that would be used at the site to minimize sediment runoff and erosion during storm events.

See **Table 3.0-3** for full descriptions of the conditions of approval. With implementation of FEP03 and FEP-05**,** as well as erosion control measures included in the project-specific SWPPP, project impacts would be less than significant.

Water Quality – Operation

Project operation could contribute pollutants, such as oil, grease, and debris, to nearby surface waters and storm drains, which could result in water quality impacts. Runoff typically contains oils, grease, fuel, antifreeze, and byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as nutrients, sediments, and other pollutants.

New development operational BMPs are required under the San Francisco Bay Region Municipal Stormwater Permit (NPDES Permit No. CAS612008). Provision C.3 of the Municipal Stormwater Permit requires the quality and quantity of stormwater flow from new development and redevelopment sites to be controlled. Specifically, the City requires the implementation of treatment measures and other appropriate source control and site design measures, and requires that increases in runoff flows are managed to the maximum extent practicable. The project would comply with Mountain View's standard conditions of approval FEP-10, FEP-22, FEP-23, and FEP-26, summarized below.

- FEP-10: Requires landscape design to minimize runoff and promote surface filtration.
- FEP-22 and FEP-23: Requires the project to direct stormwater runoff to approved permanent stormwater controls outlined in a Stormwater Management Plan. The plan must follow the City's guidelines and the state NPDES permit and be approved by a qualified engineer.
- FEP-26: Requires the Stormwater Management Plan to be certified by a qualified third-party engineer that it meets the City's guidelines and Provision C.3 of the NPDES permit.

See **Table 3.0-3** for full descriptions of the conditions of approval. A Stormwater Management Plan has been prepared and is included as **Figure 3.0-9, Project Stormwater Management.** Site drainage would be routed to one of several bioretention areas on the project site. The bioretention areas were designed to match the requirements in the Santa Clara Valley Urban Runoff Pollution Prevention Program's C.3 handbook. The plan would be certified prior to construction.

Compliance with NPDES requirements, including both the Construction General Permit and the Municipal Stormwater Permit, would ensure that stormwater runoff during project construction and operation would not violate any water quality standards or waste discharge requirements and would not otherwise substantially degrade water quality. Therefore, this impact would be less than significant.

b) ***Less Than Significant Impact.*** The City of Mountain View Public Works Department, Public Services Division would provide water services to the project site. As described above, the City uses groundwater to augment public water supply. Groundwater made up approximately two percent of the total water supply in 2015 (Mountain View 2016b). The project would only minimally increase water demand and therefore would not require an increase in the use of groundwater supply. The project site is already developed with housing, and the project would not add a substantial amount of impermeable surface. Approximately 2.11 acres (39 percent of the project site) would be landscaped or undeveloped and would be 100 percent permeable to stormwater. Therefore, the project would not contribute to the depletion of groundwater supplies and would not substantially interfere with groundwater recharge. Further, the project would not require any direct groundwater withdrawals. Therefore, this impact would be less than significant.

c) ***Less Than Significant Impact.*** There are no rivers or streams on the project site. The site is relatively flat and has been previously developed with structures, and the project would not substantially alter the existing drainage patterns or the site. As shown in **Figure 3.0-9,** the project includes a stormwater management plan that would construct bioretention basins to capture stormwater and pretreat it on-site to remove dirt, oil, and heavy metals. The bioretention areas would reduce flow during storm events and would clean the water

prior to its entering the storm drain system. In addition, the project applicant would be required to comply with the development runoff requirements of the City's Municipal Stormwater Permit. Compliance with existing regulations would reduce potential impacts from alteration of drainage systems resulting in erosion, siltation, and flooding to stormwater systems. Therefore, this impact would be less than significant.

d) ***Less Than Significant Impact.*** As shown in **Figure 3.0-9**, the project includes a stormwater management plan that would construct bioretention basins to capture stormwater from the 85th percentile storm and pretreat it on-site to remove dirt, oil, and heavy metals. With implementation of the stormwater management plan, the project would not substantially increase the rate or amount of surface runoff from the project site and would not lead to flooding on- or off-site. Therefore, the project would have a less than significant impact.

e) ***Less Than Significant Impact.*** As discussed in Issue a), the project would not create a substantial source of polluted runoff. Additionally, the project would comply with post-construction stormwater management requirements outlined in Joint Municipal NPDES Permit Municipal Regional Stormwater Permit [MRP] NPDES No. CAS612008 Order No. R2-2015-0049 issued by the San Francisco Bay RWQCB. The project would also comply with the City's C.3 regulations that require projects to capture stormwater from the 85th percentile storm and pretreat it on-site to remove dirt, oil, and heavy metals. This would reduce runoff from the project site to ensure the project would not substantially increase runoff to storm drains. As such, compliance with existing regulations would result in a less than significant impact.

f) ***Less Than Significant Impact.*** See Issues a) through e).

g) ***Less Than Significant Impact***. FEMA designates the project site as in Flood Hazard Zone X, which is an area of minimal flood hazard outside of the 100-year flood hazard zone. Therefore, the project would not place housing or other structures within a 100-year flood hazard area and would have a less than significant impact.

h) ***Less Than Significant Impact.*** See issue g).

i) ***No Impact.*** There are no levees or dams in the project vicinity. Salt ponds located on the edge of the San Francisco Bay have levees, but these are approximately two miles from the project site. The Mountain View General Plan does not identify any dams in the city. Therefore, the project would have no impact.

j) ***No Impact.*** The project site is approximately two miles south of the San Francisco Bay and is not in the vicinity of a large body of water that could lead to a seiche. The project site is not in a mapped tsunami evacuation area (ABAG 2014). Therefore, the project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.10 LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

SETTING

Per the City's General Plan Land Use Map, the project site is designated High Density Residential. The site is zoned Planning Community (P5). The project site zoning is outlined in the 460 Shoreline Boulevard Precise Plan, which was developed in 1978 to outline a plan for the development of an affordable residential complex for families and senior citizens on the property (Mountain View 1978). The plan states that the development standards of the Residential–Multiple-Family (R3) zoning district are to be used as a guideline for development.

DISCUSSION OF IMPACTS

a) ***No Impact.*** The project site is an infill site surrounded by urban development. The project would demolish 12 existing affordable housing units and construct 62 new affordable housing units, for a net increase of 50 housing units. The project would be consistent with the existing uses on the project site and in the vicinity. The project would not create physical divisions in the community. As such, the project would have no impact.

b) ***Less Than Significant Impact.*** The project site is designated High Density Residential in the Mountain View General Plan and is zoned Planned Community (P5). The project would construct multi-family residential housing; therefore, the proposed use is generally consistent with the General Plan land use designation. **Table 4.10-1, Consistency Analysis – Precise Plan and General Plan,** outlines the project's consistency with the Mountain View General Plan and the 460 Shoreline Boulevard Precise Plan.

TABLE 4.10-1
CONSISTENCY ANALYSIS – PRECISE PLAN AND GENERAL PLAN

460 Shoreline Boulevard Precise Plan Policies	Project Consistency
Development Concept – The area is to be developed with a residential complex designed for either a mix of families and senior citizens or exclusively for senior citizens. A substantial proportion of the entire parcel shall be retained for landscape and open space.	
Development Standards: The site plan, building orientation, and structural design should screen noise from Shoreline Boulevard.	The project site plan would remain substantially consistent with the existing site plan because the site would remain multi-family housing. Additionally, the project would not alter the existing buildings and landscaping on the property that are located closest to Shoreline Boulevard.
General Plan Policies	**Project Consistency**
Goal LUD-3 – A diverse, balanced and flexible mix of land uses that supports a strong economy, complete neighborhoods, transit use, and community health.	
Policy LUD 3.1: Land use and transportation. Focus higher land use intensities and densities within a half-mile of public transit service and along major commute corridors.	The project site directly connects to North Shoreline Boulevard, which directly connects to US Highway 101 and State Route 82. As described in subsection 4.16, Transportation/Traffic, the area is served by bus lines, light rail, Caltrain, and the Mountain View Community Shuttle. Additionally, the project site is already developed with multi-family housing and would continue to be used for multi-family housing.
Policy LUD 3.2: Mix of land uses. Encourage a mix of land uses, housing types, retail and public amenities and public neighborhood open spaces accessible to the community.	The 460 Shoreline Boulevard Precise Plan was developed to outline a plan for the development of an affordable residential complex for families and senior citizens. The project would continue to meet the property's designated purpose for affordable housing and comply with the policy to encourage a mix of housing types in Mountain View.
Goal LUD-8 – A network of pedestrian-oriented, sustainable, and public spaces.	
LUD 8.1: City gateways. Emphasize city gateways that create a distinctive and positive impression.	North Shoreline Boulevard is described in the Mountain View General Plan as a gateway destination with a mix of stores, services, entertainment, and hotels. The project would maintain the existing land use and configuration of the property while modernizing and enhancing the existing use as a multi-family residential area along North Shoreline Boulevard.
Goal LUD-9 – Buildings that enhance the public realm and integrate with the surrounding neighborhoods.	
LUD 9.5: View preservation. Preserve significant views throughout the community.	The project would not impact significant views throughout the community because the project is located more than 2 miles from the historic Rengstorff House and the San Francisco Bay. Additionally, the project site is already developed, and the project would comply with all height restrictions and development standards.
LUD 9.6: Light and glare. Minimize light and glare from new development.	Lighting would be directed downward and would be compatible with the surrounding residential and commercial development.
Goal LUD-11 – Preserved and protected important historic and cultural resources.	
LUD 11.1: Historic preservation. Support the preservation and restoration of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historic Places or National Register of Historic Places.	No previously identified historical resources are located on the project site or in the surrounding area. The proposed project would not have any impact on historical resources.

The 460 Shoreline Boulevard Precise Plan was prepared to develop an affordable residential complex for families and senior citizens. The P5 zoning uses the Residential–Multiple-Family (R3) zoning standards from the Mountain View City Code. The project would construct multi-family residential housing; therefore, the proposed use is consistent with the Precise Plan requirements. The project would have a less than significant impact.

c) ***No Impact***. See Issue f) in subsection 4.4, Biological Resources. The project site is not within any habitat conservation plans (CDFW 2015) or natural community conservation plans (CDFW 2016). The project is located outside the boundaries of the Santa Clara Valley Habitat Plan. Therefore, the project would not conflict with any habitat conservation plan or natural community conservation plan. The project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.11 MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

SETTING

The Mountain View 2030 General Plan does not designate any areas as significant mineral resources (Mountain View 2012). The project site does not contain known mineral resources and is not used for mining or mineral production.

DISCUSSION OF IMPACTS

a, b) ***No Impact.*** As described above, the project site is not used for mineral resources and is not located in an area known to contain mineral resources. Therefore, the project would not result in the loss of availability of a known mineral resource of value to the region or state, nor would it 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. The project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.12 NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

SETTING

The Shorebreeze Apartment complex is bounded by commercial development and the Barkley Square Apartments to the north, North Shoreline Boulevard to the east and south, and residential development to the west. The major noise sources at the project site include vehicular traffic on North Shoreline Boulevard and activities associated with the adjacent commercial and residential land uses. The project site is located approximately 1.75 miles from Moffett Federal Airfield and approximately a quarter mile from the Caltrain right-of-way.

The applicable noise regulations are contained in the City's General Plan Noise Element and City Code. Table 7.1 (Outdoor Noise Environment Guidelines) of the City's General Plan sets day/night average decibel (L_{dn}) standards for Multi-Family Residential Land Use Categories as follows:

- Normally Acceptable: 55–60 L_{dn}
- Conditionally Acceptable: 60–70 L_{dn}
- Normally Unacceptable: 70–75 L_{dn}
- Clearly Unacceptable: 75–85 L_{dn}

Mountain View's 2030 Noise Contours Map (General Plan Figure 7.3) shows the project site in a 60 dBA Community Noise Equivalent Level (CNEL)/L_{dn} area. Additionally, Section 8.70 of the City Code limits construction to between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and disallows construction on Saturdays, Sundays and holidays.

The project site is not located in Moffett Federal Airfield's influence area (Santa Clara County 2016a). Figure 7.2 of the Mountain View General Plan (from the Santa Clara County Planning Office Airport Land Use Commission) shows the project site is not within the airfield's 60 dBA CNEL noise contour.

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.***

Short-Term Noise Generation/Exposure

Project construction would temporarily increase noise levels on the project site for approximately 12 months. Groundborne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. The nearest sensitive receptors are the residential properties located approximately 75 feet south of the existing townhouses. Typical noise levels from construction equipment are shown in Table 4.12-1, Maximum Noise Levels Generated by Construction Equipment. It should be noted that the noise levels identified in **Table 4.12-1** are maximum sound levels (Lmax), which are the highest individual sounds occurring in an individual time period. Operating cycles for these types of construction equipment may involve one or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than 1 minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Consistent with the city's noise requirements (Section 8.70 of the City Code), construction would not occur between the hours of 6:00 p.m. and 7:00 a.m. on Monday through Friday, or on Saturdays, Sundays, or holidays. Project construction would be temporary and would take place during the allowed times per the City's noise requirements. Therefore, project impacts as they relate to short-term noise generation/exposure would be less than significant.

TABLE 4.12-1
MAXIMUM NOISE LEVELS GENERATED BY CONSTRUCTION EQUIPMENT

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)	L_{max} at nearest receptor - 75 Feet (dBA)
Concrete Saw	20	90	86
Crane	16	81	77
Concrete Mixer Truck	40	79	75
Backhoe	40	78	74
Dozer	40	82	78
Excavator	40	81	77
Forklift	40	78	74
Paver	50	77	73
Roller	20	80	76
Tractor	40	84	80
Water Truck	40	80	76
Grader	40	85	81
General Industrial Equipment	50	85	81

Source: Caltrans 2013

1. *Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.*

Long-Term Noise Exposure

The proposed project would demolish 12 existing townhouses and construct 62 new apartment units on the same site. The project's traffic impact analysis estimates that the project would generate 342 daily vehicle trips above existing uses (Hexagon 2017).

The Mountain View General Plan establishes 70–75 Ldn as normally unacceptable for Multi-Family Residential land use categories. Figure 7.3 of the Mountain View General Plan shows the project site in a 60 dBA Community Noise Equivalent Level (CNEL)/L_{dn} area. Based on the Mountain View General Plan EIR, the Shoreline Blvd. road segment between Montecito Ave and Central Expressway experiences an average daily traffic (ADT) volume of 26,800. According to the ITE Trip Generation Manual 9th Edition, 342 additional daily trips would not be sufficient to generate a noticeable increase in traffic noise[6]. The project would not expose people to noise levels outside of the normally acceptable day/night average decibel standards from the Mountain View General Plan; therefore, long-term noise exposure would be less than significant.

[6] It takes a doubling of traffic in order to create a noticeable increase in traffic noise per the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013).

b) ***Less Than Significant Impact.***

Short-Term Exposure

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s).

Table 4.12-2 displays the reactions of people and the effects on buildings produced by continuous vibration levels. Typically, 0.2 inch-per-second peak particle velocity (PPV) is used the threshold for significant impacts. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

TABLE 4.12-2
HUMAN REACTION AND DAMAGE TO BUILDINGS FOR CONTINUOUS OR FREQUENT INTERMITTENT VIBRATION LEVELS

Peak Particle Velocity (inches/second)	Human Reaction	Effect on Buildings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage
0.2	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.1	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.08	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.006–0.019	Range of threshold of perception	Vibrations unlikely to cause damage of any type

Source: Caltrans 2013

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. Impacts from construction related vibrations can range from human annoyance to building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in Table 4.12-3.

Groundborne vibration decreases rapidly with distance. As indicated in Table 4.12-3, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 PPV at 25 feet from the source of activity, and from 0.001 to 0.017 PPV at the nearest receptor. The nearest sensitive receptors (residential uses to the south) are located approximately 75 feet from existing townhouses and the location of the proposed apartments. As noted in Table 4.12-3, vibration from construction activities experienced at the nearest sensitive receptors would be significantly below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

TABLE 4.12-3
TYPICAL VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment[1]	Approximate Peak Particle Velocity at 25 Feet (inches/second)[2]	Approximate Peak Particle Velocity at Nearest Receptor - 75 Feet (inches/second)[3]
Large bulldozer	0.089	0.017
Loaded trucks	0.076	0.015
Small bulldozer	0.003	0.001
Jackhammer	0.035	0.007

Notes:

1. Project construction would not include pile driving.

2. FTA 2006, Table 12-2.

3. Calculated using the following formula:

PPV equip = PPVref x (25/D)1.5

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines

D = the distance from the equipment to the receiver

Long-Term Exposure

The Federal Transit Administration (FTA) provides groundborne vibration guidelines according to several use categories and various frequencies of events. The FTA has developed a vibration screening procedure to identify projects that have the possibility to create adverse impacts. According to the FTA Transit Noise and Vibration Impact Assessment (FTA 2006), projects located beyond 200 feet from a railroad would not be impacted by railroad generated vibrations. The project is located over 1,500 linear feet north of the Caltrain rail line, thus impacts would be less than significant.

c) ***Less Than Significant Impact.*** See item (a) above.

d) ***Less Than Significant Impact.*** See item (a) above.

e) ***Less Than Significant Impact.*** The project site is located within two miles of Moffett Federal Airfield; however, it is not located within the limits of the airfield's Aircraft Noise Contours (Mountain View General Plan Figure 7.2). Therefore, the project would not impact noise levels at Moffett Airfield and would not be subject to high noise levels. This would be a less than significant impact.

f) ***Less Than Significant Impact.*** The project site is located within two miles of Moffett Federal Airfield; however, it is not located within the limits of the airfield's Aircraft Noise Contours (Mountain View General Plan Figure 7.2). Therefore, the project would have a less than significant impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.13 POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

SETTING

According to the California Department of Finance, in 2017, Mountain View's population was 85,990, a 1.1 percent increase from 2016. The average number of persons per household in the city is 2.4 (DOF 2017). **Table 4.13-1, Housing Units in Mountain View,** shows the number and type of housing units in the city.

TABLE 4.13-1
HOUSING UNITS IN MOUNTAIN VIEW

Housing Units							Vacancy Rate (%)	Persons per Household
Total Units	Single-Family		Multi-Family		Mobile Homes	Occupied		
	Single-Family Detached	Single-Family Attached	2–4 Units	5+ Units				
35,595	10,578	4,286	3,077	16,588	1,066	32,941	7.5	2.40

Source: DOF 2017

In 2014, as part of the Mountain View General Plan Housing Element update, Mountain View developed population projections for the city through 2040. The population is expected to increase to 41,790 by 2040, an increase of 17.4 percent (Mountain View 2014a).

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.*** The project would demolish 12 existing affordable housing units and construct 62 new affordable housing units, for a net increase of 50 housing units. Assuming the DOF rate of 2.4 persons per household, the project is expected to increase the city's population by approximately 120 residents.[7] This increase is not considered

[7] Calculation: 50 x 2.4 persons per unit = 120 persons

substantial. The City's General Plan projects an increase in population of 12,470 by 2030. The project's contribution would be 0.9 percent of the projected population increase. Additionally, the project is located in the Monta Loma/Farley/Rock Planning Area, which is projected to increase its population by 1,270 to 15,060 between 2009 and 2030. The project's contribution would be 9.4 percent of this planning area's projected increase (Mountain View 2012). As such, the project would not increase the population in Mountain View beyond what was projected in the General Plan.

Additionally, the project would comply with the following goals and policies outlined in the Housing Element:

- **Goal 1**: Support the production of new housing units serving a broad range of household types and incomes.
    - Policy 1.5: Support the development of both rental and ownership housing serving a broad range of incomes, particularly extremely low-, very low-, and low-income households.
- **Goal 2**: Provide assistance to households at different income levels to address their housing needs.
- **Goal 3**: Conserve and improve Mountain View's housing stock.
- **Goal 6**: Promote environmentally sensitive and energy-efficient residential development, remodeling, and rehabilitation.

The proposed project is located on an infill site surrounded by urban development and in the vicinity of public services/utility infrastructure. Therefore, the project would not be expected to indirectly induce growth in other areas.

The incremental population increase as a result of the project is within the projected growth in Mountain View. The project would increase affordable housing in the city and achieve goals set forth in the General Plan Housing Element and would not indirectly induce growth in other areas. Therefore, project impacts would be less than significant.

b) ***Less Than Significant Impact.*** The project would demolish 12 existing affordable housing units and construct 62 new affordable housing units, for a net increase of 50 housing units. The project would result in an increase in the amount of affordable housing stock in Mountain View. However, during demolition and construction, the tenants in the 12 existing townhouse units would be temporarily relocated for approximately 12 months. After construction, the displaced tenants would have the right to return to units in the new buildings.

The project would be required to comply with condition of approval PL-131, summarized below.

- PL-131: Requires compliance with the City's Tenant Relocation Assistance Ordinance.

The project applicant, in coordination with Autotemp, the relocation firm, would provide all required relocation assistance to the displaced households. A relocation plan was developed outlining the relocation assistance program and evaluating the housing requirements of the existing tenants (Autotemp 2016; **Appendix REL**).

See **Table 3.0-3** for full descriptions of the conditions of approval. As part of the plan, Autotemp conducted a survey of the nearby area and found sufficient available housing to accommodate the temporarily displaced households, including market-rate apartments and corporate housing. Therefore, additional replacement housing would not need to be built elsewhere. For these reasons, the impact would be less than significant.

c) ***Less Than Significant Impact.*** The project would demolish 12 existing affordable housing units and construct 62 new affordable housing units, for a net increase of 50 housing units. As described above, the tenants in the 12 existing townhouse units would be temporarily relocated for approximately 12 months during demolition and construction. In compliance with the City's Tenant Relocation Assistance Ordinance (condition of approval PL-131), the applicant, in coordination with Autotemp, the relocation firm, would provide all required relocation assistance to the displaced households. Additionally, residents would be allowed to move back into the new buildings. As such, the project would not permanently displace substantial numbers of residents and this impact would be less than significant.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.14 PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
• Fire protection?	☐	☐	☒	☐
• Police protection?	☐	☐	☒	☐
• Schools?	☐	☐	☒	☐
• Parks?	☐	☐	☒	☐
• Other public facilities?	☐	☐	☒	☐

SETTING

Fire Protection

The Mountain View Fire Department provides fire prevention, environmental protection, fire suppression, hazardous materials response, technical rescue, and emergency medical services in Mountain View. The City of Mountain View also has an automatic aid agreement for emergency response with the City of Palo Alto, the City of Sunnyvale and the Santa Clara County Fire Department, in addition to local and state-wide mutual aid agreements. The MVFD has established response time standards of four (4) minutes or less for the first engine company to arrive at structure fires and six minutes and fifty nine seconds (6:59) or less for the first ALS apparatus to arrive for emergency medical service calls.

In FY2017/18 (July 1, 2017 to June 30, 2018) the MVFD is budgeted for 84.5 full time staff, including 68 sworn personnel assigned to the suppression division, 27 of which are Paramedics. MVFD staff is organized into three divisions: Administration, Suppression, and Fire and Environmental Protection. The Administration Division consists of 2.5 full time positions. The Suppression Division consists of 68 sworn positions (Firefighters and Paramedics), 2 Training/Safety/EMS members, and 1 Office of Emergency Services/Public Information Officer position. The Fire and Environmental Protection Division consists of 11 positions, including staff for the Environmental Safety and Fire and Building Safety sub-divisions. The five (5) MVFD fire stations are staffed daily by 21 personnel, a MVFD standard. The Administration Division is located at 1000 Villa Street and the Fire and Environmental Protection Division is located in City Hall at 500 Castro Street. Fire Stations are located as follows: Station 1 located at 251 South Shoreline Boulevard; Station 2 located at 160 Cuesta Drive; Station 3 located at 301 North Rengstroff Avenue; Station 4 located at 229 North Whisman Road; and Station 5 located at North Shoreline Boulevard. Station 1 is the closest to the project site and is located approximately 0.4 miles south.

Police Protection

Police protection services are provided by the Mountain View Police Department (MVPD), which has a staff of 95 sworn officers and 49 professional staff personnel. The police station is located at 1000 Villa Street, approximately 0.3 mile south of the project site. As of 2014, the MVPD vehicle fleet consists of 44 police vehicles (Mountain View 2016.

Schools

The Mountain View Whisman School District serves elementary and middle school students in the project area, while the Mountain View Los Altos Union High School District serves high schoolers.

The Mountain View Whisman School District completed an annual enrollment projection report in 2016. Enrollment in 2017 was projected to be 5,142 students. The report projected enrollment to be over capacity every year until 2025 under a moderate population growth scenario (Mountain View Whisman School District 2015).

The Mountain View Los Altos Union High School District's student enrollment was 3,993 in 2016. Enrollment is projected to increase to 4,576 by the 2021–22 school year before falling to 4,242 by the 2025–26 school year. The demographic analysis prepared by the school district recommends the expansion of facility capacity in order to accommodate the projected enrollment growth (Mountain View Los Altos High School District 2016).

Parks and Recreation

Per the park land dedication ordinance, the City has an established a standard of three acres of park space per 1,000 residents. The ordinance requires developers of subdivisions to dedicate new park land or pay an in-lieu fee to be used for the purpose of providing nearby park land or recreational facilities. In 2010, the City had surpassed this goal, with 13.5 acres of park land per 1,000 residents (Mountain View 2012).

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.***

Fire and Police Protection

After project implementation, fire and police services would continue to be provided to the project site by the Mountain View Fire and Police departments. The project would demolish 12 existing affordable housing units and construct 62 new affordable housing units, for a net increase of 50 housing units. According to the California Department of Finance (2017), Mountain View has an average of 2.4 people per household, meaning this project could increase the city's population by approximately 120.[8] Although this increase in population would increase demand for fire protection and police services, the project site use is consistent with the General Plan land use designation for the site. Because the project is consistent with long-range plans, the provision of public services (including fire and police) has been anticipated for the site. The project would not substantially change service ratios or the ability to provide adequate services with existing facilities. Therefore, the project would not trigger the need for additional fire protection or police facilities, the

[8] 2.4 people per household X 50 new households = 120 new residents

construction of which could result in impacts on the environment. Increased demand would be funded by relying on revenue increases from the project to the City's General Fund, which funds the MVFD and the MVPD.

Schools

The proposed project would generate additional students attending area schools. The Mountain View Whisman School District uses a student generation rate of 0.03 elementary and middle school students per multi-family residential unit. The Mountain View Los Altos Union High School District uses a student generation rate of 0.046 per apartment. Using these rates, the project would add approximately two students to the Mountain View Whisman School District and three students to the Mountain View Los Altos Union High School District (Mountain View 2016).[9] As mentioned above, the elementary school district is already operating above capacity.

The project would comply with condition of approval BID-28, summarized below.

- BID-28: Requires school impact fees be paid to the school district(s).

Under State law and CEQA, payment of development fees is considered full mitigation for the impact of a proposed project on public schools (California Government Code Section 65995(h)).

Environmental impacts resulting from the expansion of an existing school or construction of a new school would be addressed during site-specific environmental review. Payment of the school impact fees would reduce impacts to schools to a less than significant level.

Parks

As stated in the Setting discussion above, the City's park land dedication ordinance requires residential development projects to either dedicate new parkland or pay an in-lieu fee for the establishment of new park land. The project applicant would comply with condition of approval PW-14, summarized below.

- PW-14: Requires the project applicant to pay a park land dedication fee prior to the issuance of building permits. The fee would be used to construct additional park facilities in the city.

See **Table 3.0-3** for full descriptions of the conditions of approval. No recreational facilities are proposed as part of the project. Any additional recreational facility construction paid for by park land dedication fees would undergo additional and separate environmental review. Additionally, the projected increase in the city's population as a result of the project would be minimal. Because of the minimal increase in population and with the payment of a park land dedication fee, the project would have a less than significant impact.

[9] Mountain View Whisman School District: 0.03 students per multi-family residential unit X 50 new units = 1.5 students; Mountain View Los Altos High School District: 0.046 students per apartment X 50 new units = 2.3 students

Other Public Facilities

The increase in the city's population as a result of the project would increase the demand for other governmental services and public facilities. Nonetheless, the projected population increase would be minimal and would not exceed population growth projections, as outlined above. Because the population growth has been accounted for in the City's General Plan, the project would not increase use beyond what was anticipated in the General Plan. This impact would be less than significant.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.15 RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

SETTING

The Mountain View Community Services Department is responsible for the development, maintenance, and operation of city facilities. Mountain View has an extensive park network ranging from small neighborhood parks to the 750-acre Mountain View Regional Recreation Area and Wildlife Refuge. The Community Services Department is responsible for the Stevens Creek Trail, the Mountain View Community Center, the Mountain View Senior Center, several pool facilities, several athletic field facilities, a dog park, and a skate park.

The project site is in the vicinity of three parks: Stevenson Park, San Veron Park, and Jackson Park. Stevenson Park is located approximately 0.2 miles to the northwest of the project site. Facilities at this park include basketball courts, a children's playground, a soccer/football field, a picnic area, a softball field, tennis courts, and restrooms. San Veron Park is located approximately 0.3 mile to the northeast. Facilities include a basketball court, a children's playground, a picnic area, and an outdoor volleyball court. Jackson Park is located approximately 0.2 mile to the southeast. Facilities include a children's play area and a picnic area.

DISCUSSION OF IMPACTS

a, b) ***Less Than Significant Impact.*** As discussed in subsection 4.14, Public Services, the project would increase the city's population by approximately 120. These additional residents would increase the number of people using Mountain View's recreational facilities. However, the increase would be minimal and would not surpass the population growth projections in the City's General Plan (see subsection, 4.13 Population and Housing). As described in subsection 4.14, the project applicant would pay park land dedication fees. No recreational facilities are proposed as part of this project.

Because of the minimal increase in population and with payment of a park land dedication fee, the project would have a less than significant impact on recreational facilities.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.16 TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

SETTING

The setting and impact analysis in this subsection is based on the Shorebreeze Apartment traffic impact analysis (TIA) prepared by Hexagon Transportation Consultants (2017), which is included as **Appendix TRA** of this Initial Study.

Regional access to the project site is via US Highway 101 (US 101), SR 237, SR 85, SR 82 (El Camino Real), and Central Expressway/Alma Street. Local access to the project site is via Middlefield Road, Montecito Avenue, Shoreline Boulevard, and Stierlin Road.

US 101 is a north-–south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. US 101 is eight lanes wide (three mixed-flow lanes and one high occupancy vehicle lane in each direction) in the vicinity of the project site. US 101 provides site access via an interchange at Shoreline Boulevard.

SR 237 is a four-lane freeway in the vicinity of the project site that extends from El Camino Real (SR 82) in the west to Interstate 880 in Milpitas in the east. SR 237 provides access to the project area via US 101 and SR 85.

SR 85 is a six-lane freeway in the vicinity of the project site that extends from US 101 in Mountain View to US 101 in San Jose. SR 85 has a full interchange at Shoreline Boulevard/US 101 and partial interchanges at Central Expressway and Moffett Boulevard. SR 85 provides access to the project area through partial interchanges at Central Expressway and Moffett Boulevard.

SR 82/El Camino Real is a six-lane roadway that serves as a north–south route of travel, but it is aligned in a predominantly east–west orientation in the vicinity of the project site. El Camino Real extends eastward and then northward through San Francisco and westward then southward through San Jose. SR 82 provides access to the project site through Shoreline Boulevard.

Central Expressway is a four-lane roadway that is aligned in an east-west orientation in the vicinity of the site and includes an interchange at Shoreline Boulevard. East of San Antonio Road, Central Expressway is part of the expressway system operated by the Santa Clara County Department of Roads and Airports. The Caltrain tracks run parallel to Central Expressway in the study area. Central Expressway provides access to the project site via Shoreline Boulevard.

Middlefield Road is a four-lane roadway with an east–west orientation extending from Veterans Boulevard in Redwood City to Central Expressway in Mountain View. In the vicinity of the project site, the roadway has four lanes with a raised median and no on-street parking.

Montecito Avenue is a two-lane residential roadway aligned in an east–west orientation in the vicinity of the project site with on-street parking. Montecito Avenue extends between Rengstorff Avenue and North Shoreline Boulevard. Access to the project site is via North Shoreline Boulevard.

Shoreline Boulevard is a north–south, four- to six-lane arterial that begins at the Bay Trail and terminates at the intersection with El Camino Real and becomes Miramonte Avenue. North Shoreline Boulevard provides direct access to the project site.

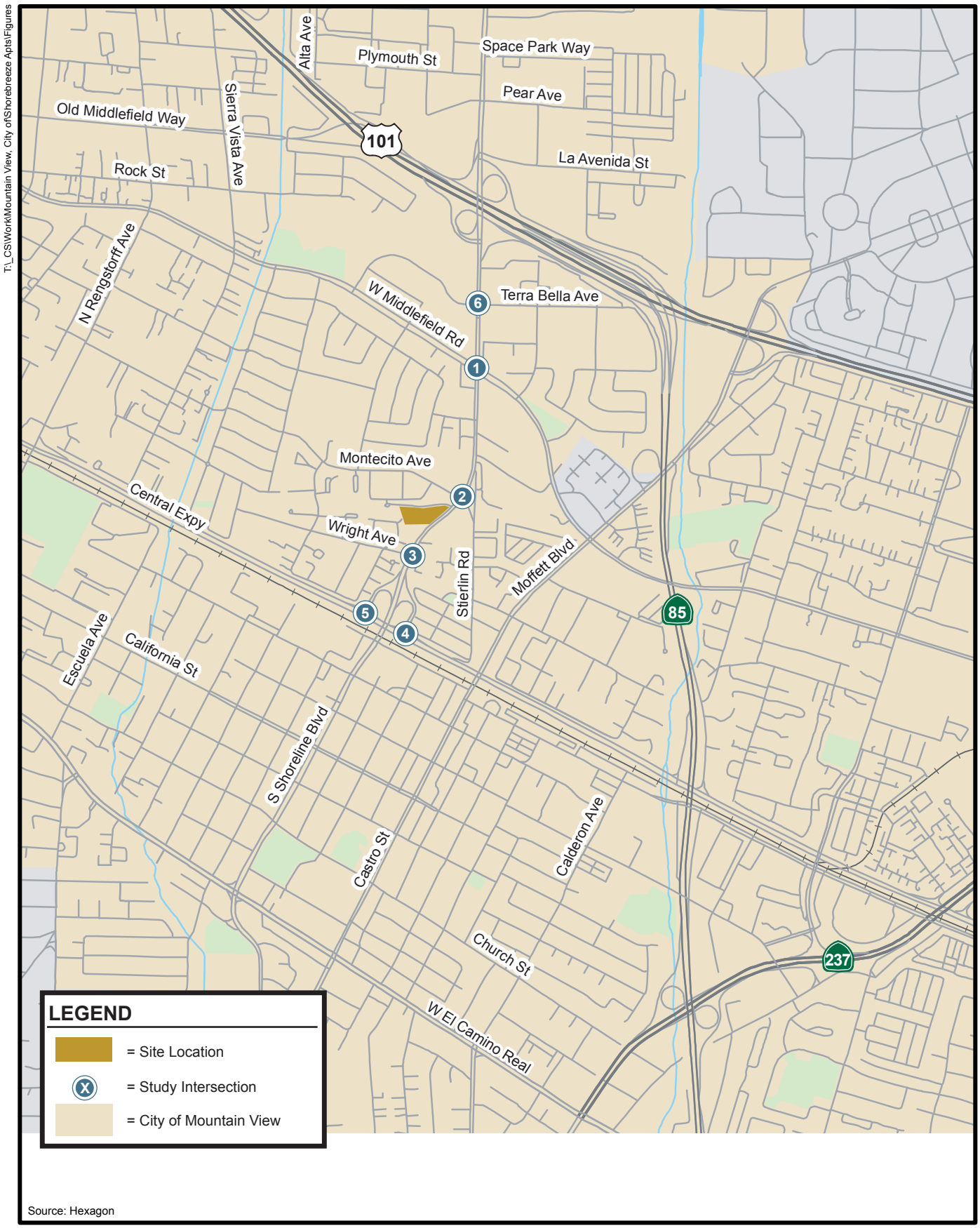
Stierlin Road is a north–south two-lane residential roadway that begins at Montecito Avenue and ends at Central Expressway. Parking is permitted on both sides.

Study Intersections

The traffic study analyzed the project's impacts on the following six intersections in Mountain View. The study intersections were selected based on input from City of Mountain View staff and a peer review conducted on the project trip assignment.

1. North Shoreline Boulevard and W Middlefield Road ^{MV}
2. North Shoreline Boulevard and Montecito Avenue ^{MV}
3. North Shoreline Boulevard and Wright Avenue ^{MV}
4. North Shoreline Boulevard and Central Expressway (east) ^{CMP}
5. North Shoreline Boulevard and Central Expressway (west) ^{CMP}
6. North Shoreline Boulevard and Terra Bella Avenue ^{MV}

The superscripts denote the jurisdiction of each intersection. Intersections marked ^{MV} are under the jurisdiction of the City of Mountain View. Intersections marked ^{CMP} are under the jurisdiction of the Santa Clara Valley Transportation Authority (VTA), which administers the Santa Clara County Congestion Management Program (CMP). The study intersections are shown on **Figure 4.16-1, Site Location and Study Intersections.**



Not To Scale

FIGURE 4.16-1
Site Location and Study Intersections

Michael Baker INTERNATIONAL

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The study used the following scenarios to determine the project's impacts on the intersections and roadway segments.

Scenario 1: *Existing Conditions*. Reflect existing traffic volumes and were obtained from traffic counts performed for the project.

Scenario 2: *Existing plus Project Conditions*. Reflect the projected traffic conditions when trips generated by the project are added to the existing conditions. Existing plus project conditions were compared against the existing conditions to determine potential project impacts.

Scenario 3: *Background Conditions*. Reflect future traffic volumes by estimating the added traffic to existing traffic volumes of approved but not yet constructed developments in the TIA study area.

Scenario 4: *Background plus Project Conditions*. Reflect future traffic volumes with the implementation of the project. Background plus project conditions were estimated by adding traffic trips generated by the project to the background conditions. Background plus project conditions were compared against the background conditions to determine potential project impacts.

The data required for the analysis was obtained from traffic counts performed for the project, other recent traffic studies in the project area, field observations, and the City of Mountain View.

As part of the TIA prepared for the project, a detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing, and other factors that could affect intersection or roadway segment capacity.

Level of Service

Level of service (LOS) is a qualitative term that represents the conditions a driver will experience while traveling on a particular street or at an intersection during a specific time interval. Level of service is described using a series of letter designations ranging from A to F; LOS A represents very little congestion and LOS F represents long delays and heavy congestion. **Table 4.16-1, Signalized Intersection LOS Definitions,** describes the qualitative attributes of each level of service as well as the control delay ranges for signalized intersections. LOS ranges for an intersection with a stop light (signalized) are different from LOS ranges for intersections without a stop light (unsignalized). None of the study intersection are unsignalized; therefore, average control delay is not included in the table. The project impacts on traffic were analyzed by modeling the effects of project traffic on level of service in the scenarios described above during the AM and PM peak travel hours.

TABLE 4.16-1
SIGNALIZED INTERSECTION LOS DEFINITIONS

LOS	Average Control Delay per Vehicle (seconds)	LOS	Average Control Delay per Vehicle (seconds)
A	Up to 10.0	D+	35.0 < to 39.0
B+	10.0 < to 12.0	D	39.0 < to 50.1
B	12.0 < to 18.0	D-	51.0 < to 55.0
B-	18.0 < to 20.0	E+	55.0 < to 60.0

LOS	Average Control Delay per Vehicle (seconds)	LOS	Average Control Delay per Vehicle (seconds)
C+	20.0 < to 23.0	E	60.0 < to 75.0
C	23.0 < to 32.0	E-	75.0 < 80.0
C-	32.0 < to 35.0	F	Greater than 80.0

Source: VTA 2003

Note: LOS is measured as the average control delay in seconds per vehicle. Control delay is the portion of the total delay experienced by drivers at intersections that is attributable to traffic signal operation. Similarly, unsignalized intersections measure the effectiveness of an unsignalized intersection average control delay. However, the delay is reported for the worst-case approach of the intersections.

According to Mountain View and CMP level of service standards, a project would create a significant impact on traffic conditions if, during either the AM or PM peak hour, either of the following conditions occurs:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better for local intersections and LOS E for CMP intersections) under no project conditions to an unacceptable level (LOS E or F for local intersections and LOS F for CMP intersections) under project conditions, **or**

2. The level of service at an intersection is at an unacceptable LOS under no project conditions and the addition of project trips causes the average delay to increase by four (4) or more seconds and causes the movement volume-to-capacity ratio (V/C) to increase by one (1) percent or more.

An exception to condition 2 above applies when the addition of project-generated traffic reduces the amount of average control delay for critical movements (i.e., the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by one percent or more.

A significant impact would be mitigated when measures are implemented that would restore the intersection condition to its LOS standard or to an average delay that is better than the no project conditions.

Existing Traffic Conditions

AM and PM peak-hour intersection movement counts were collected in May 2017 at the six study area intersections (see **Appendix TRA**). **Table 4.16-2, Existing Peak-Hour Intersection Conditions,** summarizes the existing AM and PM peak-hour intersection traffic conditions.

TABLE 4.16-2
EXISTING PEAK-HOUR INTERSECTION CONDITIONS

Intersection	LOS Standard	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. N Shoreline Boulevard and W Middlefield Road	D	47.1	D	51.7	D-
2. N Shoreline Boulevard and Montecito Avenue	D	25.0	C	28.3	C
3. N Shoreline Boulevard and Wright Avenue	D	16.0	B	20.7	C+

Intersection	LOS Standard	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
4. N Shoreline Boulevard and Central Expressway (east)	E	10.1	B+	8.1	A
5. N Shoreline Boulevard and Central Expressway (west)	E	5.0	A	6.0	A
6. N Shoreline Boulevard and Terra Bella Avenue	D	17.2	B	20.9	C+

Source: Hexagon 2017

As shown in **Table 4.16-2**, all study intersections currently operate at an acceptable level of service in both the AM and PM peak hours.

Pedestrian Facilities

Pedestrian facilities in the project area include sidewalks along all of the streets surrounding the project site. Crosswalks with pedestrian signals are located at all six study intersections. The existing pedestrian facilities provide connectivity between the site and surrounding land uses in the area.

Bicycle Facilities

Bikeway planning and design in California typically rely on guidelines and design standards established by Caltrans (2015) in the Highway Design Manual (Chapter 1000: Bicycle Transportation Design). The manual describes three distinct types of bikeway facilities, as listed below.

- Bike path (Class I) – A completely separate right-of-way designed for the exclusive use of bicycle and pedestrian traffic with cross-flow minimized.
- Bike lane (Class II) – A striped lane for one-way bike travel on a street or highway, typically including signs placed along the street segment.
- Bike route (Class III) – Provides a shared use with pedestrian or motor vehicle traffic. Typically, these facilities are city streets with signage designating the segment as a bike route without additional striping or facilities.

Bicycle facilities in the vicinity of the project site include:

- Middlefield Road has Class II bicycle lanes between North Bernardo Avenue and Loma Verde Avenue.
- Shoreline Boulevard has Class II bicycle lanes between Charleston Road and El Camino Real. Additionally, Shoreline Boulevard has a Class III bike route between Charleston Road and Bill Graham Parkway.
- Montecito Avenue has a Class III bicycle route along the entirety of the road, with 450 feet of Class II bicycle lanes.
- Stierlin Road has a Class III bicycle route.

Transit Facilities

Transit service to the study area is provided by the VTA, light rail, Caltrain, and the Mountain View Community Shuttle. The services are described below.

- **VTA Bus Service**: The Mountain View Transit Center is located approximately 0.6 mile southeast of the project site and is served by six different bus routes. The closest bus stop to the site is located on Shoreline Boulevard about 750 feet from the intersection of Shoreline Boulevard and Montecito Avenue.

- **Light Rail Transit (LRT) Service:** The Mountain View Light Rail station is located approximately 0.6 mile southeast of the project site. The project site is serviced by the Mountain View-Winchester line, which provides service between downtown Mountain View and Campbell/Los Gatos via downtown San Jose.

- **Caltrain:** The Mountain View Caltrain Station is located approximately 0.6 mile southeast of the project site. Caltrain provides frequent passenger train service between San Jose and San Francisco seven days a week.

- **Mountain View Community Shuttle**: The Mountain View Community Shuttle is a free public shuttle service that connects to transit, shopping, dining, and entertainment destinations.

DISCUSSION OF IMPACTS

a, b) ***Less Than Significant Impact.***

Project Trip Generation

Table 4.16-3, Trip Generation Estimates, summarizes the forecast project trip generation for the proposed project, which was calculated using trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012). The rates for apartment buildings were used to estimate the trips generated by the proposed project. The project is estimated to generate 412 daily trips, with 32 trips during the AM peak hour (6 in and 26 out) and 38 trips during the PM peak hour. Trips being generated by the existing 12 townhomes on the site can be subtracted from the project trip estimates. Based on the ITE trip generation rates, the townhouses are generating approximately five trips during the AM peak hour and six trips during the PM peak hour. Crediting the existing trip generation, the proposed project is estimated to generate a net of 27 trips during the AM peak hour and 32 trips during the PM peak hour.

TABLE 4.16-3
TRIP GENERATION ESTIMATES

Land Use	Size	Unit	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Development												
Apartment[1]	62	DU	6.65	412	0.51	6	26	32	0.62	25	13	38
Existing Land Use												
Townhouse[2]	12	DU	5.81	(70)	0.44	(1)	(4)	(5)	0.52	(4)	(2)	(6)
Net Project Trips				**342**		**5**	**22**	**27**		**21**	**11**	**32**

Source: Hexagon 2017

Notes: DU = dwelling units

1. *Apartment (Land Use 220) ITE Trip Generation, 9th Edition (2012), average rates are used*
2. *Residential Condominiums/Townhouse (Land Use Code 230) ITE Trip Generation, 9th Edition (2012), average rates are used*

Project Trip Distribution and Assignment

The project trip distribution was developed based on the existing roadway network, surrounding land uses, and existing traffic patterns. Trip distribution for the proposed project is based on review of existing traffic data, land uses, and the roadway network in the project vicinity.

Existing plus Project LOS Analysis

After project trips were estimated and distributed on the existing transportation network, a level of service analysis was performed to determine the magnitude of impact from project traffic. **Table 4.16-4, Existing and Existing plus Project Intersection LOS,** compares the intersection LOS before and after the addition of project trips.

TABLE 4.16-4
EXISTING AND EXISTING PLUS PROJECT INTERSECTION LOS

Intersection	LOS Standard	Existing (2016)				Existing plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. N. Shoreline Boulevard and W. Middlefield Road	D	47.1	D	51.7	D-	47.2	D	51.9	D-
2. N. Shoreline Boulevard and W. Middlefield Road	D	25.0	C	28.3	C	25.0	C	28.5	C
3. N. Shoreline Boulevard and Wright Avenue	D	16.0	B	20.7	C+	16.3	B	20.8	C+
4. N. Shoreline Boulevard and Central Expressway (east)	E	10.1	B+	8.1	A	10.1	B+	8.1	A
5. N. Shoreline Boulevard and Central Expressway (west)	E	5.0	A	6.0	A	5.0	A	6.0	A
6. N. Shoreline Boulevard and Terra Bella Avenue	D	17.2	B	20.9	C+	17.2	B	20.9	C+

Source: Hexagon 2017

The results of the intersection LOS analysis indicate that based on the applicable significance criteria, all study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours.

Background plus Project LOS Analysis

As described above, the background traffic conditions reflect near-term, future traffic volumes generated by approved but not yet constructed developments in the TIA study area. A list of future projects was obtained from the City of Mountain View's website. The location and size of approved projects were considered in order to eliminate projects that are too far away or too small to affect traffic conditions at the six study intersections. In total, 32 projects were included in the background conditions analysis. These projects included a variety of pending developments, such as new office space, hotels, apartment buildings, and mixed-use projects. The full list is available in **Appendix TRA.**

Trip generation estimates for the 32 projects were based on a traffic impact analysis conducted for each project if one was available. For projects where a TIA was not conducted, trips were estimated based on ITE trip rates. The estimated trips from the approved projects were distributed and assigned to the project study area roadways based on the trip distribution assumptions present in the traffic studies or knowledge of the project area.

Table 4.16-5, Background and Background plus Project Intersection LOS, compares the background conditions with the background plus project conditions.

TABLE 4.16-5
BACKGROUND AND BACKGROUND PLUS PROJECT INTERSECTION LOS

Intersection	LOS Standard	Background				Background plus Project			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. N. Shoreline Boulevard and W. Middlefield Road	D	48.1	D	53.2	D-	48.1	D	53.5	D-
2. N. Shoreline Boulevard and W. Middlefield Road	D	24.7	C	28.1	C	24.7	C	28.3	C
3. N. Shoreline Boulevard and Wright Avenue	D	15.9	B	20.8	C+	16.2	B	20.9	C+
4. N. Shoreline Boulevard and Central Expressway (east)	E	9.8	A	7.9	A	9.8	A	7.9	A
5. N. Shoreline Boulevard and Central Expressway (west)	E	4.9	A	5.7	A	4.9	A	5.8	A
6. N. Shoreline Boulevard and Terra Bella Avenue	D	19.4	B-	22.4	C+	19.4	B-	22.3	C+

Source: Hexagon 2017

The results of the intersection LOS analysis indicate that based on the applicable significance criteria, all study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours for background plus project conditions.

Project-generated traffic would not adversely impact intersection LOS based on applicable significance criteria under existing plus project and background plus project conditions. Therefore, the project's impact would be less than significant.

c) ***No Impact.*** The project is not located in the airport influence area for Moffett Federal Airfield, Palo Alto Airport, or Norman Y. Mineta San Jose International Airport. The project would not increase air traffic levels, change air travel locations, or otherwise affect air traffic patterns. There would be no impact.

d) ***Less Than Significant Impact.*** Two driveways along North Shoreline Boulevard would provide access to the project site. An existing driveway currently provides access to the parking lot on the north side of the project site and would remain in the same location. The driveway and the sidewalk in the vicinity of the driveway would be upgraded to meet City standards and Americans with Disabilities Act (ADA) regulations.

A new driveway would be constructed farther south along North Shoreline Boulevard and would connect to an existing walkway. The walkway would be widened in some locations to provide adequate access for emergency vehicles to the complex. All new driveway construction would be subject to approvals by the City Traffic Engineer. Through such plan check reviews, the project would comply with all regulations regarding roadway design, thus minimizing any potential impacts from traffic safety hazards.

Additionally, pedestrian circulation would include internal pathways and sidewalks along the street frontages adjacent to the project site. The project applicant would comply with conditions of approval PW-54 and PW-55, summarized below.

- PW-54: Requires that all new access ramps comply with ADA requirements and that existing nonconforming access ramps be constructed to comply with ADA requirements.

- PW-55: Requires that all new sidewalks be, at minimum, four feet wide and that the project provide sidewalks behind new and existing driveway approaches.

See **Table 3.0-3** for full descriptions of the conditions of approval. Compliance with the conditions of approval and ADA regulations would ensure that the project design would not result in a significant impact due to an increase in hazards.

e) ***Less Than Significant Impact.*** As described above, project driveways would comply with City standards and ADA regulations, which would ensure adequate emergency vehicle access to the site. Project construction would not involve the closure of city streets and would therefore not impact emergency response in and around the project site. Additionally, the project would include primary and secondary fire access routes (**Appendix PLANS**). The fire access routes would have entry and exit points off North Shoreline Boulevard. The fire access lanes would be marked with red paint and as no parking–fire lane areas. Additionally, as determined in the TIA, the project would not significantly impact traffic flow at the study intersections and therefore would not impact emergency services from reaching their destination. Because the project would provide adequate emergency access and would not impact emergency response, the project impact would be less than significant.

f) ***Less Than Significant Impact.*** As described above, the area is served by bus lines, light rail, Caltrain, and the Mountain View Community Shuttle. The TIA found that new ridership generated by the project could be accommodated by the existing transit services in the project vicinity and that the project would have a negligible impact on transit travel times.

Pedestrian facilities in the project area consist of sidewalks along all of the surrounding streets. Crosswalks are located at all of the signalized intersections. Overall, the existing sidewalks and pedestrian paths have good connectivity and would provide pedestrians with safe routes to the surrounding land uses in the area, including the Caltrain station and the Mountain View Transit Center. Although the project would increase the number of pedestrians in the project area, it would not modify the pedestrian networks, and as such, would not decrease the performance or safety of pedestrian facilities.

The Mountain View City Code requires bicycle parking for multi-family residential units. One long-term bicycle parking space must be provided per unit. Additionally, one bicycle parking space must be provided for every 10 units for guests. The total number of vehicle parking spaces is therefore 68, with 62 long-term spaces for residents and 6 spaces for guests. A bike storage room on the ground level of the eastern building would include 34 bike storage spaces. Additionally, 28 bike lockers would be provided near the western boundary of the project for a total of 62 long-term spaces. Three bike racks for six bicycles would be installed near the building entrances.

As such, the project would comply with all City standards for transit, bicycle, and pedestrian facilities, and the project would have a less than significant impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.17 TRIBAL CULTURAL RESOURCES. Would the project:				
a) 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 geologically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listed in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?	☐	☐	☐	☒

SETTING

Concepts and Terminology for Identification of Tribal Cultural Resources

Tribal cultural resources are defined in CEQA as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, which may include non-unique archaeological resources previously subject to limited review under CEQA.

Assembly Bill 52 Native American Consultation

AB 52 requires the lead agency (in this case, the City of Mountain View) to begin consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project prior to the release of a negative declaration or mitigated negative declaration if (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe; and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation (Public Resources Code Section 21080.3.1[d]).

DISCUSSION OF IMPACTS

a, b) ***No Impact***. No Native American tribes within Mountain View have requested consultation pursuant to AB 52. As such, there are no known tribal cultural resources (as defined in Public Resources Code Section 21074) within the project site, and therefore, the project would have no impact on tribal cultural resources.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.18 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

SETTING

Wastewater

In Mountain View, sewer service is provided by the City of Mountain View's Public Works Department, Public Services Division. Wastewater treatment facilities consist of the sanitary sewer collection system, which flows to the Regional Water Quality Control Plant (RWQCP) in Palo Alto before wastewater is treated and discharged into the San Francisco Bay or used as recycled water (Mountain View 2017b). The RWQCP treats wastewater from Mountain View, Palo Alto, and Los Altos and is designed for an average dry weather wastewater flow capacity of 39 million gallons per day (mgd). The average flow in 2015 was 18.4 mgd, with Mountain View contributing 6.4 mgd (Mountain View 2016b). Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the RWQCP. In 2009, Mountain View contributed an average of 7.94 mgd and had a remaining capacity of 7.16 mgd (Palo Alto 2009b).

As of 2014, the city's collection system included approximately 159 miles of public sewer in a 12-mile service area (Mountain View 2014b).

Water

The water distribution system supplies water to the project site and is owned and maintained by the City's Public Services Division. The municipal water system comprises three pressure zones, four reservoirs, three pumping stations, and seven active groundwater wells. As of 2015, Mountain View supplied water to approximately 17,911 service connections, with single- and multi-family residences making up 83 percent of all connections (Mountain View 2016b).

Mountain View purchases most of its water (86 percent of total supply in 2015) from the San Francisco Public Utilities Commission (SFPUC). Water is supplied to the Bay Area from the Hetch Hetchy Regional Water System. Other sources of supply include imported water from the Santa Clara Valley Water District (SCVWD) (five percent of total supply in 2015), recycled water (five percent of total supply in 2015), and local groundwater (two percent of total supply in 2015) (Mountain View 2016b).

According to the City's most recent Urban Water Management Plan, Mountain View expects to have adequate water supplies to meet demand through 2040 in normal years. During dry years, the City anticipates a potable water supply shortfall, which could be met through the implementation of temporary demand reduction measures (Mountain View 2016b).

Storm Drainage

As discussed in the subsection 4.9, Hydrology and Water Quality, the City of Mountain View owns and maintains the storm drain system serving the city. The system consists of storm drain inlets, stormwater pump stations, conveyance pipes, culverts, channels, and retention basins, all operated and maintained by the Mountain View Public Works Department. The stormwater is not treated at a treatment plant before it runs directly into creeks and the San Francisco Bay. New development is required to treat stormwater on-site.

Solid Waste

Recology Mountain View provides recycling, garbage, and electronic waste collection services for properties in the city. Solid waste is first conveyed to the SMaRT station in Sunnyvale for sorting. Most solid waste from Mountain View is hauled to the Kirby Canyon Recycling and Disposal Facility in San Jose. Solid waste from Mountain View is also disposed at 14 other landfills in Northern California (CalRecycle 2017b).

Per the California Department of Resources Recycling and Recovery (CalRecycle), the Kirby Canyon Facility is permitted to receive a maximum of 2,600 tons per day. The remaining capacity of the landfill is 16,191,600 cubic yards with an estimated closure date of December 31, 2022 (CalRecycle 2017a).

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact.*** Wastewater generated by the proposed project would be conveyed to the RWQCP via the city's existing wastewater system. The RWQCP currently meets all applicable water quality standards and waste discharge requirements for treated wastewater. As stated above, in 2009 Mountain View contributed 7.94 mgd to the RWQCP and had a remaining capacity of 7.16 mgd (Palo Alto 2009b).

The City of Mountain View proposes wastewater flow rates for different residential, commercial, and institutional land uses. Multi-family residential development with more

than five units produces 156 gallons per day per unit. The project would add 50 units and therefore would produce an additional 7,800 gallons of wastewater a day over existing conditions. As described above, Mountain View contributed 7.94 mgd to the RWQCP, and the project's additional contribution would be minimal. The project would not substantially increase wastewater flow from the site and would not increase flows to the RWQCP above Mountain View's capacity. Therefore, the impact would be less than significant.

b) ***Less Than Significant Impact.***

Wastewater

As discussed above, the project would not generate wastewater that would exceed wastewater treatment capacity at the RWQCP, and no expansion of the plant is required. Additionally, according to the City's (2014b) Sewer System Management Plan, the wastewater facilities (pipes and storm drains) have adequate capacity. The project would comply with conditions of approval PW-10 and PW-35**,** summarized below.

- PW-10: Requires the project applicant to pay sewer development fees prior to the issuance of any building permits.
- PW-35: Requires all proposed sewer laterals, cleanouts, and utility mains to be shown on the project plans.

Therefore, this impact would be less than significant.

Water

Water would be provided to the project site by the City of Mountain View. As discussed above, Mountain View's most recent Urban Water Management Plan anticipates adequate water supplies to meet demand through 2040 in normal years, and dry year supply could be met with temporary demand reduction measures.

The City's (2016b) Urban Water Management Plan calculated the projected per capita water use in 2020 under three scenarios: base case, plumbing codes, and plumbing codes and conservation. The base-case scenario used water use trends to calculate future use, while the other two scenarios accounted for water savings from plumbing code updates and conservation. Under the base-case scenario, 2020 per capita daily water use was projected to be 142 gallons. With the project's projected population increase of 120 people (see subsection, 4.13 Population and Housing), the project would consume an additional 17,040 gallons per day over the current consumption levels. This would be 6,134,400 gallons per year, which converts to 18.8 acre-feet per year. Mountain View is projected to use 12,578 acre-feet per year in the base-case scenario (Mountain View 2016b), meaning the project would account for 0.1 percent of the projected 2020 water use. Furthermore, the project would comply with condition of approval PW-10 (described above). Therefore, this impact would be less than significant.

c) ***Less Than Significant Impact.*** The project would demolish 12 existing affordable housing units and construct 62 new affordable housing units, for a net increase of 50 housing units. Stormwater currently drains from the project site to the city's storm drain system. After construction, the project site would include 3.42 acres (61 percent of the project site) of impermeable surface. Approximately 2.11 acres (39 percent of the project site) would be landscaped or undeveloped and would be 100 percent permeable to stormwater.

Because the site is already developed with housing and the project would not add a substantial amount of impermeable surface, it would not substantially increase stormwater flows to storm drains.

Additionally, the project would include bioretention basins to capture stormwater from the 85th percentile storm and pretreat it to remove dirt, oil, and heavy metals (see **Figure 3.0-9**). The project would also comply with conditions of approval FEP-01 and PW-11, summarized below.

- FEP-01: Requires completion of a Storm Drain/Sanitary Sewer Discharges check sheet to be shown on the building plan submittal.

- PW-11: Requires the project applicant to pay the off-site storm drain fee.

The project would not substantially increase impermeable surfaces on the project site, and bioretention areas would reduce flow to storm drains during peak rainfall. Therefore, the project would have a less than significant impact on storm drain facilities.

d) ***Less Than Significant Impact.*** See Issue b).

e) ***Less Than Significant Impact.*** See Issue b).

f) ***Less Than Significant Impact.*** The project would demolish 12 existing affordable housing units and construct 62 new affordable housing units, for a net increase of 50 housing units. Demolition, construction, and operation would generate solid waste and recyclable materials. The EPA provides solid waste generation rates per square foot of demolition and construction. Demolition produces an average of 115 pounds of solid waste per square foot. Therefore, because the project would demolish approximately 17,286 square feet, the solid waste generated would be approximately 1,987,890 pounds. Construction produces an average of 4.38 pounds per square foot. Because the project would construct approximately 50,906 square feet, project construction would generate approximately 222,968 pounds of solid waste. In total, the project would produce approximately 2,210,858 pounds of solid waste during demolition and construction. During project construction, construction debris would be hauled off-site and would be handled in accordance with state and local regulations.

According to CalRecycle (2015), California's statewide per unit disposal rate for multi-family residences was 0.46 tons per unit per year. Based on this statewide disposal rate, the project would generate an additional approximately 23 tons of solid waste and recyclable materials annually over what is already being disposed of from the site.[10] As described above, solid waste generated by the proposed project would be hauled to the Kirby Canyon Recycling and Disposal Facility, which is permitted to receive a maximum of 949,000 tons per year. The solid waste produced by the project would account for less than 0.01 percent of the annually permitted waste.[11] Therefore, the proposed project would be served by a landfill with sufficient capacity. In addition, the project would comply with all applicable solid waste regulations.

[10] Calculation: 50 units x 0.46 tons/unit/year = 23 tons/year
[11] Calculation: 23 tons per year/ 949,000 tons per year = 0.00024 = 0.0024%

Because the project would comply with all applicable solid waste regulations for both project construction and operation and would be served by landfill with sufficient capacity, impacts would be less than significant.

g) ***Less Than Significant Impact.*** The project would comply with the conditions of approval PW-64 and PW-65, summarized below.

- PW-64: Requires the project to use Recology Mountain View for recycling and disposal of construction demolition debris.
- PW-65: Requires the project to comply with the City's Construction and Demolition Ordinance (City Code Chapter 16, Article III).

With implementation of PW-64 and PW-65, the project would have a less than significant impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.19 MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) ***Less Than Significant Impact***. As concluded in subsections 4.4, Biological Resources, 4.5, Cultural Resources, and 4.17, Tribal Cultural Resources, the project would comply with all regulations and the city's standard conditions of approval. With compliance, the project would result in less than significant impacts involving the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major period of California history or prehistory.

b) ***Less Than Significant Impact***. Project construction would result in the temporary disturbance of developed land, as well as an irreversible and irretrievable commitment of resources and energy during construction. Project operation would also consume an incremental amount of additional energy for multiple purposes, including building heating and cooling, lighting, appliances, and electronics. As discussed in the respective sections, the proposed project would not result in significant environmental impacts. Because the project is proposed on a developed, infill site within an urban area and is consistent with the City's goals and policies, the project would have no detrimental effect on long-term environmental goals, and this would be a less than significant impact.

c) ***Less Than Significant Impact***. The project would comply with all regulations and the city's standard conditions of approval. With compliance, The project would not result in any significant impacts; therefore, the potential for project cumulative effects in combination with other planned or anticipated improvements is low. In general, individual greenhouse gas emissions do not have a large impact on climate change. However, once added with all other GHG emissions in the past and present, they combine to create a perceptible change to climate. Because of the extended length of time that GHGs remain in the atmosphere, any amount of GHG emissions can be reasonably expected to contribute to future climate change impacts. The amount of project CO_2 emissions, although measurable, would be minor. On a global scale, the project would contribute a negligible amount to global cumulative effects to climate change. Therefore, the project's contribution to GHG emissions would not be cumulatively considerable, and this would be a less than significant impact.

d) ***Less Than Significant Impact.*** The project would comply with all regulations and the city's standard conditions of approval. With compliance, the project would have a less than significant impact or no impact on all resource areas. As such, the project would not cause a substantial direct or indirect adverse effect on human beings, and the project would have a less than significant impact.

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