

Final

MOUNTAIN VIEW HOUSING ELEMENT 2015-2023
Addendum to the Mountain View 2030 General Plan and
GGRP FEIR

Prepared for
City of Mountain View

September, 2014



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SECTION 1

Introduction

This addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA *Guidelines*. This document has been prepared to serve as an addendum to the previously certified Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (FEIR), which consists of the Draft EIR and the Final EIR. The City of Mountain View (City) is the lead agency for the environmental review of the proposed Housing Element update (the project).

A. Background and Purpose of the EIR Addendum

The Mountain View General Plan FEIR (State Clearinghouse No. 2011012069) was certified in July 2012 by the Mountain View City Council. The General Plan EIR is a program EIR (CEQA *Guidelines* Section 15168). The City adopted an Initial Study/Mitigated Negative Declaration (IS/MND) in October 2011 to process a Housing Element update. The adoption of an updated Housing Element is consistent with the state law requirement that each city and county update the housing element of its general plan every eight years in order to establish and update housing and land use strategies reflective of changing needs, resources, and conditions. Minor technical changes are proposed to the City's adopted General Plan Housing Element. The proposed changes necessitate the need to determine if further environmental review is required under CEQA. Section 2, *Project Description*, provides detailed description of the proposed changes.

In determining whether an addendum is the appropriate document to analyze the modifications to the project and its approval, State CEQA *Guidelines* Section 15164 (addendum to an EIR or Negative Declaration) states:

- a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

- e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

B. CEQA Framework for an Addendum

According to *CEQA Guidelines* Section 15162, once an EIR has been certified, no subsequent or supplemental EIR shall be prepared for a project unless the lead agency determines that one or more of the following occurs (emphasis added):

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An addendum may be prepared if some changes or additions are necessary to a certified EIR and none of the above-stated conditions apply (*CEQA Guidelines* Section 15164). Based on a review of the New Project (as described in Section 2, *Project Description*) and surrounding circumstances (i.e., the Environmental Setting), this addendum concludes that there is no substantial change proposed that would require major revisions to the previous EIR; that there is no substantial change in circumstances as a result of project modifications that would cause new or substantially more severe significant impacts (see Section 3, *Environmental Impacts and*

Mitigation Measures); and, that there is no new information of substantial importance that identifies new or more intense significant impacts (CEQA *Guidelines* Section 15162).

C. Organization and Scope

The EIR addendum is organized into the following four sections:

Section 1, Introduction: Provides an introduction and overview describing the intended use of the EIR addendum.

Section 2, Project Description: Provides a description of the Mountain View General Plan EIR and the proposed Housing Element addendum (project).

Section 3, Environmental Impacts and Mitigation Measures: Contains an analysis of environmental topic areas that were addressed in the Mountain View General Plan Final EIR and describes how the environmental affects in this addendum are found to be similar or different to the findings in the General Plan FEIR.

Section 4, Conclusion: Summarizes the findings in this EIR addendum.

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SECTION 2

Project Description

A. Project Location and Setting

Project Location

The project location consists of all areas within the City of Mountain View General Plan Planning Area, which include all incorporated areas located within the boundaries of the City of Mountain View.

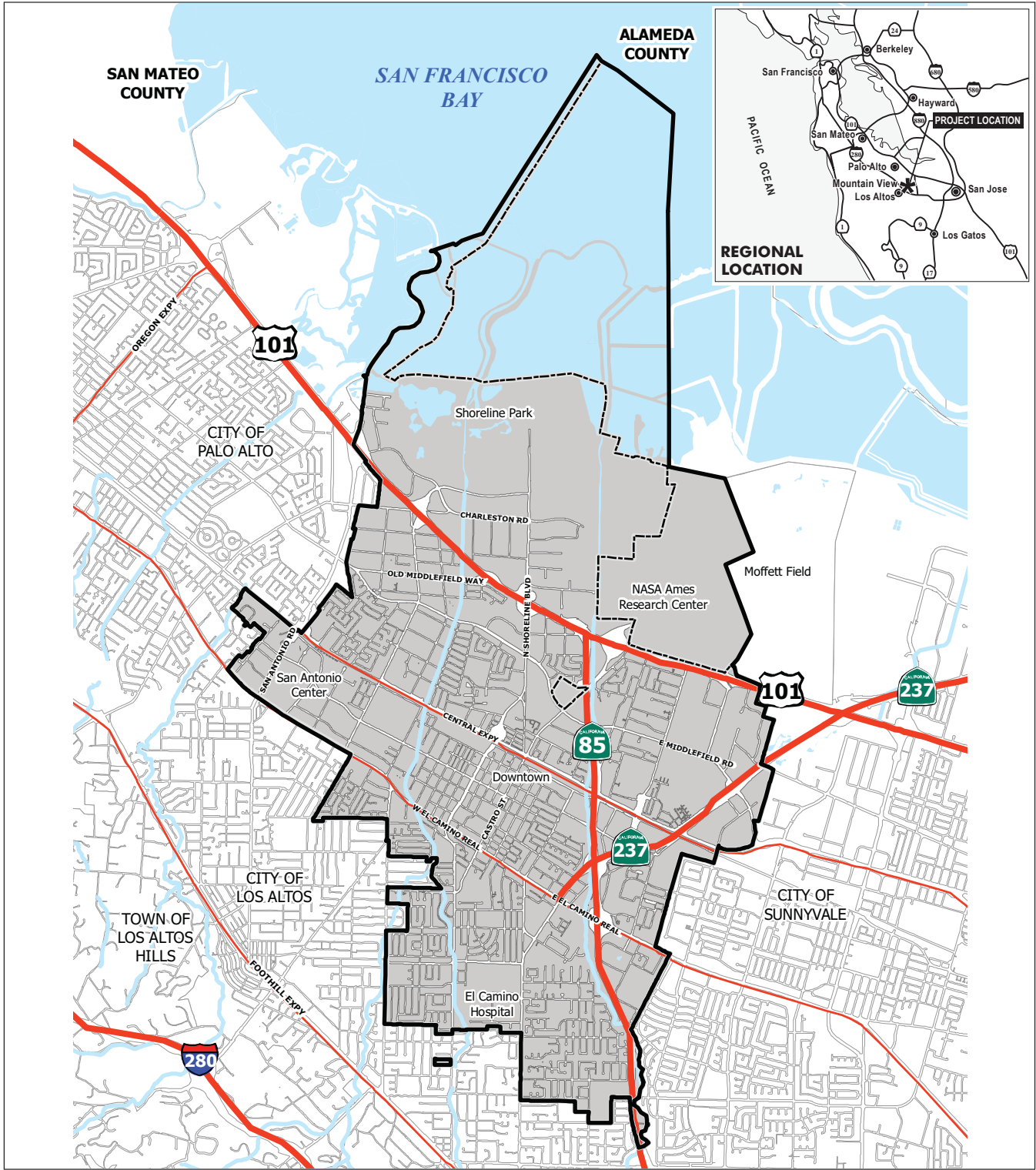
Project Setting

The City of Mountain View sits at the base of the Santa Cruz and Diablo mountain ranges at the southern end of the San Francisco Peninsula, where the Peninsula joins the Santa Clara Valley. The City is approximately 12 square miles in size and is located in northwestern Santa Clara County. The City is bounded by Palo Alto to the west, Los Altos to the south, Sunnyvale and NASA Ames/Moffett Federal Airfield complex to the east, and the San Francisco Bay and tidal marshes to the north. **Figure 1** illustrates the City's regional location, the City Limit Line, and the General Plan Planning Area which is aligned with the City's Sphere of Influence.

Mountain View is in an area with relatively modest topographic relief, rising with gentle undulations from an elevation of zero feet along the shores of San Francisco Bay to approximately 200 feet at 6.5 miles to the south near the corner of Oak and Grant streets at the southern edge of the City. The Santa Cruz Mountains rise in a series of ridges to the southwest of the City. The City transects five watersheds that include Adobe Creek, Calabazas Creek, Permanente Creek, Stevens Creek, and Sunnyvale West Channel. Several creeks run through Mountain View, beginning in the mountains and emptying to the San Francisco Bay.

The City of Mountain View was officially incorporated on November 7, 1902, with a population of 610 people. The 2010 US Census identifies the City of Mountain View's population at 74,066, representing about 3.9 percent of Santa Clara County's estimated population of 1.89 million people. In 2010, the City contained an estimated 33,881 housing units and 56,228 jobs.

Mountain View's development has been significantly influenced by its strategic location near major transportation routes. The City is bisected by El Camino Real (State Route 82), which runs between San Jose and San Francisco and provides a regional connection between the two cities. Other regional access routes in Mountain View include U.S. Highway 101, State Routes 85 and 237, Central Expressway and regional rail connections (Caltrain). Within Mountain View, the



SOURCE: City of Mountain View, 2011

City of Mountain View 2015-2023 Housing Element Addendum . 130236

Figure 1
Regional Location and City Limits

Santa Clara Valley Transportation Authority (VTA) operates nine local and rapid service bus routes along the major arterial corridors, and a light rail system which operates the Mountain View-Winchester Line between the Downtown Mountain View station and the Winchester station in Campbell. Stations in or near the City include the following: Downtown Mountain View Transit Center, Evelyn Station, Whisman Station, Middlefield Station, and Bayshore/NASA Station. The VTA also provides shuttle and paratransit services throughout the county.

The Moffett Federal Airfield is located east of the Mountain View City limits and adjacent to the NASA Ames Research Center. Moffett Federal Airfield is a federally owned and operated airfield. The closest public airport facility is the City of Palo Alto Municipal Airport located approximately 2.5 miles northwest of Mountain View. The closest freight and passenger commercial airport facility is Norman Y. Mineta San Jose International Airport, located approximately 11 miles south of Mountain View.

Historically, the City began as an agricultural community with a compact business and residential core surrounded by agriculture-based uses. Today, Mountain View is mostly built out with little remaining vacant land. Mountain View's Downtown lies in the center of the City, in between Central Expressway to the north and El Camino Real to the south. The residential neighborhoods of the City generally are developed at suburban densities. Industrial and commercial areas exist in the northern and western areas of the City, and along El Camino Real. The North Bayshore area, adjacent to the Moffett Federal Airfield and the NASA Ames Research Center, has become a major regional employment center for high-tech firms, including Google.

B. Overview of Mountain View General Plan and EIR

Purpose of a General Plan

California law requires each city to adopt a comprehensive, long-term general plan to guide the physical development of the incorporated city and land outside city boundaries that bears a relationship to its planning activities. The general plan serves as a blueprint for future growth and development. As such, the plan contains policies and programs designed to provide decision-makers with a solid foundation for land use and development decisions. The Mountain View General Plan features the physical, social, economic, and environmental character of the city.

In accordance with California Government Code Section 65302, a general plan must address the issues of land use, circulation, housing, noise, safety, conservation, and open space. The general plan can also address topics of special and unique interest, including urban design, economic development, air quality, historic and cultural resources, infrastructure, services, and finance. These topics are optional but often reflect issues that are important to the community. California Government Code Section 65300.5 specifically requires that the elements and associated policy provisions are internally consistent and that no one element or provision of a general plan carries greater weight than another.

According to state law, the General Plan is the primary document the City of Mountain View utilizes to regulate land use. Consequently, the Zoning Ordinance, specific plans, and individual public and private development proposals must be consistent with General Plan goals, policies, and action items. The General Plan is the policy guide for the development (both public and private) of Mountain View. It is the basis for all land use decisions, including subdivisions, capital improvements, development agreements, and many other actions that must be consistent with the General Plan. The General Plan identifies the City's land use, circulation, environmental, economic, and social goals and policies. It provides a basis for local government decision-making. Additionally, it informs citizens, developers, and decision-makers, as well as other jurisdictions and public agencies, of the ground rules that guide development within the city.

Mountain View General Plan and EIR

On July 10, 2012, the City Council adopted the 2030 General Plan, a comprehensive update to the City's 1992 General Plan. The proposed project evaluated in the Mountain View General Plan Final EIR included two distinct components: 1) the City of Mountain View Draft 2030 General Plan; and 2) the City of Mountain View Greenhouse Gas Reduction Program (GGRP). The 2030 General Plan, which is the City of Mountain View's fundamental land use and development policy document, is intended to guide development across the City until 2030, through policies addressing community development, preservation, and environmental conservation. The GGRP is both a policy document and an implementation tool for the General Plan; it contains goals, policies, performance standards, and implementation measures for achieving greenhouse gases (GHG) emissions reductions in the City of Mountain View. These emissions reductions will contribute to the statewide GHG reduction targets of Assembly Bill (AB) 32 (Global Warming Solutions Act), which calls for statewide GHG emission reductions to 1990 levels by 2020.

Under CEQA, a significant impact on the environment is defined as "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." Implementation of the General Plan and GGRP has the potential to result in adverse environmental impacts in several environmental areas. Impacts in the following areas would be significant without the implementation of mitigations measures, but would be reduced to a less-than-significant level if the mitigation measures recommended in this report are implemented:

- Transportation and Circulation
- Air Quality
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Biological Resources
- Cultural Resources
- Public Services
- Visual Resources

Implementation of the General Plan and GGRP would result in significant and unavoidable impacts in the following areas:

- Increased daily land-use-based vehicle miles of travel (VMT) due to population and employment growth planned within the City;
- Increased motor vehicle traffic and congestion, which would result in decreased roadway and freeway segments levels of service on several roadway and freeway study segments;
- Increased motor vehicle traffic and congestion outside the City of Mountain View;
- Increased traffic noise levels along some roadway and freeway segments in the City;
- Violation of air quality standards by increasing VMT greater than population increase; and
- Cumulatively considerable net increase in ozone and particulate emissions.

The following four alternatives to the General Plan and GGRP were considered in this Draft EIR:

- The CEQA-required No Project alternative, which assumes that the Draft General Plan and GGRP would not be adopted or implemented and that development would continue in accordance with the 1992 General Plan.
- The Lower Intensity alternative assumes that there would be less intensive development in the specified change areas, allowing for fewer jobs and less housing in the North Bayshore¹ and East Whisman² change areas and along transportation corridors by 2030.
- The Increased Housing alternative is intended to reduce the City's per capita vehicle miles traveled (VMT) to the level associated with existing conditions (and achieve other environmental benefits) by providing additional housing in the City with close proximity to jobs.
- The North Bayshore alternative assumes a continued focus on jobs-producing commercial and R&D development in the North Bayshore area that does not include residential uses. This alternative would also include a reduction of 500,000 square feet of commercial uses.

C. Proposed Housing Element Update

The purpose of the Housing Element is to examine the housing needs of residents, create and guide housing policy in the City, and identify locations to accommodate the City's Regional Housing Need Allocation (RHNA). The Housing Element is one of the seven mandated General Plan elements. The Housing Element is required to be updated every five to eight years and is the only General Plan element subject to mandatory review by a State agency, the California Department of Housing and Community Development (HCD). Upon review by HCD and

¹ Generally described as land northeast of the State Route 85 and Highway 101 interchange and south of Shoreline Park, as shown in Figure III-3 of the 2030 General Plan and Greenhouse Gas Reduction Program FEIR.

² Generally described as land bounded by North Whisman Road, East Middlefield Road, and State Route 237 to the west, Central Expressway to the south, and the Sunnyvale Municipal Golf Course to the east, as shown in Figure III-3 of the 2030 General Plan and Greenhouse Gas Reduction Program FEIR.

obtaining State certification, local jurisdictions would qualify for State and Federal housing aids and grants.

This document is an update to the Housing Element of the City of Mountain View General Plan. The 2007-2014 Housing Element was adopted by the City Council on October 25, 2011 and certified by the State on January 6, 2012. This updated Housing Element focuses on housing needs from January 31, 2015 through January 31, 2023, in accordance with the Housing Element planning period for San Francisco Bay Area jurisdictions established by State law.

Since much of the information in the recently adopted Housing Element is in compliance with the statute for the previous planning period, and particular conditions have not significantly changed since the last update, the City will be able to use HCD's new "streamline" approach. This approach does not relieve the City of its obligation to address all statutory requirements of State housing element law but rather provides a guide to updating only the necessary portions of the housing element. The streamline approach was developed as an option to allow a more efficient update process and HCD review of the Housing Element. However, the statute requires certain areas to be completely updated including public participation, programs and quantified objectives, and any new statutory requirements since the prior update (Exhibit 1-Draft Housing Element).

Housing Element Components

The draft Housing Element is formatted into eight sections. Section 1 is an introduction of the Housing Element, its purpose, its content, and State law governing its preparation. Section 2 contains the goals, policies and programs of the Housing Element. Section 3, Quantified Objectives, describes how the proposed programs would fulfill the City's RHNA Allocation. Sections 4 through 7 provide an overview of: 1) housing and population conditions in the City; 2) the housing needs of special needs groups; 3) governmental, market, infrastructure, and environmental factors that may constrain the provision of housing in the City; and 4) land, financial, and administrative resources available for the development and preservation of housing in Mountain View. Section 8 provides a review of the existing 2007-2014 Housing Element, including recommendations for the continuation, modification, and/or removal of existing Housing Element objectives, policies, and programs for the current update. These sections have been used to develop the proposed objectives, policies, and programs set forth in Section 2, the City's 2014-2022 Housing Plan.

The Goals, Policies and Programs within the Housing Plan build upon the identified housing needs in the community. Section 2 has been reformatted from the previous Housing Element to be consistent with HCD requirements. The Housing Plan contains fewer programs since many of them have been consolidated with the new formatting. One of the major changes in the Draft Housing Element is that new objectives were added to the existing programs as required by HCD, to address continuing housing issues, the lack of affordable housing and replacement of older affordable units that could be demolished. These and other issues are addressed in the Housing Element through the strengthening of the City's existing affordable housing fees, the production

of new affordable rental units, adoption of an updated Tenant Relocation Assistance Ordinance, and other policies and programs.

Regional Housing Needs Allocation

Per Government Code Section 65584, HCD is mandated to determine the State-wide housing need, which is then allocated to the regional Metropolitan Planning Organizations (MPOs) for distribution among jurisdictions. The Association of Bay Area Governments (ABAG) is the Bay Area's MPO and is responsible for assigning the Regional Housing Needs Allocation (RHNA) for each jurisdiction, which must work to provide opportunities for the development of these units. Working with local governments, ABAG developed an allocation methodology for assigning units, by income category, to each city and county in the nine-county Bay Area. The local jurisdiction is not required to construct these units, they are only mandated to identify an adequate number of sites to accommodate and facilitate production of the City's RHNA. The RHNA allocation for the City of Mountain View for 2014-2022 is 2,926 units, as shown in **Table 1** below. The RHNA is divided into units serving very low, low, moderate, and above moderate income households. Households are categorized in these income groups based on household size and percentages of the Area Medium Income (AMI). These income limits are established annually by HCD. Section 7 Housing Resources identifies "adequate sites" to accommodate the City's RHNA; pursuant to California Government Code section 65583.c.1, adequate sites are those with appropriate zoning and development standards, with services and facilities, needed to facilitate and encourage the development of a variety of housing for all income levels. **Table 1** also describes the combined number of estimated units that could be accommodated on the adequate sites that were identified for this planning period.

**TABLE 1
CITY OF MOUNTAIN VIEW 2014-2022 RHNA AND
HOUSING SITES IDENTIFIED**

Income Group	AMI	RHNA	Unit Capacity	Surplus
Lower Income	0-80%	1,306	1,388	82
Moderate Income	81-120%	527	602	75
Above Moderate Income	120%+	1,093	1,176	83
Total		2,926	3,166	240

Source: City of Mountain View 2015-2023 Draft Housing Element.

To accommodate the 2014-2022 RHNA, sites from the 2007-2014 Housing Resources section were evaluated to determine their viability for the 2015-2023 Housing Element planning period. Thirteen (13) sites were added to accommodate the City's increased RHNA allocation and to replace sites that were developed during the previous planning period. Seven sites were added to the lower-income housing category, one site was added to the moderate income housing category, and five above-moderate housing category were added.

Lower Income Housing Sites

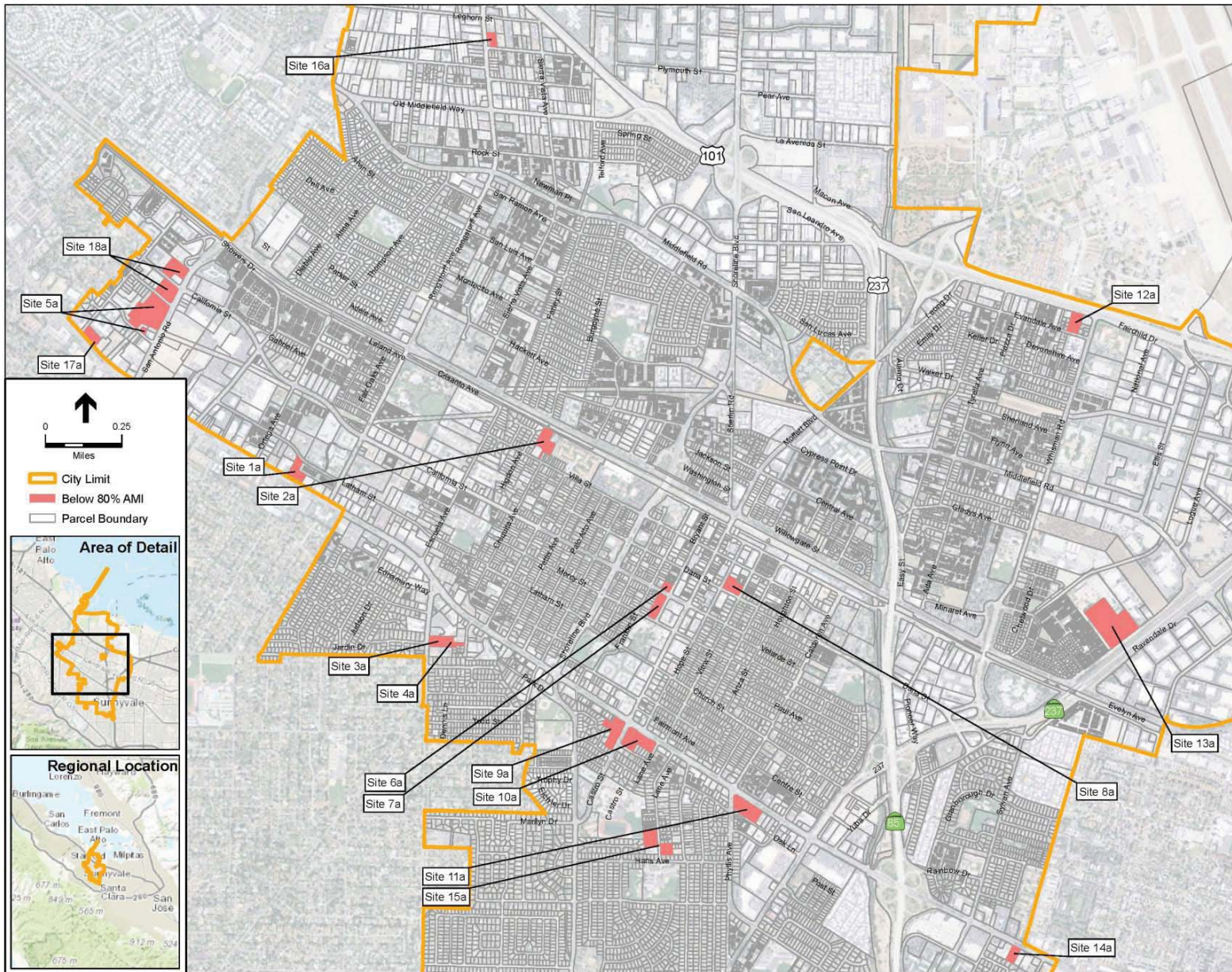
As permitted by State law, Mountain View may utilize “default” density standards to demonstrate that sites are adequate for lower-income households. The minimum default density required for the City of Mountain View to accommodate their lower income RHNA allocation is 20 dwelling units per acre. Consequently, if a site permits residential densities of at least 20 units per acre, units associated with that site may be counted as meeting the housing need for lower-income households. To accommodate their 2014-2022 lower income RHNA allocation the City has identified eight sites with a -Commercial Residential/Arterial (CRA) zoning designation, which allows up to 60 units per acre with a Planned (P) district approval, primarily located along El Camino Real, and located near services and transit. The sites identified contain older commercial buildings, and have great redevelopment potential. Altogether, the eight CRA sites could accommodate a total of 877 net units with the remaining units (511) dispersed throughout various zoning districts within the City. **Figure 2** shows the location of the adequate sites which could serve lower income households.

Moderate-Income Housing Sites

To accommodate moderate-income housing development the sites inventory identifies five sites designated as Multi-Family Residential (R3) zoning district, and two sites designated as CRA. In total, these properties allow densities between 25 and 60 dwelling units per acre and can accommodate 602 units. Permitted densities are based on the lot size and sliding scale which permits higher densities on larger sites.. The R3-1 designation allows a range of unit types including stacked flats, rowhomes, townhomes, and small-lot single-family homes. New residential projects would largely occur on underutilized properties that require redevelopment. **Figure 3** shows the location of the adequate sites which could serve moderate income households.

Above Moderate Income Housing Sites

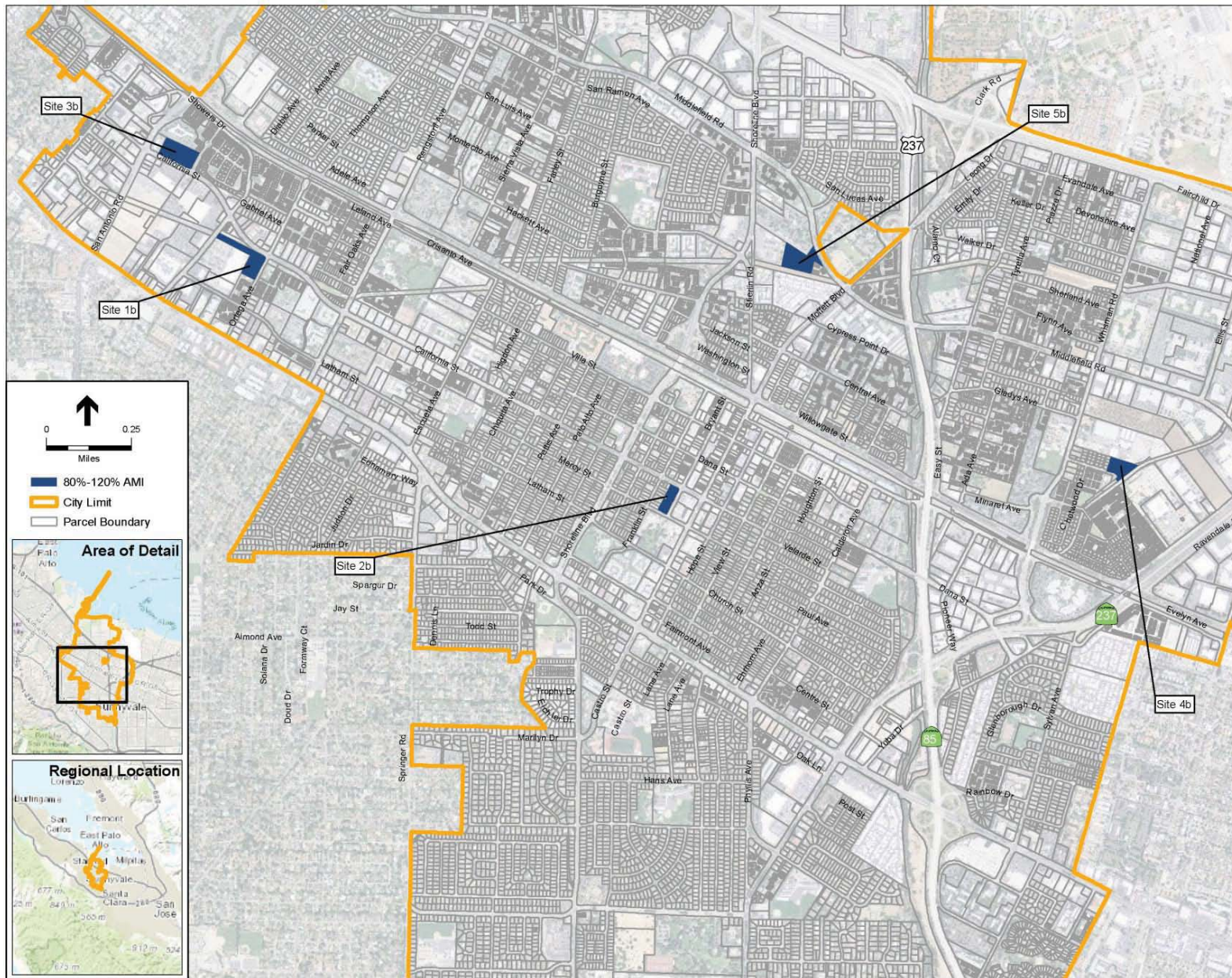
The City of Mountain View was assigned a total of 1,093 units to accommodate their above moderate RHNA allocation for households that earn more than 120 percent of the area median income. To facilitate the development of above moderate-income housing, the City has identified sites that permit lower density residential uses within the Single-Family Residential (R-1) and One & Two Family Residential (R-2) zoning districts and the South Whisman Phase I Precise Plan area. As the City’s RHNA allocation is higher for the 2015-2023 planning period, the City has added seven new potential sites. Of the new sites identified six are zoned for CRA and allow up to 60 units per acre based on the 2030 General Plan. The remaining site is zoned R-3, which allows up to 25 units per acre. **Figure 3** shows the location of the adequate sites which could serve above moderate income households.



SOURCE: City of Mountain View, 2014

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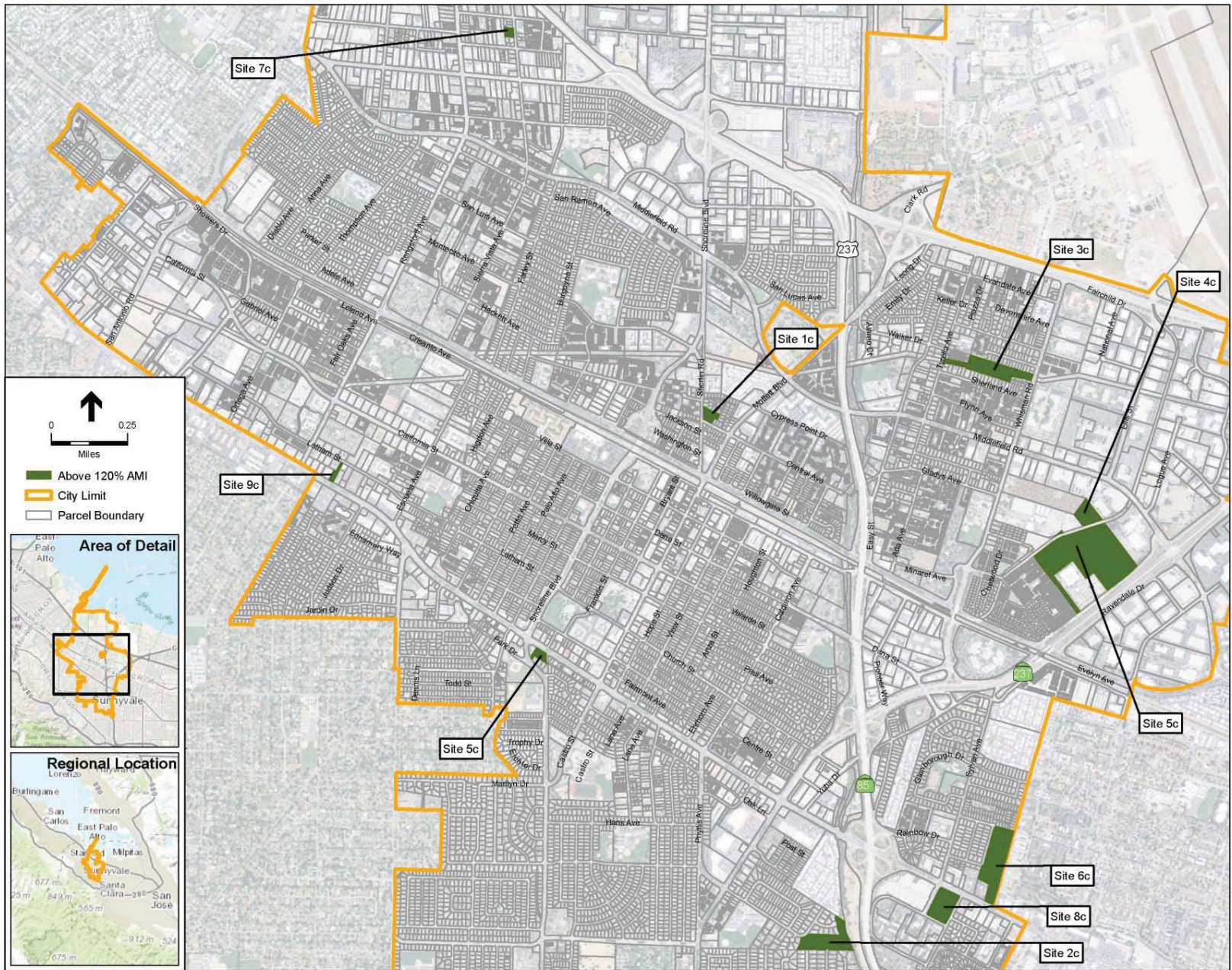
Figure 2
Sites Inventory for Lower Income Households (0-80% of AMI)



SOURCE: City of Mountain View, 2014

City of Mountain View 2015-2023 Housing Element Addendum . 130236

Figure 3
Sites Inventory for Moderate Income Households (80-120% of AMI)



SOURCE: City of Mountain View, 2014

City of Mountain View 2015-2023 Housing Element Addendum . 130236
Figure 4
 Site Inventory for Above Moderate Households (120%+ AMI)

References - Project Description

City of Mountain View, 2012. Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report, SCH NO. 2011012069, September 2012.

City of Mountain View, 2014. 2015-2023 Draft Housing Element.

SECTION 3

Environmental Impacts and Mitigation Measures

As noted in Section 1, Background and Purpose of this Addendum, this Addendum compares the potential environmental impacts from the proposed Housing Element update with the environmental documentation prepared previously for the 2030 General Plan. The purpose of this analysis is to determine if the Housing Element update would require major revisions of the 2030 General Plan and GGRP FEIR due to:

- new significant impacts or substantial increase in the severity of previously identified significant effects as a result of either change to the project or due to substantial changes with respect to the circumstances under which the project is being undertaken,
- a determination that new information of substantial importance, which was not known and could not reasonably have been known at the time the FEIR was certified, has become available and would necessitate the preparation of a subsequent or supplemental EIR.

The environmental issues analyzed in the 2030 General Plan and GGRP FEIR are discussed below to document that no subsequent changes have occurred since certification of the 2030 General Plan and GGRP FEIR.

A. Land Use and Planning Policy

Impacts Identified in the General Plan FEIR

The FEIR did not identify significant land use impacts that would occur as a result of implementation of the 2030 General Plan and GGRP.

Proposed Housing Element Update

The proposed project would not result in any new significant impacts related to land use and planning policy. In the updated Housing Element, the City has identified additional housing sites that can accommodate housing needs under existing zoning and development standards, and that would be consistent with the land use changes proposed and implemented under the 2030 General Plan. Rezoning would not be necessary to accommodate housing needs under the proposed project.

The proposed Housing Element update would not establish any new roadway or other physical features that would disrupt existing patterns of circulation or socialization within the community. The Housing Element is a policy document focused on facilitating preservation of the existing housing stock and accommodating new development to satisfy the RHNA. Further, the proposed Housing Element supports the continuity of established urban development and placements of housing by identifying opportunity sites for residential development. Opportunity sites were identified based on the site's ability to accommodate residential land uses.

All land use densities identified in the Housing Element were considered in the General Plan EIR; therefore, there would be no change to findings regarding land use incompatibilities or conflicts. Furthermore, housing sites that are identified, particularly for low and moderate income groups, include underutilized properties, the redevelopment of which would improve the character of existing communities and adjacent land uses. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts, if warranted.

B. Population, Housing and Employment

Impacts Identified in the General Plan FEIR

The FEIR did not identify significant impacts related to population, housing, and employment that would occur as a result of implementation of the Draft 2030 General Plan and GGRP.

Proposed Housing Element Update

The proposed project would not result in any new significant impacts relating to population, housing, and employment. The proposed Housing Element opportunity sites are identified to accommodate the City's RHNA and are consistent with the development that was analyzed under the General Plan. The housing sites identified in the proposed Housing Element would result in a net increase of approximately 938 new units or 2,176 new residents (938 units at 2.32 persons per household). This increase is consistent with the City's growth projections and would adequately accommodate future residential growth. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts.

C. Transportation, Circulation, and Parking

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to transportation, circulation, and parking:

TRANS-1: Implementation of the Draft General Plan and GGRP would result in increased daily land-use-based vehicle miles of travel (VMT) per service population in 2030 due to population and employment growth planned within the City. (Significant and Unavoidable)

TRANS-2a: Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased roadway segment levels of service on one roadway study segment (segment number 39 San Antonio Road between SB US 101 Ramps and Charleston Road). This would be considered a potentially significant impact. (Significant and Unavoidable)

TRANS-2b: Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased roadway segment levels of service on several roadway study segments. This would be considered a potentially significant impact. (Significant and Unavoidable)

TRANS-3a: Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several freeway study segments. This would be considered a potentially significant impact. (Significant and Unavoidable)

TRANS-3b: Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several freeway study segments. This would be considered a potentially significant impact. (Significant and Unavoidable)

TRANS-4a: Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion outside the City of Mountain View. This would be considered a significant and unavoidable impact. (Significant and Unavoidable)

TRANS-4b: Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion outside the City of Mountain View. This would be considered a significant and unavoidable impact. (Significant and Unavoidable)

TRANS-5a: Under Existing Plus Draft General Plan Conditions, implementation of the proposed project would increase traffic congestion, which may indirectly result in increased emergency response times. This would be considered a potentially significant impact. (Less than Significant with Mitigation)

TRANS-5b: Under Draft General Plan Conditions, implementation of the proposed project would increase traffic congestion, which may indirectly result in increased emergency response times. This would be considered a potentially significant impact. (Less than Significant with Mitigation)

Proposed Housing Element Update

The proposed project would not result in any new significant impacts, or increase the severity of previously identified impacts, related to transportation and traffic. Importantly, the proposed Housing Element update identifies housing sites that could accommodate residential development at land use densities that were previously analyzed in the 2030 General Plan FEIR. Because the

amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan, there would be no change with respect to overall transportation and traffic impacts. The proposed Housing Element includes housing sites that could potentially increase the density of residences within Mountain View. The potential increase in housing units could cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system. However, the adoption of the proposed Housing Element would not approve specific developments, but instead identifies opportunity sites for residential development. As a result, all future development and implementation of housing programs must be evaluated and potentially approved on a case-by-case basis. If warranted by the development application, impacts on traffic associated with a large-scale development would be analyzed to ensure that traffic increases do not exceed street system capacity.

Additionally, any development built as the result of implementation of the Housing Element policies and programs would be subject to the following Mitigation Measures from the 2030 General Plan FEIR.

- **Mitigation Measure TRANS-1:** Requires the City to monitor Level of Service (LOS) standards and maintain 1992 General Plan LOS in most of the areas to support general plan policies and the future mobility plan that would reduce VMT. Until additional measures from the mobility plan are incorporated to the General Plan, impacts would remain significant and unavoidable.
- **Mitigation Measures TRANS-2a, 2b, 3a, 3b, 4a, and 4b:** All development projects would contribute funding to street improvements through development impact fees, which could include measures to reduce congestion; however, because improvements to reduce congestion inside of and outside of the City's boundaries cannot be guaranteed, impacts would remain significant and unavoidable.
- **Mitigation Measure TRANS-5a and 5b:** Require the City to adopt a policy to maintain acceptable emergency response times; for developments this would include providing adequate emergency access onsite and contributing to the construction of new facilities, if needed, through development impact fees. Would ensure impacts are less than significant with mitigation.

D. Air Quality

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related Air Quality:

AIR-1: The Draft General Plan and GGRP would not include all feasible control measures (particularly those related to goods movement and the heat island effect) consistent with the BAAQMD 2010 Clean Air Plan resulting in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant with Mitigation)

AIR-2: Implementation of the Draft General Plan and GGRP could contribute to or result in a violation of air quality standards in the existing and cumulative conditions by increasing VMT greater than the population increase. (Significant and Unavoidable)

AIR-3: Implementation of the Draft General Plan and GGRP could contribute to or result in a violation of air quality standards in the existing and cumulative conditions from construction exhaust and particulate emissions. (Less than Significant with Mitigation)

AIR-4: Implementation of the Draft General Plan and GGRP would result in a cumulatively considerable net increase in ozone and particulate emissions. (Significant and Unavoidable)

AIR-5: Implementation of the Draft General Plan could expose sensitive receptors to substantial pollutant concentrations under existing and cumulative conditions. (Less than Significant with Mitigation)

AIR-6: Implementation of the proposed Draft General Plan and GGRP could result in the exposure of residents to offensive odors under existing and cumulative conditions. (Less than Significant with Mitigation)

Proposed Housing Element Update

The proposed Housing Element would enable the City to meet its RHNA allocation requirements. As the housing assessment in the RHNA is determined by ABAG, the proposed Housing Element would accommodate increases in population based on ABAG's demographic projections. The proposed Housing Element would be consistent with the Bay Area Air Quality Management District (BAAQMD) Attainment Plan because it is based on demographic projections for the City that form the basis of the regional emissions inventories.

Residential development facilitated by Housing Element policy and pursuant to the General Plan can be expected to contribute to increases in pollutant loads throughout the Basin. New residential development resulting from the implementation of the Housing Element would generate pollutant emissions, including but not limited to site grading, operation and construction equipment, and vehicle activities. The new housing units would generate pollutant emissions due to the use of stationary equipment, new vehicular trips, offsite power, and natural gas generation.

Although the number of residential units accommodated in the Housing Element would not cause the City to exceed the number of residential units assumed at buildout, the long-term air pollutant emission associated with residential and commercial development are expected to be significant. Air pollutant emissions associated with new vehicle trips and stationary sources would result in emissions levels that exceed the thresholds established by the BAAQMD for particulate matter less than 10 microns in size (i.e., PM10). Although residential development does not contribute to PM10 in this manner, residential development would be subject to appropriate emission reduction measures and BAAQMD Rules and Regulations.

The proposed Housing Element would not result in any new significant impacts, or increase the severity of previously identified impacts, related to air quality. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan. No additional housing or other development would be associated with the Housing Element update; therefore, there would be no change with respect to air quality impacts. The project does not directly propose any physical improvements in the planning area. All future development projects

would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts.

In addition, future development projects would be subject to applicable Mitigation Measures included in the 2030 General Plan FEIR, including:

- **Mitigation Measure AIR-1b:** Requires the City to adopt a policy encouraging sustainable roofs that reduce building energy use and the heat island effect. New development would support and comply with any new policies adopted by the City regarding sustainable roofing to reduce impacts to less than significant.
- **Mitigation Measure AIR-3:** Requires the City to adopt a policy that would reduce exhaust and particulate matter from construction, demolition, and grading activities. New development would support and comply with any new policies adopted by the City regarding construction, demolition, and grading activities to reduce impacts to less than significant.
- **Mitigation Measure AIR-5 and 6:** Requires the City to adopt a policy that would reduce substantial pollution concentrations and offensive odors. New development would support and comply with any new policies adopted by the City that would protect sensitive receptors from pollutants and odors to reduce impacts to less than significant.

E. Global Climate Change

Impacts Identified in the General Plan FEIR

The FEIR did not identify significant impacts related to global climate change that would occur as a result of implementation of the 2030 General Plan and GGRP.

Proposed Housing Element Update

The proposed project would not result in any new significant impacts related to global climate change. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan and GGRP. Future residential development in Mountain View would be designed and constructed in accordance with the provisions of the Municipal Code and the land use policies of the General Plan and GGRP. The proposed Housing Element does not change any land use policy or any building regulations that would raise or otherwise change development levels that could contribute to an increase in GHG.

Further, residential development that would occur on the housing sites under the proposed Housing Element would be subject to 2013 California Building Code (CBC) (Title 24) which sets forth energy efficient regulations. These regulations would increase energy efficiency in residential buildings, which includes standards that would result in reductions in total energy demand; thereby reducing the level of GHG emissions generated from coal, natural gas, and oil-based energy sources. In addition, housing development that would occur under the Housing Element would be required to comply with State laws regulating GHG. Impacts related to GHG contributions would be less than significant.

The proposed Housing Element does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts.

F. Noise

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to Noise:

NOI-1: Increased traffic from projected development under the Draft General Plan and GGRP would result in a significant increase in traffic noise levels compared to existing conditions in the 2030 and cumulative conditions along some roadway and freeway segments in the City. (Significant and Unavoidable)

Proposed Housing Element Update

The proposed Housing Element does not authorize the development of housing units on any particular site but does include policies that could facilitate development of future housing. Temporary increases in local noise levels would be associated with construction activities from the development of new housing. Construction noise would be controlled through the City's Noise Ordinance. The proposed Housing Element would not result in any new or more severe temporary or long-term noise impacts associated with residential uses. Continued enforcement of the City's Noise Ordinance would reduce temporary noise impacts associated with buildout under the General Plan to less than significant.

The proposed project would not result in any new significant impacts, or increase the severity of previously identified impacts, related to traffic noise. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan. The amount and location of development would be the same as that in the General Plan; therefore, there would be no change with respect to noise impacts. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts. All future development would comply with policies and actions in the General Plan, as stated in **Mitigation Measure NOI-1**, which would reduce the severity of the significant impact associated with increased traffic noise, but would not reduce the impact to a less-than-significant level and the impact would remain significant and unavoidable.

G. Geology, Soils, and Seismicity

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to Geology, Soils, and Seismicity:

GEO-1: Implementation of the Draft General Plan and GGRP could result in substantial risk related to geologic or seismic hazards. (Less than Significant with Mitigation)

GEO-2: Development associated with the Draft General Plan or GGRP could result in damage to structures or property from expansive or corrosive soils. (Less than Significant with Mitigation)

Proposed Housing Element Update

Mountain View is located in a seismically active region. Seismic shaking of this intensity can trigger ground failures caused by liquefaction, potentially resulting in foundation damage, disruption of utility service and roadway damage. Seismic design criteria must conform to engineering recommendations in accordance with the seismic requirements of the 2013 California Building Code (CBC) (Title 24) additions and with subsequent updates to the CBC. The proposed Housing Element does not include policies that would interfere with the implementation of the CBC. The effects of seismic activity could result in significant impacts to the housing opportunity sites; however, adherence to General Plan and CBC would ensure impacts related to the proposed Housing Element to be less than significant.

The City is not generally located on or adjacent to a hillside or other steep slopes and the surrounding topography is relatively flat. Landslide- or mudslide-related impacts would be less than significant. No land use changes or additional density allowances are proposed by the Housing Element where landslides are identified as a risk. Adherence to existing CBC requirements related to geotechnical investigations during the building permit process would assure that appropriate design measures and mitigation are incorporated to ensure slope stability where necessary.

The adoption of the proposed Housing Element would not in itself result in projects that would be located on a geologic unit or soils that are unstable or expansive, creating substantial risk to life or property. By adhering to the standards of the CBC and because construction that conforms to these Standards is presumed to meet the Seismic Design Category, the potential impacts from seismic ground shaking and seismic ground failure, including liquefaction are considered (on any future, new construction) less than significant.

The proposed project would not result in any new significant impacts, or increase the severity of previously identified impacts, related to geology, soils, and seismicity. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts. In addition, future development projects would be required to comply with all current and applicable building and fire codes, as stated in **Mitigation Measure GEO-1**, and would be required to follow all updated standard mitigation measures and development conditions related to geotechnical/soils investigation and environmental site assessments (**Mitigation Measure GEO-2**).

H. Hydrology and Water Quality

Impacts Identified in the General Plan FEIR

The FEIR did not identify significant impacts related to hydrology and water quality that would occur as a result of implementation of the Draft 2030 General Plan and GGRP.

Proposed Housing Element Update

Any development proposed pursuant to Housing Element policies would be required to comply with water quality standards and waste discharge regulations set forth by the Regional Water Quality Control Board (RWQCB). No industrial wastewater discharges would be associated with the residential uses anticipated under the Housing Element's implementation. The majority of the housing sites are currently paved or covered over with impervious surfaces, which could lead to the presence of debris, soils, oil/grease, and other pollutants being transported into the storm drains on site. Given the developed character of the housing sites, there is likely to be an improvement in the quality of storm water runoff. Future development projects consisting of five or more acres in land would be required to comply with the NPDES requirements, which include retaining storm water from the impervious areas created by the project and allowing it to recharge into the ground and to adhere to specific water quality BMPs. By retaining the water on site, there would be no violations to water quality standards, and no additional impact to the storm water system from potential residential development. Adherence to BMPs would ensure no erosion or siltation would occur as a result of construction activities. Impacts due to water quality would be less than significant.

The project is designed to promote the development of housing to meet the City's RHNA. An increase in local population resulting from housing development has the potential to increase demand on water resources, which would result in additional demand for potable water. The City provides water to most of its residents, while some residents receive water from the California Water Service Company. A majority of the water supplies is surface water purchased from the San Francisco Public Utilities Commission and the Santa Clara Valley Water District. The City supplements its purchased water with recycled water from the Palo Alto Regional Water Quality Control Plan, used for irrigation, and some groundwater. Groundwater resources immediately beneath the City are relatively limited due to the low permeability of many of the sediments.

All future development would be required to employ applicable water conservation measures for interior plumbing and landscaping. Once specific development sites are slated for development, the City would determine the nature and extent of the required infrastructure as part of the development review and plan check process. As a result, the Housing Element's adoption and subsequent implementation would result in less than significant impacts on groundwater supply or interference with groundwater recharge.

The proposed project would not result in any new significant impacts related to hydrology and water quality. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan. The proposed Housing Element does not directly

propose any physical improvements in the planning area. All future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts.

I. Hazards and Hazardous Materials

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to hazards and hazardous materials:

HAZ-1: Development under the Draft General Plan and GGRP could contribute to an increase in public and environmental exposure to hazardous materials contamination in development areas. (Less than Significant with Mitigation)

HAZ-2: Development under the Draft General Plan and GGRP could contribute to an increase in public and environmental exposure to hazardous materials from federal Superfund sites. (Less than Significant with Mitigation)

Proposed Housing Element Update

The proposed Housing Element is a policy and programmatic document intended to facilitate maintenance of the existing housing stock and production of new housing to meet the targeted housing needs of the community. Residential development does not require and is not expected to require the manufacturing, use, transportation, disposal, or storage of dangerous quantities of hazardous materials. Residential uses do not generate hazardous wastes or emissions, except for very small quantities of typical household cleaning agents, automotive maintenance products, paints, pesticides, and herbicides. The proposed Housing Element would not conflict with any hazardous materials regulations and would not exempt any future housing from the City's programs to control and safely dispose of hazardous materials and wastes or to reduce the volume of wastes requiring landfill disposal.

Existing City development standards require that new development be designed so as not to interfere with an adopted emergency response plan or emergency evacuation plan. The project does not include any goal or policy that would affect the normal operations of City emergency services and any potential increases in population due to increases in housing supply would be reflected in the periodic updates to emergency planning and evacuation plans to ensure that emergency response services continue to meet additional demand.

Development near the Moffett Federal Airfield would not exceed the height restrictions of the Federal Aviation Regulations (FAR) Part 77 or land use policies in the Moffett Federal Airfield's Comprehensive Land Use Plan; therefore, the project would not create a significant hazard to navigable airspace.

The proposed project would not result in any new significant impacts, or increase the severity of previously identified impacts, related to hazards and hazardous materials. The amendments to the

Housing Element are consistent with the development assumptions analyzed under the General Plan; there would be no change in the potential generation of hazardous materials or exposure to existing or new sources of hazardous materials or hazards. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable local, state, and federal regulations regarding the transportation, use, and disposal of hazardous materials, and to regulations regarding sites with contaminated soil or groundwater, as well as to further CEQA analysis of project-specific impacts. Pursuant to **Mitigation Measures HAZ-1 and 2**, future development would demonstrate consistency with any mitigation measures and development conditions adopted by the City to reduce potential impacts of hazardous materials for development near highways, land previously used for agricultural or industrial uses, and federal Superfund sites.

J. Biological Resources

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to biological resources:

BIO-1: Implementation of the Draft General Plan may result in the destruction of burrows occupied by burrowing owls. (Less than Significant with Mitigation)

BIO-2: Implementation of the Draft General Plan may result in impacts to Congdon's tarplant. (Less than Significant with Mitigation)

BIO-3: Implementation of the Draft General Plan may result in the destruction of wildlife nursery sites such as active bird nests and/or bat roosts. (Less than Significant with Mitigation)

Proposed Housing Element Update

The Housing Element largely encourages the redevelopment of existing facilities within the urban areas of the City where the presence of special-status species is unlikely or absent due to the lack of suitable habitat and topography. Impacts on special-status species, habitat, and protected biological features resulting from development of housing sites identified in the Housing Element would be less than significant as adherence to regulatory requirements would ensure protection of biological resources when they do occur.

The proposed project would not result in any new significant impacts or increase the severity of previously identified impacts, related to biological resources. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan. No new land disturbances would occur as a result of the project, including conservation of open space lands, and no new biological resource disturbances would result; therefore, no new impacts to biological resources would occur. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts. In addition, new development would demonstrate consistency with **Mitigation Measure BIO-1**,

protecting burrowing owls and their habitat, **Mitigation Measure BIO-2**, requiring a special status plant survey, and **Mitigation Measure BIO-3**, which requires surveys for nesting birds and/or roosting bats prior to construction, as described in the 2030 General Plan FEIR.

K. Cultural Resources

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to cultural resources:

CULT-1: Ground-disturbing activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect archaeological deposits that qualify as historical resources or archaeological resources under CEQA. (Less than Significant with Mitigation)

CULT-2: Ground-disturbing activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect significant paleontological deposits under CEQA. (Less than Significant with Mitigation)

CULT-3: Ground-disturbing activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect human remains interred outside of formal cemeteries. (Less than Significant with Mitigation)

Proposed Housing Element Update

The proposed Housing Element could potentially cause a significant change in a unique cultural resource. The Housing Element promotes residential development to meet the City's RHNA that would include development on vacant and developed locations. Previously identified as well as unrecorded cultural resources could exist, and be unearthed during excavation and grading.

The proposed project would not result in any new significant impacts or increase the severity of previously identified impacts, related to cultural resources. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan. Adherence to **Mitigation Measures CULT-1, 2, and 3** from the 2030 General Plan FEIR would reduce potential impacts to archaeological resources, paleontological resources, and human remains to a less-than-significant level. No new land disturbances or conversion of open space, that could contain cultural or paleontological resources, is proposed; therefore, no new impacts to cultural resources would occur. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts.

L. Public Services

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to public services:

PS-1: New growth and development associated with implementation of the Draft General Plan and GGRP would generate a demand for police protection services beyond the existing police department capacity and may result in the need for additional staff and facilities. (Less than Significant with Mitigation)

PS-2: Growth at full implementation of the Draft General Plan would exceed the capacity of public school facilities and may result in the need for additional facilities to maintain acceptable service ratios. (Less than Significant with Mitigation)

Proposed Housing Element Update

The adoption of the proposed Housing Element would not in itself result in substantial adverse physical impacts associated with the provision of public services. However, residential development constructed pursuant to the Housing Element may incrementally increase demands for those services. The demand for public services and facility/equipment maintenance needs would increase gradually over the incremental implementation of the proposed Housing Element and staff, equipment, and maintenance services on an as-needed basis in order to accommodate these increased demands. This increase was considered in the General Plan FEIR, which includes **Mitigation Measures PS-1 and PS-2** to ensure police and school service levels are maintained and impacts are reduced to less than significant.

The proposed project would not result in any new significant impacts or increase the severity of previously identified impacts related to public services. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan; therefore, the demand for public services would not change from that which was analyzed in the General Plan FEIR. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts.

M. Utilities

Impacts Identified in the General Plan FEIR

The FEIR did not identify significant impacts related to utilities that would occur as a result of implementation of the 2030 General Plan and GGRP.

Proposed Housing Element Update

The adoption of the proposed Housing Element would not directly result in substantial adverse impacts to public utility and infrastructure systems, including water, wastewater, stormwater, and

solid waste infrastructure. However, residential development constructed as a result of Housing Element programs and policies would incrementally increase the demand for utility services and infrastructure, which could require the construction of new infrastructure or expansion of existing infrastructure in order to serve new development. This incremental increase in demand was considered in the General Plan FEIR, which determined that no significant impacts would occur.

The proposed project would not result in any new significant impacts related to utilities. The amendments to the Housing Element are consistent with the development assumptions analyzed under the General Plan; therefore, the demand for utility systems and services would not change from that which was analyzed in the General Plan FEIR. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, as well as to further CEQA analysis of project-specific impacts.

N. Visual and Aesthetic Resources

Impacts Identified in the General Plan FEIR

The General Plan FEIR identified the following impacts related to visual and aesthetic resources:

VIS-1: Development projects under the Draft General Plan and GGRP could increase the amount of light and glare in Mountain View. (Less than Significant with Mitigation)

Proposed Housing Element Update

Although visual quality is subjective, it can reasonably be concluded that the proposed redevelopment and infill of future projects would not result in a significant negative aesthetic effect. Redevelopment would result in substantial changes in visual character due to the construction of new buildings, onsite landscaping, frontage improvements, and an overall intensification of onsite development. Redevelopment of an opportunity site would improve the visual quality of the area by redeveloping the mostly underutilized sites.

Long-range views from public viewpoints throughout Mountain View are already partially or completely blocked by existing development or vegetation. Additionally, conformance to height and setback requirements would result in a structure that would not impede views of scenic vistas and would be consistent with their surroundings. There are no scenic highways or corridors, as designated by the State, within or in the vicinity of Mountain View. Therefore, views would not be adversely affected from potential development facilitated by the proposed Housing Element. This is a less than significant impact.

The proposed Housing Element would not directly create new sources of light or glare. Indirectly, new residential development constructed to fulfill the housing needs of the City would create new sources of light and glare. Future residential development would be consistent with all City Code regulations, standard mitigation measures, and development conditions that are adopted by the

City to reduce light and glare from new development, pursuant to **Mitigation Measure VIS-1**, which would insure potential impacts from light and glare would be less-than-significant.

The proposed project would not result in any new significant impacts, or increase the severity of previously identified impacts, related to visual and aesthetic resources. The amendments to the Housing Element are consistent with the development assumptions analyzed under the 2030 General Plan. Housing would be developed in the same locations at the same densities as assumed under the General Plan. Development would be consistent with City design and development codes to reduce potential for impacts due to lighting and glare. The project does not directly propose any physical improvements in the planning area; however, all future development projects would be subject to applicable City requirements, including all design and development codes, design review as well as to further CEQA analysis of project-specific impacts

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SECTION 4

Conclusion

In preparing this Addendum, all of the potential impacts identified on the CEQA “Environmental Checklist Form” were considered. The proposed Housing Element would not directly result in new development in the City of Mountain View. New development would be facilitated by programs and policies in the Housing Element, which are intended to meet the City’s RHNA. Future residential development would occur at sites in the City that are currently zoned for residential uses, and were analyzed as such in the 2030 General Plan FEIR. In addition, the population growth associated with implementation of the Housing Element programs and policies has already been accounted for in the 2030 General Plan projections for citywide population growth; therefore, all potential impacts relating to population growth have been included in the analysis for the FEIR. Implementation of the Housing Element would not result in new significant environmental impacts, or impacts that would be substantially more severe than those impacts identified in the 2030 General Plan FEIR. Furthermore, mitigation measures identified in the 2030 General Plan FEIR would be applicable to development that is facilitated by the implementation of the Housing Element.

Based on the above analysis and discussion, no substantive revisions are needed to the 2030 General Plan FEIR because: no new significant impacts or substantially more severe impacts would result from the Housing Element; there have been no changes to zoning of potential development sites or changes to population projections that would result in new significant environmental impacts or substantially more severe impacts; and no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts than were discussed in the 2030 General Plan FEIR. Therefore, no further evaluation is required, and no Subsequent EIR is needed pursuant to State CEQA Guidelines Section 15162. This EIR Addendum has therefore appropriately been prepared, pursuant to Section 15164. A copy of this document is available for review at the City of Mountain View Planning Department, 500 Castro Street, Mountain View, California, 94041.

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Appendix A
**Mitigation Monitoring and
Reporting Program**





MITIGATION MONITORING AND REPORTING PROGRAM
Housing Element 2015-2023

CITY OF MOUNTAIN VIEW

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Land Use and Planning Policy				
<i>There are no significant Land Use and Planning Policy impacts.</i>				
Population, Housing and Employment Impacts				
<i>There are no significant Population, Housing and Employment impacts.</i>				
Transportation and Circulation				
<p>TRANS-1: Implementation of the Draft General Plan and GGRP would result in increased daily land-use-based vehicle miles of travel (VMT) per service population in 2030 due to population and employment growth planned within the City.</p>	<p>TRANS-1: The City shall include the following new policy in the Mobility chapter:</p> <p>POLICY MOB 8.3: Multi-modal transportation monitoring. Monitor the effectiveness of proposed policies to reduce vehicle miles served (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.</p> <p>The City shall include the following new action under Policy MOB 8.1:</p> <p>ACTION MOB 8.1.3: Interim level of service (LOS) standards. Until adoption of the mobility plans described in action MOB 1.1.1, maintain the Citywide vehicle LOS standards from the 1992 General Plan, which include a target peak hour LOS policy of LOS D for all intersections and roadway segments, with the following exceptions in high-demand areas:</p> <ul style="list-style-type: none"> Use LOS E for intersections and street segments within the Downtown Core and San Antonio areas where vitality, activity and multi-modal transportation use are primary goals; and 	<p>City of Mountain View Community Development and Public Works Departments</p>	<p>Adoption of the identified policy and action. Establish transportation mode share targets and monitor progress on the effectiveness of policies to reduce VMT per service population. Maintain 1992 General Plan LOS standards for all intersections and roadway segments, with the exception of the identified high-demand areas, until adoption of the mobility plans identified in action MOB 1.1.1.</p> <p>PWD/CDD</p>	<p>Completed/Ongoing</p>

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<ul style="list-style-type: none"> Use LOS E for intersections and street segments on CMP designated roadways in Mountain View (e.g., El Camino, Central Expressway and San Antonio). <p>Monitoring will assist the City in evaluating the effectiveness of the proposed Mobility Element and Land Use and Design Element policies listed in the introduction of this section and associated VMT reduction measures (e.g., land use/location, neighborhood/site enhancement, parking policy/pricing, transit system improvements, and commute trip reduction programs) that may be needed to reduce VMT. However, until such time that additional measures can be incorporated, implementation of the proposed project would result in an increase in VMT that would be considered a significant and unavoidable impact.</p>			
<p><u>TRANS-2a:</u> Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased roadway segment levels of service on one roadway study segment (39. San Antonio Road between SB US 101 Ramps and Charleston Road). This would be considered a potentially significant impact.</p>	<p><u>TRANS-2a:</u> To improve the LOS, the roadway segments could be widened to meet Palo Alto’s citywide level of service standard. However, unless complete funding is available from various sources including the City of Mountain View, implementation of the necessary widening and roadway improvements is not likely or feasible. Additionally, since any roadway improvements would be located outside of the City of Mountain View’s jurisdiction, implementation of the roadway improvements cannot be guaranteed by the City. Therefore, no feasible mitigation measures have been identified; this impact would remain significant and unavoidable under Existing Plus Draft General Plan Conditions.</p>	---	No feasible mitigation measures are identified for this impact.	----
<p><u>TRANS-2b:</u> Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased roadway segment levels of service on several roadway study segments. This would be considered a potentially</p>	<p><u>TRANS-2b:</u> To improve the LOS, the roadway segments can be widened to meet the citywide level of service standard. Widening roadways will result in improved levels of service and decreased vehicle delays; however, the additional pavement width and crossing distance conflicts with the City’s multi-modal goals and desire to better balance transportation investments. Alternatively, the City can consider potential operational improvements, such as signal timing and coordination, to ensure that the roadway system is optimized for safe and efficient traffic flow where these improvements are feasible and under the authority and jurisdiction of the City to implement. In the case of San Antonio Road between SB US 101 Ramps and</p>	City of Mountain View Community Development and Public Works Departments	Continue to explore implementation of measures identified in Mitigation Measure TRANS-2b. CDD	Ongoing

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
significant impact.	Charleston Road, implementation of roadway widening cannot be guaranteed because this roadway segment is located outside of the City of Mountain View's jurisdiction. While signal timing and coordination may reduce levels of service impacts on some roadways, the City cannot be certain at this time that such improvements would fully mitigate these impacts and no other feasible mitigation measures have been identified as part of this General Plan planning-level analysis. Due to the conflicts with the City's multi-modal policies and physical constraints, these impacts would remain significant and unavoidable under Draft General Plan Conditions 2030.			
<u>TRANS-3a:</u> Under Existing Plus Draft General Plan Conditions 2009, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several freeway study segments. This would be considered a potentially significant impact.	<u>TRANS-3a:</u> To improve LOS, these freeway segments could be widened by one or more freeway lanes to meet the VTA and/or Caltrans level of service standard. While widening these freeways would result in improved levels of service and decreased vehicle delays, most of the freeways serving Mountain View are constrained by the available right of way and funding. Additionally, all of the segments are under Caltrans jurisdiction and the City of Mountain View cannot ensure that improvements to freeway segments are made. Therefore, this impact would remain significant and unavoidable.	City of Mountain View Community Development and Public Works Departments	Continue to explore implementation of the measures identified in Mitigation Measure TRANS-3a. CDD	Ongoing
<u>TRANS-3b:</u> Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several freeway study segments. This would be considered a potentially significant impact.	<u>TRANS-3b:</u> To increase the LOS, these freeway segments could be widened by one or more freeway lanes to meet the level of service standard. While widening these freeways would result in increased levels of service and decreased vehicle delays, most of the freeways serving Mountain View are constrained by the available right of way and funding. Additionally, all of the segments are under Caltrans jurisdiction and the City of Mountain View cannot ensure that improvements to freeway segments are made. Thus, implementation of the Draft General Plan would have a significant and unavoidable impact on freeway segment LOS and no feasible mitigation measures have been identified that would reduce the impact to a less-than-significant level; this impact would remain significant and unavoidable under Draft General Plan Conditions.	---	No feasible mitigation measures are identified for this impact.	---
<u>TRANS-4a:</u> Under Existing Plus Draft General Plan Conditions 2009, implementation of the	<u>TRANS-4a:</u> No feasible mitigation measures are available since implementation of the necessary improvements does not have complete funding available and the implementation of any roadway improvements cannot be guaranteed because the improvements would	---	No feasible mitigation measures are identified for this impact.	---

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
proposed project would increase motor vehicle traffic and congestion outside the City of Mountain View. This would be considered a significant and unavoidable impact.	be located outside of the City of Mountain View’s jurisdiction. Thus, implementation of the Draft General Plan would remain a significant and unavoidable impact and no feasible mitigation measures have been identified that would reduce the impact to less-than-significant level.			
<u>TRANS-4b:</u> Under Draft General Plan Conditions 2030, implementation of the proposed project would increase motor vehicle traffic and congestion outside the City of Mountain View. This would be considered a significant and unavoidable impact.	<u>TRANS-4b:</u> No feasible mitigation measures are available since implementation of the necessary improvements does not have complete funding available and the implementation of any roadway improvements cannot be guaranteed because the improvements would be located outside of the City of Mountain View’s jurisdiction. Thus, implementation of the Draft General Plan would remain a significant and unavoidable impact and no feasible mitigation measures have been identified that would reduce the impact to less-than-significant level.	---	No feasible mitigation measures are identified for this impact.	---
<u>TRANS-5a:</u> Under Existing Plus Draft General Plan Conditions, implementation of the proposed project would increase traffic congestion, which may indirectly result in increased emergency response times. This would be considered a potentially significant impact.	<u>TRANS-5a:</u> The City shall adopt the following new policy as part of the Draft General Plan in order to maintain acceptable emergency response times in the existing plus project condition: <u>POLICY MOB 10.4: Emergency response.</u> Monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards. Measures to ensure provision of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).	City of Mountain View Community Development and Public Works Departments	Adoption of the identified policy within the General Plan and continued monitoring and implementation of appropriate measures to maintain emergency response time standards, if required. PWD/CDD	Completed/ Ongoing
<u>TRANS-5b:</u> Under Draft General Plan Conditions, implementation of the proposed project would increase traffic congestion, which may indirectly result in increased emergency response times. This would be considered a potentially significant impact.	<u>TRANS-5b:</u> Implement Mitigation Measure TRANS-5.	City of Mountain View Community Development and Public Works Department	Adoption of the identified policy within the General Plan and continued monitoring and implementation of appropriate measures to maintain emergency response time standards, if required. PWD/CDD	Completed/ Ongoing
Air Quality				
<u>AIR-1:</u> The Draft General Plan and GGRP would not include	<u>AIR-1a:</u> Amend the Infrastructure and Conservation chapter of the Draft General Plan to include the following policies:	City of Mountain View Community	Adoption of the identified policies within the General Plan and	Completed/ Ongoing

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
all feasible control measures (particularly those related to goods movement and the heat island effect) consistent with the BAAQMD 2010 Clean Air Plan resulting in a cumulatively considerable net increase in criteria air pollutants	<p><u>POLICY INC 20.4: Maintain freight routes.</u> Identify and maintain primary freight routes that provide direct access to industrial and commercial areas.</p> <p><u>POLICY INC 20.5: Truck access.</u> Plan industrial and commercial development to avoid truck access through residential areas, and minimize truck travel on streets designated Residential in the General Plan.</p>	Development and Public Works Departments	<p>identification and maintenance of freight routes.</p> <p>PWD</p>	
	<p><u>AIR-1b:</u> Amend the Land Use and Design chapter of the Draft General Plan as follows:</p> <p><u>POLICY LUD 10.9: Sustainable roofs.</u> Encourage sustainable roofs that reduce a building's energy use, reduce the heat island effect of new and existing development and provide other ecological benefits.</p>	City of Mountain View Community Development and Public Works Departments	<p>Adoption of the identified policy amendment within the General Plan and continue to encourage installation of sustainable roofs.</p> <p>CDD</p>	
<u>AIR-2:</u> Implementation of the Draft General Plan and GGRP could contribute to or result in a violation of air quality standards in the existing and cumulative conditions by increasing VMT greater than the population increase.	<u>AIR-2:</u> Implement Mitigation Measure TRANS-1. Implementation of Mitigation Measure TRANS-1 and the policies and measures identified above would reduce the impact over time and would assist the City in considering additional measures that may be needed to reduce VMT, however until such time additional measures can be incorporated, implementation of the proposed project would result in an increase in VMT that would be considered a significant and unavoidable impact.	City of Mountain View Community Development and Public Works Departments	<p>Implement Mitigation Measure TRANS-1.</p> <p>PWD/CDD</p>	On-going
<u>AIR-3:</u> Implementation of the Draft General Plan and GGRP could contribute to or result in a violation of air quality standards in the existing and cumulative conditions from construction exhaust and particulate emissions.	<p>Conservation chapter of the Draft General Plan to add the following new policies as follows:</p> <p><u>POLICY INC 20.6: Air quality standards.</u> Protect the public and construction workers from construction exhaust and particulate emissions.</p> <p><u>ACTION INC 20.6.1:</u> Adopt and periodically update standard mitigation measures and development conditions for dust, particulate, and exhaust control standard measures for demolition and grading activities in compliance with the BAAQMD <i>CEQA Air Quality Guidelines</i></p>	City of Mountain View Community Development and Public Works Departments	<p>Adoption of the identified policy and action amendments within the General Plan and the adoption and periodic update of standard mitigation measures and development conditions for demolition and grading activities.</p> <p>CDD</p>	Completed/ Ongoing
<u>AIR-4:</u> Implementation of the Draft General Plan and GGRP would result in a cumulatively	<u>AIR-4:</u> Implement Mitigation Measures AIR-1, AIR-2 and AIR-3.	City of Mountain View Community Development and	Implementation of Mitigation Measures AIR-1, AIR-2 and AIR-3.	Ongoing

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
considerable net increase in ozone and particulate emissions.		Public Works Departments	CDD	
<u>AIR-5:</u> Implementation of the Draft General Plan could expose sensitive receptors to substantial pollutant concentrations under existing and cumulative conditions.	<p><u>AIR-5:</u> Amend the Infrastructure and Conservation chapter of the Draft General Plan to include new policies and actions as follows:</p> <p><u>POLICY INC 20.7: Protect sensitive receptors.</u> Protect the public from substantial pollutant concentrations.</p> <p><u>ACTION INC 20.7.1: Protection of sensitive receptors.</u> Adopt procedures to require health risk assessments, emissions analysis and risk reduction plans in accordance with BAAQMD-recommended procedures for sensitive land uses, and establish standard mitigation measures and development conditions to comply with BAAQMD standards.</p>	City of Mountain View Community Development and Public Works Departments	<p>Adoption of the identified policy and action amendments within the General Plan and adoption of procedures, standards, and development conditions related to emissions and sensitive receptors.</p> <p>CDD</p>	Completed/Ongoing
<u>AIR-6:</u> Implementation of the proposed Draft General Plan and GGRP could result in the exposure of residents to offensive odors under existing and cumulative conditions.	<p><u>AIR-6:</u> Modify the Infrastructure and Conservation chapter of the Draft General Plan to include new policies and actions as follows:</p> <p><u>POLICY INC 20.8: Offensive odors.</u> Protect residents from offensive odors.</p> <p><u>ACTION INC 20.8.1: Odor Control:</u> Adopt and periodically update City Code regulations, standard mitigation measures and/or development conditions for sources of objectionable odors.</p>	City of Mountain View Community Development and Public Works Departments	<p>Adoption of the identified policy and action amendments within the General Plan and adoption and update of regulations, mitigation measure and development conditions for sources of objectionable odors.</p> <p>COA/Code Enforcement</p>	4-10 years
Global Climate Change				
<i>There are no significant Global Climate Change impacts.</i>				
Noise				
<u>NOI-1:</u> Increased traffic from projected development under the Draft General Plan and GGRP would result in a significant increase in traffic noise levels compared to existing conditions in the 2030 and cumulative conditions	<u>NOI-1:</u> Implementation of the policies and actions included in the Draft General Plan would help to reduce the severity of the significant impact associated with an increase in traffic noise levels over existing conditions associated with development under the Draft General Plan; however no additional feasible mitigation measures are available to reduce this impact to a less-than-significant level. Therefore, this impact would remain significant and unavoidable.	City of Mountain View Community Development and Public Works Departments	<p>Implementation of policies and actions identified in the General Plan.</p> <p>CDD</p>	Ongoing

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
along some roadway and freeway segments in the City.				
Geology, Soils and Seismicity				
<u>GEO-1</u> : Implementation of the Draft General Plan and GGRP could result in substantial risk related to geologic or seismic hazards.	<u>GEO-1</u> : Amend Action PSA 4.2.1 as follows: <u>ACTION PSA 4.2.1: Enforce building codes.</u> All development and construction proposals shall be reviewed by the City of Mountain View to ensure conformance to current and applicable building and fire code standards.	City of Mountain View Community Development and Public Works Departments	Adoption of the identified action amendment and review of development and construction proposals to ensure compliance with code standards. CDD	Completed/ Ongoing
<u>GEO-2</u> : Development associated with the Draft General Plan or GGRP could result in damage to structures or property from expansive or corrosive soils.	<u>GEO-2</u> : Add a new Action to Policy PSA 4.2 as follows: <u>ACTION PSA 4.2.6: Geotechnical studies.</u> Adopt and periodically update a set of standard mitigation measures and development conditions related to geotechnical/soils investigation and environmental site assessments	City of Mountain View Community Development and Public Works Departments	Adoption of the identified action amendment and adoption and update of mitigation measures and development conditions related to site investigations. CDD	Completed/ Ongoing
Hydrology and Water Quality				
<i>There are no significant Hydrology and Water Quality impacts.</i>				
Hazards and Hazardous Materials				
<u>HAZ-1</u> : Development under the Draft General Plan and GGRP could contribute to an increase in public and environmental exposure to hazardous materials contamination in development areas.	<u>HAZ-1</u> : Add Action PSA 4.2.7 to the Draft General Plan and GGRP as follows: <u>ACTION PSA 4.2.7: Hazardous materials contamination.</u> Adopt and periodically update a set of standard mitigation measures and development conditions to reduce the potential for contamination associated with hazardous materials related to areas adjacent to highways or previously used for agriculture or industrial uses.	City of Mountain View Community Development and Public Works Departments	Adoption of the identified action amendment and adoption and periodic update of mitigation measures and development conditions associated with hazardous materials. CDD	Completed/ Ongoing
<u>HAZ-2</u> : Development under the Draft General Plan and GGRP could contribute to an increase in public and environmental exposure to	<u>HAZ-2</u> : Amend Action PSA 3.4.1 of the Draft General Plan and GGRP as follows: <u>ACTION PSA 3.4.1: Monitor remediation of federal Superfund sites.</u> Monitor environmental remediation activities federal	City of Mountain View Community Development and Public Works Departments	Adoption of the identified action amendment and monitoring of environmental remediation activities at federal Superfund sites.	Completed/ Ongoing

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
hazardous materials from federal Superfund sites.	Superfund sites within or adjacent to the City of Mountain View and ensure development in areas contaminated by federal Superfund sites implement appropriate measures to protect human health and the environment		CDD/CMO	
Biological Resources				
BIO-1: Implementation of the Draft General Plan may result in the destruction of burrows occupied by burrowing owls.	BIO-1: Add Action LUD 16.1.2 under Policy LUD 16.1 of the Draft General Plan as follows: <u>ACTION 16.1.2: Burrowing owl avoidance/protection during development.</u> Require preconstruction surveys and protection measures for burrowing owls prior to any North Bayshore development activities on parcels that a qualified biologist has determined provide suitable underground retreats (e.g., ground squirrel burrows, debris piles, storm drain inlets) that could be occupied by either breeding or wintering owls. Consultation with the California Department of Fish and Game shall be required for any site on which burrowing owls are found during the preconstruction survey.	City of Mountain View Community Development and Public Works Departments	Adoption of the identified action amendment and preconstruction surveys for burrowing owls prior to development in the North Bayshore area. CDD	Completed/ Ongoing
BIO-2: Implementation of the Draft General Plan may result in impacts to Congdon's tarplant	BIO-2: Add Action LUD 16.1.3 under Policy LUD 16.1 of the Draft General Plan as follows: <u>ACTION LUD 16.1.3: Special-status plant surveys.</u> Require preconstruction surveys for Congdon's tarplant and other special-status plant species prior to development of any ruderal or grassland habitat in the North Bayshore area in accordance with CDFG protocols.	City of Mountain View Community Development and Public Works Departments	Adoption of the identified action amendment and preconstruction surveys for special status plant species prior to development in the North Bayshore area. CDD/CSD	Completed/ Ongoing
BIO-3: Implementation of the Draft General Plan may result in the destruction of wildlife nursery sites such as active bird nests and/or bat roosts	BIO-3: Revise Action LUD 10.2.1 and add Action LUD 10.2.2 under Policy LUD 10.2 of the Draft General Plan as follows: <u>ACTION LUD 10.2.2: Protection of wildlife nursery sites.</u> Require preconstruction surveys for nesting birds and/or roosting bats prior to any development that involves the removal of vegetation and/or demolition/restoration of abandoned structures (e.g., houses, barns, sheds, bridges).	City of Mountain View Community Development and Public Works Departments	Adoption of the identified action amendment and requiring surveys for nesting birds and roosting bats prior to development. CDD/CSD	Completed/ Ongoing
Cultural Resources				
CULT-1: Ground-disturbing	CULT-1: The following new policy and actions shall be included in	City of Mountain	Adoption of the identified policy	Completed/

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
<p>activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect archaeological deposits that qualify as historical resources or archaeological resources under CEQA.</p>	<p>the Land Use and Design element of the General Plan:</p> <p><u>POLICY LUD 11.5: Protect important archaeological and paleontological sites.</u> Utilize the development review process to identify and protect archaeological and paleontological deposits.</p> <p><u>ACTION LUD 11.5.1: Review Historic Property Directory List.</u> Prior to approval of development permits for projects that include ground-disturbing activities, City staff shall review the most recent and updated Northwest Information Center list: Historic Property Directory for the County of Santa Clara, to determine if known archaeological and paleontological sites underlie the proposed project. If it is determined that known cultural resources are within ¼ mile of the project site, the City shall require the project applicant to conduct a records search at the Northwest Information Center (NWIC) at Sonoma State University to confirm whether there are any recorded cultural resources within or adjacent to the project site. Based on that research, the City shall determine whether field study by a qualified cultural resources consultant is recommended.</p> <p><u>ACTION LUD 11.5.2: Pre-construction cultural resource surveys.</u> Should City staff determine that field study for cultural resources is required, the project applicant shall have a cultural resource professional meeting the Secretary of the Interior’s Standards in history and/or archaeology conduct a pre-construction survey to identify significant cultural resources – including archaeological sites, paleontological resources, and human remains – in the project site and provide project-specific recommendations, as needed. Coordination with local Native American communities should be done when significant cultural resources and remains are identified as part of pre-approval site analysis.</p> <p><u>ACTION LUD 11.5.3: Archaeological and paleontological standard conditions.</u> Adopt and periodically update a set of standard mitigation measures and development conditions to address the discovery and identification of archaeological and paleontological deposits.</p>	<p>View Community Development and Public Works Departments</p>	<p>and action amendments and implementation of the actions during the development review process.</p> <p>CDD/PWD</p>	<p>Ongoing</p>
<p><u>CULT-2:</u> Ground-disturbing activities associated with new development and redevelopment-</p>	<p><u>CULT-2:</u> Implement Mitigation Measure CULT-1 to determine the potential for paleontological deposits within a project site and to ensure project-specific mitigations for such resources are</p>	<p>City of Mountain View Community Development and</p>	<p>Implementation of Mitigation Measure CULT-1.</p>	<p>Ongoing</p>

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
ment allowed under the Draft General Plan and GGRP could adversely affect significant paleontological deposits under CEQA.	incorporated as conditions of project approval.	Public Works Departments	CDD	
<u>CULT-3:</u> Ground-disturbing activities associated with new development and redevelopment allowed under the Draft General Plan and GGRP could adversely affect human remains interred outside of formal cemeteries.	<p><u>CULT-3:</u> Implement Mitigation Measure CULT-1 to identify significant archaeological resources, including those that contain human remains. In addition, the following new policy and action shall be included in the Land Use and Design element of the General Plan:</p> <p><u>POLICY LUD 11.6: Protect Human Remains.</u> Utilize the development review process to identify and protect human remains and follow the appropriate procedures outlined under Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.</p> <p><u>ACTION LUD 11.6.1: Human Remains.</u> Should human remains be found on a project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall be disturbed until the Santa Clara County Coroner is contacted and determines that no investigation of the cause of death is required. If an investigation is required, and the coroner determines the remains to be Native American then: (1) the coroner would contact the Native American Heritage Commission within 24 hours; (2) the Native American Heritage Commission would identify the person or persons it believes to be the most likely descended from the deceased native American; (3) the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.</p>	City of Mountain View Community Development and Public Works Departments	<p>Adoption of the identified policy and action amendment and ongoing adherence to the action should human remains be identified during development or redevelopment within the City.</p> <p>CDD</p>	Completed/Ongoing
Public Services				
<u>PS-1:</u> New growth and development associated with implementation of the Draft General Plan and GGRP would generate a demand for police protection services beyond the	<p><u>PS-1:</u> Amend the Draft General Plan to include the following new policy and action:</p> <p><u>POLICY PSA 2.6: Police service levels and facilities.</u> Ensure Mountain View Police Department service levels and facilities meet demands from new growth and development.</p>	City of Mountain View Community Development Department	Adoption of the identified policy and action and continued monitoring and review of Police Department service levels and facility needs.	Completed/Ongoing

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
existing police department capacity and may result in the need for additional staff and facilities.	<u>ACTION PSA 2.6.1: Police service levels and facilities.</u> Periodically review Police Department service levels and facility needs based on the most recent City studies and recommendations.		POL	
<u>PS-2:</u> Growth at full implementation of the Draft General Plan would exceed the capacity of public school facilities and may result in the need for additional facilities to maintain acceptable service ratios.	<u>PS-2:</u> Amend the Draft General Plan to include the following new policies: <u>POLICY POS 5.3:</u> Ensure that schools serving new development are constructed concurrent with the needs of the community, to the extent allowed by State law. <u>POLICY POS 5.4:</u> Collaborate with local school districts on their facility needs and identification of appropriate locations for school sites.	City of Mountain View Community Development Department	Adoption of the identified policies and ongoing collaboration with local school districts regarding facility needs. CDD	Completed/ Ongoing
Utilities				
<i>There are no significant Utilities impacts.</i>				
Visual and Aesthetic Resources				
<u>VIS-1:</u> Development projects under the Draft General Plan and GGRP could increase the amount of light and glare in Mountain View.	<u>VIS-1:</u> The Draft General Plan shall be amended to include the following policy in the Land Use and Design chapter of the Draft General Plan: <u>POLICY LUD-9.6: Light and glare.</u> Minimize light and glare from new development. <u>ACTION 9.6.1: Light Standards.</u> Adopt and periodically update a set of City Code regulations, standard mitigation measures and/or development conditions to minimize off-site light and glare from new development	City of Mountain View Community Development and Public Works Departments	Adoption of the identified policy and action amendments and adoption and update of mitigation measures and development conditions related to light and glare from new development. CDD	Completed/ 4-10 years