CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2014

A RESOLUTION APPROVING THE 801 EL CAMINO REAL WEST MIXED-USE PROJECT ENVIRONMENTAL IMPACT REPORT, CEQA FINDINGS, AND MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, the City has prepared an Environmental Impact Report (EIR) for the 801 El Camino Real West Mixed-Use Project; and

WHEREAS, the City of Mountain View prepared a Notice of Preparation (NOP) for and circulated the NOP on November 22, 2013; and

WHEREAS, the City of Mountain View prepared and circulated a Draft EIR for the requisite 45-day public comment period, which ended on September 15, 2014, and gave all public notices in the manner and at the times required by law; and

WHEREAS, the EIR, which includes the Draft EIR and Final EIR with response to comments document and the Mitigation Monitoring and Reporting Program (MMRP) document for the 801 El Camino Real West Mixed-Use Project, was presented to the Environmental Planning Commission on December 3, 2014, and the Environmental Planning Commission has reviewed the Final EIR for the proposed project and all associated staff reports, meeting minutes, testimony, and evidence constituting the record of proceedings; and

WHEREAS, the EIR identifies certain significant effects on the environment that would result from the implementation of the proposed project; and

WHEREAS, the EIR identifies mitigation measures which, when implemented, will substantially lessen or avoid the significant effects on the environment caused by the proposed project; and

WHEREAS, the EIR identifies and analyzes alternatives to the proposed project; and

WHEREAS, the MMRP has been prepared pursuant to CEQA to monitor the changes to the project, which the lead agency has approved in conjunction with certification of the EIR in order to mitigate or avoid significant effects on the environment;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View:

1. The EIR, attached hereto as Exhibit A and Exhibit B, has been completed in compliance with CEQA and reflects the independent judgment of the City; and

2. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR; and

3. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; and

4. All of the feasible mitigation measures identified and described in the EIR, as mitigated, will avoid or reduce all of the significant adverse impacts to a less-than-significant level; and

5. The alternatives identified and analyzed in the EIR cannot achieve the project objectives to the same degree as the proposed project, and do not represent substantial environmental benefits over the proposed project and are, therefore, rejected as infeasible, within the meaning of CEQA, in favor of the proposed project; and

6. The MMRP, attached hereto as Exhibit C, for the project has been prepared pursuant to CEQA and will mitigate or avoid significant effects on the environment.

TIME FOR JUDICIAL REVIEW

The time within which judicial review of this document must be sought is governed by California Code of Procedure Section 1094.6 as established by Resolution No. 13850 adopted by the City Council on August 9, 1983.

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SW/7/RESO
818-12-09-14r-E

Draft
Environmental Impact Report

801 El Camino Real West Mixed-Use Project

July 2014

State Clearinghouse # 2013112061
Mountain View File # 114-12-F

Prepared by:

City of Mountain View

In consultation with:

David J. Powers & Associates, Inc.
Environmental Consultants & Planners

CITY OF MOUNTAIN VIEW

NOTICE OF AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title 801 El Camino Real West Mixed Use Project (SCH# 2013112061)
City/County: City of Mountain View, Santa Clara County, California
Public Review Period: July 30, 2014 to September 15, 2014.

NOTICE IS HEREBY GIVEN that the Draft Environmental Impact Report (EIR) for the 801 El Camino Real West Mixed Use Project in the City of Mountain View is available beginning on **July 30, 2014** for review and comment by the public and all interested persons, agencies, and organizations for a period of 45 days, ending **September 15, 2014**. All comments on the Draft EIR must be received by that date.

Project Location: The proposed project is located at 801 El Camino Real West in the City of Mountain View, Santa Clara County, California on Assessor's Parcel Numbers (APN) 189-01-125, 126, 127, 128, 124, 153, 148, 152, and 133. The 2.38-acre site is bounded by Castro Street to the east, El Camino Real to the north, and residential uses to the south and west.

Project Description: The project proposes the redevelopment of the 2.38-acre site with a mixed use project that would include three new buildings, a below-grade parking structure, a courtyard, a public plaza, and landscaping. The existing buildings, paving, and most landscaping would be demolished to prepare the site for redevelopment. Following demolition and site clearing, the project would construct 164 apartment units and 10,800 square feet of commercial space. The proposed residential density of the project is approximately 69 dwelling units per acre (69 du/ac). The project proposes to rezone the site to the *P (Planned Community)* district to allow the project to be approved prior to adoption of a new precise plan for the El Camino Real corridor, and to allow the City the flexibility to implement development standards and features which conform to the 2030 General Plan.

The proposed project would have potentially significant effects on noise, biological resources, hazardous materials, and utilities, all of which would be reduced to a less than significant level with mitigation measures.

Availability of the Draft Environmental Impact Report: Copies of the Draft EIR will be available for review beginning on July 30, 2014 at the following locations:

- City of Mountain View, Community Development Department, 500 Castro Street, 1st Floor, Mountain View, during business hours, Monday to Friday, 8:00 AM to 12:00 PM, and 1:00 PM to 4:00 PM, (650) 903-6306.
- Mountain View Public Library, 585 Franklin Street, Mountain View, CA, 94041, (650) 903-6887.
- City of Mountain View Website: http://www.mountainview.gov/city_hall/community_development/planning/

Comments may be submitted in writing to: Stephanie Williams, Senior Planner, City of Mountain View Community Development Department, 500 Castro Street, Mountain View, CA 94039, or emailed to stephanie.williams@mountainview.gov, no later than **September 15, 2014,** at 5:00 PM.

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Appendices can be found on the CD attached to the inside back cover of this EIR.

EXECUTIVE SUMMARY

PROJECT LOCATION

The project site is located in central Mountain View, on the southwest corner of Castro Street and El Camino Real West and includes Assessor Parcel Numbers (APN's) 189-01-125, 126, 127, 128, 124, 153, 148, 152, and 133. The 2.38-acre site is bounded by Castro Street to the east, El Camino Real West (ECR) to the north, and residential uses to the south and west. The surrounding land uses include multi-family housing and commercial buildings to the west; an office building across ECR to the north; a bank, vacant lot, and single-family home to the east across Castro Street; and single-family homes to the south.

PROJECT OVERVIEW

The project proposes the redevelopment of the 2.38-acre site with a mixed use project that would include three new buildings with a below-grade parking structure, a courtyard, a public plaza, and landscaping.

The project site is currently developed with three commercial buildings located along ECR and two buildings located along Castro Street, in addition to parking lots, driveways, and landscaping. There is a vacant lot at the east end of the project site, at the corner of Castro Street and ECR. The project proposes to demolish the existing buildings and remove pavement, landscaping and other improvements on the site. Following demolition and site clearing, the project would construct 164 apartment units and approximately 10,800 square feet of commercial space, and install new landscaping, utilities, and other site improvements. The project site also includes the City's public parking lot adjacent to the alleyway, which the City is under contract to sell to the developer as part of this project.

The proposed residential density of the project is approximately 69 dwelling units per acre (69 du/ac). A small public plaza is proposed at the corner of Castro Street and ECR. Along ECR, the proposed buildings would consist of three floors of residential units over one-story of ground-level commercial space and one-level of below-grade parking. Two four-story buildings are proposed along Castro Street: one with three floors of residential units above one story of ground-level commercial space, one with four floors of residential units, and two floors of below-grade parking.

The Mountain View 2030 General Plan designation for the site is *Mixed-Use Corridor*. The *Mixed-Use Corridor* designation allows residential densities of 60-70 du/ac and building heights of four stories (or five stories in key development locations). The project would develop the site with the *Mixed-Use Corridor* designation at 69 du/ac with four story buildings. The project proposes to rezone the site to the *P (Planned Community)* district to allow the project to be approved prior to adoption of a new El Camino Real Precise Plan for the ECR corridor, and to allow the City the flexibility to implement development standards and features which conform to the 2030 General Plan.

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Nonresidential Mandatory Measures of the 2010 California Green Building Code (CALGreen). In addition, the project would include energy and emissions reduction features.

Discretionary actions proposed to implement the project include a Zoning Map Amendment, a Planned Community Permit, a Development Review Permit, a Parcel Map, and a Heritage Tree Removal Permit.

SUMMARY OF SIGNIFICANT IMPACTS

The following table summarizes the ***significant*** impacts of the proposed project on the environment and the mitigation measures identified to reduce the effects to less than significant. A significant impact on the environment means a substantial, or potentially substantial, adverse change on the environment. Impacts that are less than significant are not described in this summary, but are addressed in the text of the EIR. A complete description of the project and of its impacts and proposed mitigation measures can be found in the text of the EIR which follows this summary.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Noise Impacts	
Impact NOISE-1: Future residential uses developed at the project site would be exposed to interior noise levels that would exceed 45 dBA L_{dn} without the incorporation of noise insulation features into the project's design. **[Significant Impact]**	**MM NOISE-1.1:** A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required to confirm that the design results in interior noise levels reduced to 45 dBA L_{dn} or lower. Units facing ECR West and along Castro Street between ECR West and Victor Way would require analysis for potential sound-rated construction methods and building facade treatments to maintain interior noise levels at or below acceptable levels. These treatments include, but are not limited to: sound rated windows and doors, sound rated wall constructions, acoustical caulking, and protected ventilation openings. A review of the building floor plans and elevations indicates that windows and doors with a minimum Sound Transmission Class (STC)[1] rating of 32 to 36 will be needed at units having direct line-of-sight to ECR West. Standard residential construction provides approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in

[1] Sound Transmission Class (STC) is a single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem, and does not reflect attenuation of low-frequency noise sources such as traffic.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	interior spaces. Residential construction methods that incorporate noise controls such as those described above, all of which are readily available and are feasible to implement, can provide up to a 40 dBA reduction between exterior and interior noise levels.[2] The specific determination of the necessary noise insulation treatments will be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved design prior to issuance of a building permit. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all perimeter residential units, so that windows could be kept closed at the occupant's discretion to control noise. Future noise levels at the unshielded facades along ECR are calculated to reach 76 dBA L_{dn}. Future noise levels at the unshielded facades along Castro Street are calculated to range from 73 dBA L_{dn} near ECR West down to 64 dBA L_{dn} beyond Victor Way. Given that standard construction will provide at least 15 dBA of attenuation and that construction methods that incorporate noise controls can attenuate up to 40 dBA L_{dn}, there will be adequate treatments available to reduce interior noise levels below 45 dBA L_{dn}. **[Less Than Significant Impact with Mitigation]**
Impact NOISE-3: Project operations and new mechanical equipment would result in a significant noise impact to surrounding land uses without the incorporation of noise control features into the project's design. **[Significant Impact]**	**MM NOISE-3.1:** A design-level acoustical study shall be prepared during final project design to evaluate the specific noise generated by building mechanical equipment and to identify the specific necessary noise controls that are included in the design to meet the City's 55 dBA L_{max} daytime and 50 dBA L_{max} nighttime noise limits at specific residential units. **[Less Than Significant Impact with Mitigation]**
Biological Resources Impacts	
Impact BIO-1: The project could result in significant impacts to nesting birds, should they be present on site or	**MM BIO-1.1:** <u>Nesting Bird Avoidance</u>. To the extent practicable, vegetation removal and construction activities shall be performed from September through February, to

[2] Thill, Michael. Senior Consultant, Illingworth & Rodkin, Inc. Personal Communication. July 17, 2014.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
in mature trees adjacent to the project site. **[Significant Impact]**	avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests. These surveys shall be performed in the project area and surrounding 500 feet. **MM BIO-1.2:** If active nests are observed on either the project site or the surrounding area, the project applicant, and in coordination with City staff as appropriate, shall establish buffer zones around the nests, with the size to be determined in consultation with California Department of Fish and Game (usually 100 feet for perching birds and 300 feet for raptors). If work during the nesting season stops for two days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area. **[Less Than Significant Impact with Mitigation]**
Hazardous Materials Impacts	
Impact HAZ-2: The proposed project would develop a site that has been listed in a database compiled pursuant to Government Code Section 65962.5 and has the potential to create a hazard to the public during excavation and grading. **Impact HAZ-3:** Parcel Groups B and C do not contain contaminants in concentrations above typical background levels in the Bay Area. With excavation for the proposed parking garage and the import of clean engineered fill, these Parcels would not pose a health hazard to the public. Parcel Group A, however, contains residual contamination (primarily in soil vapor) that could pose a health hazard to construction workers and nearby sensitive receptors. **[Significant Impact]**	**MM HAZ-2.1:** The project applicant will enter into a Voluntary Cleanup Program with the DTSC to address residual PCE contamination. Under the Voluntary Cleanup Program, DTSC enters a site-specific agreement with the project proponent for DTSC oversight of site assessment, investigation, and/or removal or remediation activities. In addition, the project proponents agree to pay DTSC's reasonable costs for those services. Because the project proposes to remove 73,500 cubic yards of soil for excavation of the parking garages (including the area of contamination), it is likely that the excavation will concurrently serve as the remedial strategy. Coordination with DTSC and receipt of a Certificate of Completion or No Further Action letter that confirms the acceptability of the site for occupancy by commercial and residential uses would ensure that there are no potential health risks to future residents of the site from PCE vapors. The applicant shall obtain the Certificate of Completion prior to the issuance of grading permits. **[Less Than Significant Impact with Mitigation]**

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Impact HAZ-4: Soil disturbance from demolition, excavation, and grading could result in exposure of construction workers and residents along the site's southwest boundary to elevated levels of airborne heavy metals and to residual VOC contamination (primarily in soil vapor). **[Significant Impact]**	**MM HAZ-4.1:** Prior to issuance of a grading permit, the applicant shall prepare a health and safety plan (HSP) to provide general health and safety guidance such that construction activities can be conducted in a safe manner. The HSP shall be submitted to the Director of Planning for review and approval. Contractors shall be responsible for the health and safety of their employees during construction activities, and this HSP shall be kept on-site during all construction activities. In addition, on-site contractors performing work on this project will be required to develop their own site-specific Health and Safety Plan. The Health and Safety Plan prepared by on-site contractors shall, at a minimum, include the applicant's HSP. Each contractor will be solely responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. The contractors must verify that all on-site personnel are qualified, trained, and prepared to implement the HSP and safely perform the planned site work. Field personnel will be required to indicate in writing that they have read and understand the provisions of the HSP. A project-specific training program also will be instituted prior to site work. Attendees at meetings will be documented by signature. The project-specific training will include a discussion of the following. - The health effects (acute and chronic) of the chemical and physical hazards that may be encountered at the project. - Proper control measures for the chemical and physical hazards that may be encountered. - The importance of dust control at the site. - Proper personal hygiene procedures. - Dust removal on equipment and personnel. - Emergency procedures. - Proper management of impacted soil. **MM HAZ-4.2:** Prior to the issuance of a grading permit, the project applicant shall develop a soil management plan (SMP) and submit it to the Director of Planning for review and approval. The purpose of an SMP is to establish appropriate management practices for handling impacted soil, soil vapor and groundwater that may be encountered during construction activities. Based on the history of the

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	site and vicinity, hazardous soil, soil vapor, and groundwater may be encountered during site construction activities. These materials require special monitoring, handling and/or disposal to ensure the safety of both the construction workers and people in the vicinity that could be exposed during ground disturbance. The SMP shall include the following elements: - Procedures for transporting and disposing the waste material generated during removal activities, - Procedures for stockpiling soil on-site, - Provisions for evaluating and/or sampling potential areas of contaminated soil, if observed during excavation activities, - Procedures to ensure that fill and cap materials are verified as clean, - Truck routes, and/or staging and loading procedures and record keeping requirements. **[Less Than Significant Impact with Mitigation]**
Impact HAZ-5: Asbestos-containing building materials (ACMs) could present a risk to workers and nearby sensitive receptors during demolition of the existing buildings. **[Significant Impact]**	**MM HAZ-5.1:** Prior to the demolition of the property buildings, a comprehensive asbestos survey in compliance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and all State of California asbestos requirements will be conducted. All potentially friable ACMs shall be removed in accordance with NESHAP guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. **MM HAZ-5.2:** A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above. **MM HAZ-5.3:** Materials containing more than one percent asbestos are also subject to BAAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with BAAQMD requirements. **[Less Than Significant Impact with Mitigation]**

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Impact HAZ-6: Lead-based paint could present a risk to workers during demolition of the existing buildings. **[Significant Impact]**	**MM HAZ-6.1:** Prior to demolition activities, building materials shall be tested for lead-based paint. All building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed. **[Less Than Significant Impact with Mitigation]**
Impact HAZ-7: Demolition of the existing structures could expose construction workers or nearby sensitive receptors to polychlorinated biphenyls. **[Significant Impact]**	**MM HAZ-7.1:** Electrical equipment shall be observed for the printed statement, "No PCBs." Any electrical equipment missing the "No PCBs" label shall be removed from the buildings and disposed as PCB-containing materials prior to the demolition of the buildings. Ballasts marked as "No PCBs" could contain land-banned dielectric fluids and also shall be disposed of in an appropriate manner. **[Less Than Significant Impact with Mitigation]**
Utilities and Service Systems Impacts	
Impact UTIL-2: While a greater quantity of wastewater would be generated at the site, the increase would be within the capacity of the PARWPCP, and would not require the construction of new or expanded wastewater treatment facilities at the plant. Sewer system capacity in the project area, however, could be significantly impacted by the increase in flows of the planned development in the area, including the proposed project. **[Significant Impact]**	**MM UTIL-2.1:** As a condition of approval, the proposed project will be responsible for payment of fees to the City of Mountain View's approved Capital Improvement Program (CIP) commensurate with the project's proportionate share of the facilities built to increase the capacity of the wastewater pipes serving the project site. The project's proportionate share of wastewater infrastructure demand was calculated as part of the Water and Sewer Hydraulic Capacity Study (see Appendix I), which also identified the improvements needed in order to accommodate projected wastewater system demand. Fees collected from the proposed project would be used to make the necessary improvements to wastewater facilities serving the project site, as set forth in the City's CIP. **[Less Than Significant Impact with Mitigation]**

SIGNIFICANT UNAVOIDABLE IMPACTS

All impacts of the proposed project would be mitigated to a less than significant level with incorporation of the project-specific mitigation and standard measures identified in this Draft EIR.

SUMMARY OF ALTERNATIVES

CEQA requires that an EIR identify alternatives to the project as proposed. The CEQA Guidelines specify that an EIR identify alternatives which "would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant environmental effects of the project," or would further reduce impacts that are considered less than significant with the incorporation of identified mitigation.

The stated primary objectives of the project proponent, Greystar, are to:

1. Construct new residential units to help the City of Mountain View better balance the jobs/housing ratio.
2. Retain important neighborhood-serving retail businesses within the development, and revitalize the site with a mix of commercial and residential uses to create a vibrant community.
3. Develop an economically-viable mixed use infill project in the El Camino Real Change Area and Planning Area, as well as the Grand Boulevard Initiative area, particularly to achieve General Plan Goal LUD-20: *A vibrant transit-and pedestrian-oriented corridor with a mix of land uses.*
4. Develop residential units that are close to transit and services, and include transportation demand management amenities that reduce vehicle trips and promote increased walking, biking, carpooling, and transit use.
5. Provide residential units that are built substantially in compliance with the Mountain View green building ordinance and promote energy efficiency and resource conservation.

No Project Alternative: The No Project Alternative would not construct new development on the project site, therefore operational exposures of future sensitive receptors to traffic noise from ECR would not occur under this scenario. In addition, the land uses surrounding the project site would not be exposed to increased noise from the project site. Since the No Project Alternative would not require any demolition, there would be no significant impacts resulting from exposure of construction workers and nearby sensitive receptors to potentially hazardous building materials (asbestos-containing materials and lead-based paint). Although this Alternative would avoid temporary construction-related health impacts, residual soil vapor contamination would remain on the site and would not be cleaned up. The No Project Alternative would avoid the potentially significant impacts to the City's sanitary sewer system. The No Project Alternative would result in less gasoline use than the proposed project. All energy use associated with project construction would be avoided under the No Project Alternative.

While the No Project Alternative would avoid the identified environmental impacts of the proposed project, at least in the near-term, it would not meet any of the project objectives of providing an economically viable, high-quality residential and mixed-use infill development in the El Camino

Real Change Area and the Grand Boulevard Initiative area of Mountain View.

Reduced Development Alternative: A Reduced Development Alternative to the proposed project would be a lower density development, representing a less intense use of the site. The Reduced Development Alternative assumes 127 units and assumes that parking would be provided in a below-grade garage.

Overall, the Reduced Development Alternative would be environmentally superior to the proposed project because it would incrementally reduce the project's construction-related and operational impacts. If fewer units were built, the overall scale and impacts of construction would be reduced, though mitigation would still be necessary. Most impacts resulting from construction and redevelopment of the site, including land use compatibility, water quality, noise, and hazardous materials impacts, would generally be comparable to the proposed project. The Reduced Development Alternative would not produce the same number of units on the site, but is feasible from a construction and development standpoint.

Though it would fulfill some of the objectives of the proposed project, development of fewer units on this site may not be compatible with the vision of the General Plan El Camino Real Change Area as a revitalized grand boulevard, and could increase pressure on surrounding areas to develop more residential units as the City promotes residential development consistent with the housing growth projections contained within the General Plan. In addition, this Alternative would not achieve the objective for the City to better balance the jobs/housing ratio as well as the proposed project.

Land Use Alternative: Another alternative to the proposed project would be development of the project site with a use other than the proposed mixed-uses of residential and retail. The Land Use Alternative could include development of the project site with commercial uses, with retail on ground floor level and office uses above, similar to development on Castro Street between ECR and Central Expressway. This scenario assumes full build-out of the project site, which would include full demolition and removal of the existing commercial uses. Development of the project site with solely retail and office uses would generally be compatible with the existing uses in the site area.

Development of the site with retail or office uses would result in the same construction-related impacts as the proposed project, and would require mitigation measures for noise and utility impacts similar to those required of the proposed project. However the noise standards for office buildings are not as stringent as for residences, and offices would not increase demand on City utilities. The Land Use Alternative would be consistent with the General Plan and is feasible on the project site.

The Land Use Alternative would not meet the project's objective of providing an economically-viable, high-quality housing community within the General Plan El Camino Real Change Area of Mountain View and would not meet the City's goal of providing a mix of residential and retail uses on the site.

Environmentally Superior Alternative(s): The *CEQA Guidelines* state than an EIR shall identify an environmentally superior alternative. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6(e)(2)).

Based upon the previous discussion, the environmentally superior alternative would be the Reduced Development Alternative, because some of the environmental impacts would be less than the proposed project, and the other alternative options. This alternative, however, would not meet the project objectives, may not be economically feasible, and would not be consistent with the City's goals for the El Camino Real Change Area.

AREAS OF PUBLIC CONTROVERSY

An EIR scoping meeting was held on December 12, 2013, to take comments regarding the scope of this Draft EIR. The City of Mountain View received a total of 31 comment letters in response to the Notice of Preparation circulated for the project. Environmental issues of concern raised for the project in these comment letters included:

- Neighborhood compatibility of the project with the surrounding residential development.
- Traffic impacts to local neighborhood streets.
- Safety for pedestrians on the streets adjacent to the project site.
- Circulation/site access for the project site and adjacent streets.
- Odors from the proposed market grill and garbage enclosures.
- Adequate parking availability for the proposed residents and businesses.
- Disposition of on-site electrical lines.

SECTION 1.0 INTRODUCTION

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

This document has been prepared by the City of Mountain View as the Lead Agency in conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The purpose of this Environmental Impact Report (EIR) is to inform decision-makers and the general public of the physical environmental effects which might result from approval of the Greystar Mixed Use project.

1.1.1 Purpose of an EIR

The purpose and role of an EIR are detailed in CEQA and the CEQA Guidelines. The following guidelines are included in CEQA to clarify the role of an EIR:

> Section 15121(a). Informational Document. An EIR is an informational document, which will inform public agency decision makers, and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information which may be presented to the agency.
>
> Section 15146. Degree of Specificity. The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR.
>
> > (a) An EIR on a construction project will necessarily be more detailed in the specific effects of a project than will an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
> >
> > (b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or local general plan should focus on the secondary effects relative to the No Project Alternative – Current Zoning scenario that may be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction project that might follow.
>
> Section 15151. Standards for Adequacy of an EIR. An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently considers environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

1.2 ORGANIZATION OF THE DRAFT EIR

The Draft EIR includes the following sections:

Summary

The Summary of the Draft EIR, which precedes this introduction, includes a brief description of the proposed project and summarizes the project's impacts, mitigation measures, and alternatives to the project. The summary also briefly describes any known areas of public controversy and the views of local groups.

Section 1.0 Introduction

This section provides a general overview of the CEQA process, describes the public participation process and opportunities for input, and outlines the contents of the Draft EIR.

Section 2.0 Description of the Proposed Project

This section describes the physical and operational characteristics of the proposed project. Information on the location of the project and assumptions about implementation of the proposed project is addressed in this section. This section also describes the intended uses of the EIR, and lists the applicant's objectives for the project.

Section 3.0 Environmental Setting, Impacts, and Mitigation

The Environmental Setting, Impacts, and Mitigation section includes descriptions of the physical setting of the project area, identifies environmental impacts resulting from the project, and identifies mitigation measures for the environmental impacts examined in the EIR. The Draft EIR identifies proposed mitigation measures for significant impacts in this section and briefly evaluates the expected effectiveness/feasibility of these measures.

Section 4.0 Growth Inducing Impacts

The discussion of growth inducing impacts addresses the ways in which the proposed project could foster economic or population growth or the construction of additional housing in the surrounding area.

Section 5.0 Cumulative Impacts

This section includes a discussion of cumulative environmental impacts of the project along with other past, pending and future development in the area.

Section 6.0 Consistency with Relevant Plans

The project's consistency with policies in the City's General Plan and other applicable regional and local plans is described in this section.

Section 7.0 Alternatives to the Proposed Project

This section identifies a reasonable range of alternatives to the proposed project which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen the significant impacts of the project. The environmental impacts associated with each alternative are discussed and a comparison of the impacts to those of the project presented. Each of the alternatives is assessed to determine its ability to meet the project objectives.

Section 8.0 Significant Unavoidable Impacts

This section lists any significant unavoidable impacts that could result if the proposed project is implemented.

Section 9.0 Significant Irreversible Environmental Changes

This section discusses the irreversible commitment of natural resources that could occur as a result of implementation of the proposed residential project.

Section 10.0 NOP Comments and Responses

This section includes the comments received during the Notice of Preparation (NOP) scoping period and responses to the comments directing readers to relevant information in the text of the EIR.

Section 11.0 References

This section lists the references, persons, and organizations consulted during preparation of the Draft EIR.

Section 12.0 Lead Agency and Consultants

This section lists the lead agency staff and consultants who participated in preparation of the Draft EIR.

Appendices

These attachments to the Draft EIR include the Notice of Preparation, responses to the Notice of Preparation, and technical appendices to the Draft EIR.

1.3 ENVIRONMENTAL REVIEW PROCESS AND PUBLIC PARTICIPATION

1.3.1 Environmental Review Process

In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in this EIR for 30 days, from November 22, 2013, to December 23, 2013. This EIR addresses those environmental issues which were raised by the public and responsible agencies in response to the NOP. A copy of the NOP and responses is included as Appendix A of this Draft EIR.

This Draft EIR includes descriptions of the physical environment in the vicinity of the project, as those conditions existed at the time the NOP was circulated. The consideration and discussion of environmental impacts that follow evaluate whether the environmental effects are significant; that is: do those effects exceed stated levels, or "thresholds" of significance. Mitigation measures, proposed to minimize the identified significant environmental effects, are also described in the discussion of environmental impacts and mitigation measures, per CEQA Guidelines Section 15126.

This EIR incorporates by reference the City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report (SCH No. 2011012069), including all appendices thereto (General Plan EIR), certified by the Mountain View City Council on July 10, 2012.

1.3.2 Project Scoping and Public Participation

The City of Mountain View, as required under CEQA, encourages public participation in the environmental review process. Opportunities for comments by public agencies and the public include responding to the Notice of Preparation of the Draft EIR, written comments on this Draft EIR, and presentation of written or verbal comments at future public hearings.

In addition to the circulation of the NOP to the public and responsible agencies, the project was discussed at an EIR scoping meeting held on December 12, 2013, when the public was invited to make comments on the project.

Under CEQA, the Lead Agency is required, after completion of a Draft EIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. Written comments concerning the environmental review contained in this Draft EIR must be received by the Lead Agency at the following address before 5:00 PM on the last day of the 45-day public review and comment period, which runs from July 30, 2014 to September 15, 2014. Written and verbal comments may also be presented at scheduled public hearings on certification of the Final EIR; however, only timely comments on the Draft EIR will be provided written responses in the Final EIR.

City of Mountain View
Community Development Department
Attention: Stephanie Williams, Senior Planner
500 Castro Street
Mountain View, CA 94039
(650) 903-6306
stephanie.williams@mountainview.gov

Copies of documents referred to in this EIR are available for review as follows:

City of Mountain View
Community Development Department
City Hall, 1st Floor
500 Castro Street
Mountain View, CA 94041
Main Phone Number: (650) 903-6306
Website: http://www.ci.mtnview.ca.us/

Counter and Phone Hours
Monday through Friday
8:00 AM to Noon
1:00 PM to 4:00 PM

City of Mountain View Public Library
585 Franklin Street
Main Phone Number: (650) 903-6887

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND EXISTING SITE CONDITIONS

2.1.1 Project Location

The project site is located in central Mountain View, on the southwest corner of Castro Street and El Camino Real West and includes Assessor Parcel Numbers (APN's) 189-01-125, 126, 127, 128, 124, 153, 148, 152, and 133.

The 2.38-acre site is bounded by Castro Street to the east, El Camino Real West (ECR) to the north, and residential uses to the south and west. The surrounding land uses include multi-family housing and commercial buildings to the west; an office building across ECR to the north; a bank, vacant lot, and single-family home to the east across Castro Street; and single-family homes to the south.

A regional map and a vicinity map of the site are shown on Figures 2.0-1 and 2.0-2, and an aerial photograph of the project site and the surrounding area is shown on Figure 2.0-3.

2.1.2 Existing Site Conditions

The project site is relatively flat and is currently developed with five commercial buildings totaling approximately 22,380 square feet, 134 parking spaces, and landscaping. Three commercial buildings are located along ECR, and two buildings are located along Castro Street. There is a vacant lot at the east end of the project site, at the corner of Castro Street and ECR. Parking areas are located behind the buildings fronting ECR and surrounding the buildings on Castro Street. Along Castro Street, there are four driveways as well as an entrance/exit to an alleyway that crosses the project site and connects to ECR north of the site.

The buildings along ECR are currently used as a rug retailer, car rental location, laptop repair and sign printing, a coffee shop, and general retail uses. The buildings along Castro Street currently contain a coffee shop, a restaurant, a tailor/alterations shop, a hair studio, and a food market/cafe.

2.2 PROJECT DESCRIPTION

2.2.1 Site Redevelopment

The project proposes the redevelopment of the 2.38-acre site with a mixed use project that would include three new buildings with a below-grade parking structure, a courtyard, a public plaza, and landscaping. The existing buildings, paving, and most landscaping would be demolished to prepare the site for redevelopment.

Following demolition and site clearing, the project would construct 164 apartment units and approximately 10,800 square feet of commercial space. The project site also includes the City's public parking lot adjacent to the alleyway, which the City is under contract to sell to the developer as part of this project. The proposed residential density of the project is approximately 69 dwelling units per acre (69 du/ac). Along ECR, the proposed buildings would consist of three floors of residential units over one-story of ground-level commercial space and one-level of below-grade

parking. A small public plaza is proposed at the corner of Castro Street and ECR. Two four-story buildings are proposed along Castro Street: one with three floors of residential units above one story of ground-level commercial space, one with four floors of residential units, and two floors of below-grade parking. The apartments would include 126 one-bedroom units, 34 two-bedroom units, and four three-bedroom units. A conceptual site plan is shown on Figure 2.0-4, and a conceptual landscape plan is shown on Figure 2.0-5.

2.2.1.1 *Rezoning*

The site is currently zoned *CRA (Commercial/Residential-Arterial)*. The project proposes to rezone the site to the *P (Planned Community)* district to allow the project to be approved prior to adoption of a new El Camino Real Precise Plan for the ECR corridor, and to allow the City the flexibility to implement development standards and features which conform to the 2030 General Plan.

2.2.1.2 *Access, Circulation, and Parking*

The project would include a total of 299 parking spaces, including 202 residential and 97 commercial spaces. A surface parking lot would accommodate 25 retail parking spaces and would be accessed from the alleyway, and nine spaces would be located along the alleyway. The below-grade parking structures would accommodate 265 parking spaces, including 63 retail spaces and 202 residential spaces. The below-grade parking would be accessed via ramps from the alleyway. A second parking garage access point for the southern project buildings would be located on Castro Street at the intersection of Victor Way (refer to Figure 2.0-4).

The City's Model Parking Standard for infill projects requires one parking space for every one-bedroom unit and two parking spaces for every two-bedroom and three-bedroom unit. Of the required spaces, 15 percent must be available to visitors. The project would also provide 164 bicycle storage/parking units within the parking garage for residents, and an additional 15 bicycle parking spaces outdoors for patrons of the ground-level retail businesses. Project parking is discussed further in ***Section 3.2, Transportation and Traffic***.

Pedestrian access for residents of the Castro Street residential building would be provided from Castro Street via an entrance along the southern project boundary and between the Castro Street commercial structure and residential building. Access to the residential units in the El Camino Real building would be via an entrance along the southern side of the building, adjacent to the alley. All residential units would also have access from the underground parking garages.

2.2.1.3 *Utilities and Service Systems Improvements*

The project would connect to existing water, sanitary sewer and storm sewer pipes located on Castro Street, the alley, and ECR, as discussed further in ***Section 3.12, Utilities and Service Systems.*** Existing on-site electrical power lines would be undergrounded as part of the project.

2.2.1.4 *Trees and Landscaping*

Twenty-three trees are currently located on the site, including ten heritage-sized trees. Three of the heritage trees would be removed. New trees and existing trees retained by the project will be located along the street frontages and the alleyway, around the perimeter of the project site, and within the interior courtyards. The project would plant approximately 63 new trees on site, as described further in ***Section 3.9, Biological Resources*** of this EIR and shown on Figure 2.0-5.

2.2.1.5 *Green Building and Emissions Reduction Features*

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Nonresidential Mandatory Measures of the 2010 California Green Building Code (CALGreen). The Mountain View Green Building Code requires new mixed use development with greater than five units to exceed the energy use reduction requirements of Title 24, Part 6 by 15 percent for the residential portion of the project, and 10 percent for the non-residential portion. In addition, the project would include the following energy and emissions reduction features (refer also to ***Section 3.6, Greenhouse Gas Emissions***):

- The project will be evaluated using the National Green Building Standard (NGBS) checklist, and will incorporate sufficient green building measures to reach the "Silver" rating of the NGBS scale
- A water budget calculation will be developed for landscape irrigation, consistent with the City's Water Conservation in Landscape Regulations and "Water-Efficient Design and Maintenance Checklist."
- All appliances will be Energy Star qualified where available.
- Construction waste generated at the site will be diverted to recycling or salvage (50 percent reduction) facilities.

To minimize emissions associated with construction equipment, the proposed project would use construction equipment meeting the following criteria:

- All diesel-powered off-road equipment larger than 50 horsepower and operating at the site for more than two days continuously will meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent; and
- All diesel-powered forklifts will meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.

2.3 PROJECT GOALS AND OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, the EIR must include a statement of the objectives sought by the proposed project.

The stated primary objectives of the project proponent, Greystar, are to:

1. Construct new residential units to help the City of Mountain View better balance the jobs/housing ratio.
2. Retain important neighborhood-serving retail businesses within the development, and revitalize the site with a mix of commercial and residential uses to create a vibrant community.
3. Develop an economically-viable mixed use infill project in the El Camino Real Change Area and Planning Area, as well as the Grand Boulevard Initiative area, particularly to achieve General Plan Goal LUD-20: *A vibrant transit-and pedestrian-oriented corridor with a mix of land uses.*
4. Develop residential units that are close to transit and services, and include transportation demand management amenities that reduce vehicle trips and promote increased walking, biking, carpooling, and transit use.
5. Provide residential units that are built substantially in compliance with the Mountain View green building ordinance and promote energy efficiency and resource conservation.

2.4 USES OF THE EIR

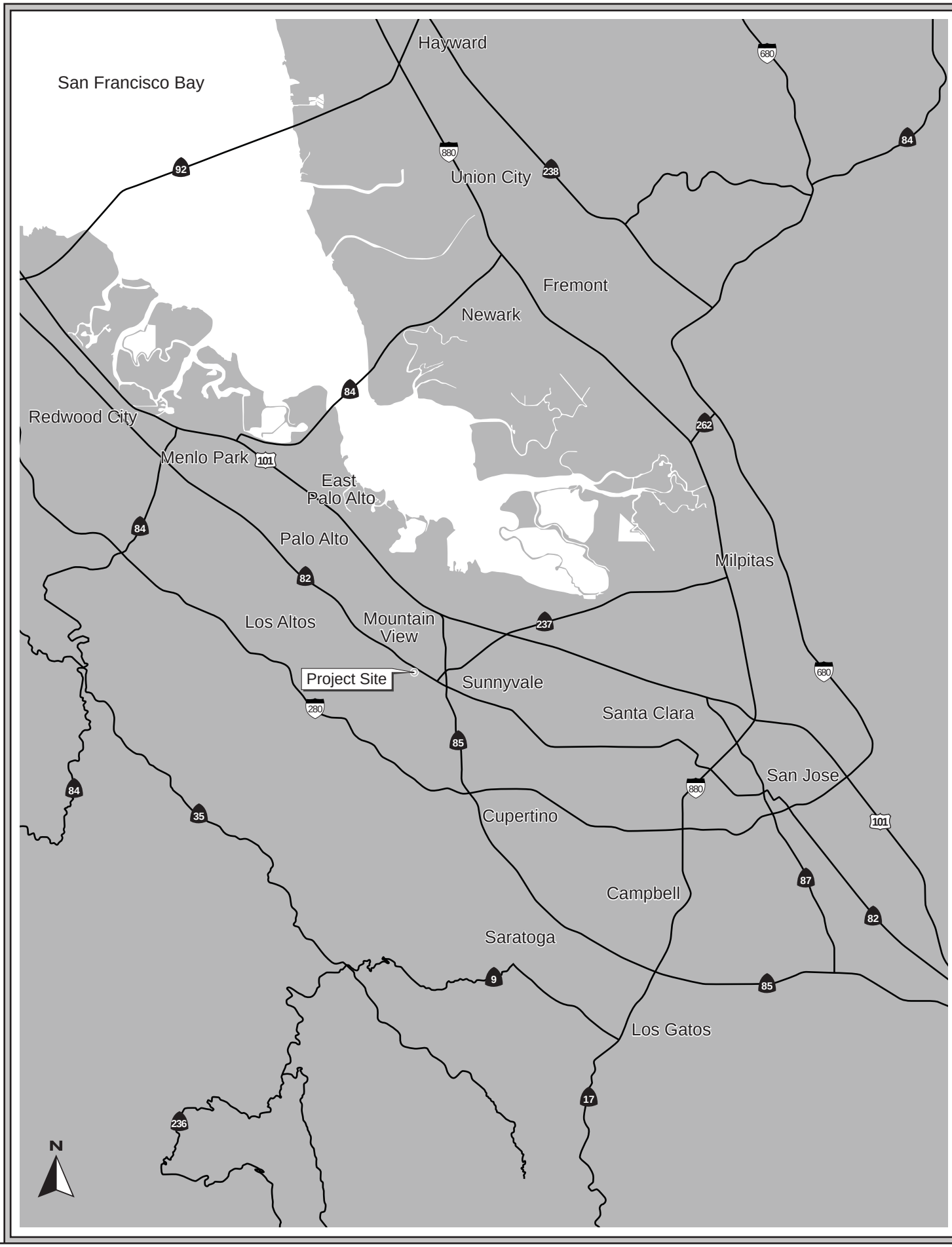
This EIR evaluates the environmental impacts that would likely result from the proposed project. Measures to mitigate impacts are also identified in this EIR. This EIR is intended to be an informational document and is subject to public review, agency review, and consideration by the City of Mountain View. The purpose of this EIR is to identify potentially significant effects of the project on the physical environment, to determine the extent to which these effects could be reduced or avoided, and to identify feasible alternatives to the project. This EIR is an informational document and does not determine or recommend whether the project should or will be approved.

This EIR will provide decision-makers in the City of Mountain View (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project. The approvals that would require discretionary actions by the City include:

- Zoning Map Amendment
- Planned Community Permit
- Development Review Permit
- Heritage Tree Removal Permit
- Parcel Map

This EIR may also be relied upon for other agency approvals necessary to implement the project, including by the following agencies:

- California Department of Transportation



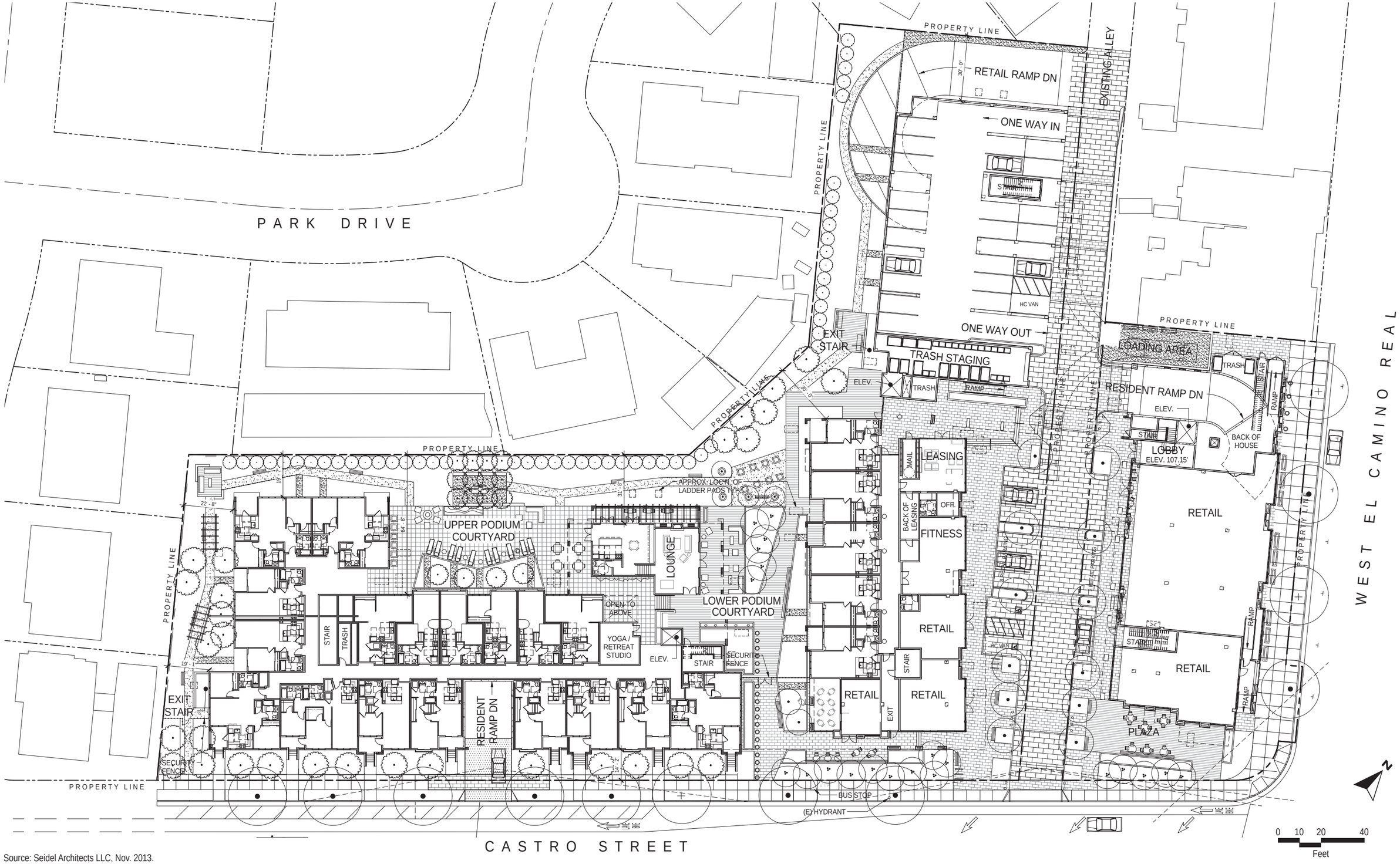
REGIONAL MAP FIGURE 2.0-1

VICINITY MAP

FIGURE 2.0-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.0-3



Source: Seidel Architects LLC, Nov. 2013.

CONCEPTUAL SITE PLAN

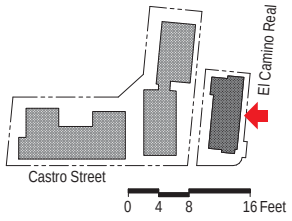
FIGURE 2.0-4

Source: Seidel Architects LLC, June 2014.

CONCEPTUAL LANDSCAPE PLAN

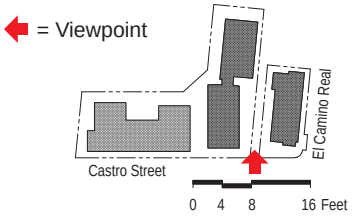
FIGURE 2.0-5

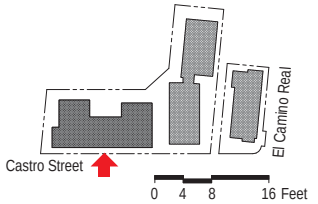
= Viewpoint



EL CAMINO REAL CONCEPTUAL BUILDING ELEVATION

FIGURE 2.0-6

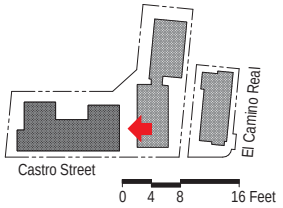




CASTRO STREET CONCEPTUAL BUILDING ELEVATIONS

FIGURE 2.0-7

WEST BUILDING - EAST ELEVATION



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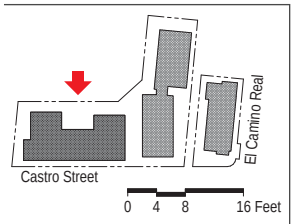
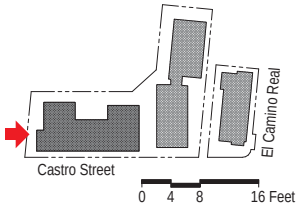




WEST BUILDING - WEST ELEVATION

VIEW FROM WESTERN PROPERTY LINE

WEST BUILDING CONCEPTUAL ELEVATIONS

FIGURE 2.0-8

SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

3.1 LAND USE

The following discussion is based upon the following land use documents:

- City of Mountain View 2030 General Plan
- City of Mountain View Municipal Code

3.1.1 Land Use Plans and Regulations

'Land use' is a term that describes different types of activities that occur in a particular area. For example, different areas in Mountain View contain homes, retail stores, industry, parks, open spaces, and public facilities, such as schools. Mountain View includes a mixed-use Downtown core, distinct residential neighborhoods and commercial corridors, and industrial areas, each embodying a character that makes it unique.

Local land use is governed by the City's General Plan, which in turn provides the basis for the City's Zoning Ordinance, precise plans and design guidelines. The current Mountain View 2030 General Plan and City's Zoning Ordinance are described below.

3.1.1.1 *City of Mountain View 2030 General Plan*

The Mountain View 2030 General Plan was adopted in July 2012, and provides the City with goals and policies that more accurately reflect shared community values, potential change areas, and compliance with state law and local ordinances. The General Plan provides a guide for future land use decisions in the city.

El Camino Real Planning Area: The project is located within the El Camino Real Planning Area. The planning area spans the length of the ECR corridor within Mountain View. The area is characterized by ECR's historic use as a major automotive arterial. The area includes low- and medium-intensity retail and commercial uses with some limited multi-family residential uses, including a mobile home park. Strip shopping centers and medical services are also located throughout the corridor, along with hotels and motels. Although newer development has occurred in some locations, the corridor includes many vacant and underutilized properties.[3]

El Camino Real Change Area: The project is located within the El Camino Real Change Area of the Mountain View General Plan. The vision of the ECR Change Area is that ECR will become a revitalized grand boulevard with a diverse mix of commercial and residential uses and public improvements. The City is in the process of developing a Precise Plan for the ECR Change Area, as defined in the 2030 General Plan. Design standards and zoning for the ECR corridor will be updated following the future adoption of the Precise Plan.

[3] City of Mountain View. *Mountain View General Plan 2030.* July 10, 2012.

The Goals and Policies for the ECR Change Area in the General Plan are as follows:

> ECR policies support future redevelopment and enhancement to create a transit and pedestrian-friendly corridor with a mix of commercial and residential land uses compatible with surrounding neighborhoods.
>
> **Goal LUD-20:** A vibrant, transit- and pedestrian-oriented corridor with a mix of land uses.
>
> ***Policies:***
>
> **LUD 20.1**: Increased redevelopment. Encourage private properties along ECR to be redeveloped and enhanced.
>
> **LUD 20.2:** Focused intensive development. Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, proximity to transit facilities and opportunities to improve a site.
>
> **LUD 20.3**: Building height variation. Support a variety of building heights along ECR to create a varied and interesting streetscape.
>
> **LUD 20.4**: Residential design transitions. Require sensitive design transitions between ECR development and surrounding residential neighborhoods.
>
> **LUD 20.5:** Landscaped pedestrian amenities. Encourage development to provide landscaped pedestrian amenities and gathering places.
>
> **LUD 20.6:** Parcel assembly. Support the assembly of parcels that fosters new development projects.
>
> **LUD 20.7:** New street standards. Support new City street design standards for ECR that improve the safety and accessibility of all travel modes.
>
> **LUD 20.8:** Street standards collaboration. Collaborate with surrounding cities on development of street design standards.
>
> **LUD 20.9:** Regional agency collaboration. Collaborate with the Grand Boulevard Initiative, the VTA, Caltrans, and other regional agencies and cities on land use and transportation improvement strategies.

3.1.1.2 *City of Mountain View Zoning Ordinance*

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

The zoning standards for the ECR corridor are being updated by the City of Mountain View, following the recent adoption of the Mountain View 2030 General Plan.

3.1.1.3 *Grand Boulevard Initiative*

The Grand Boulevard Initiative is a collaboration of 19 cities, counties, local and regional agencies, and Caltrans to improve and revitalize the length of ECR. The Grand Boulevard Initiative starts at the northern Daly City city limit and ends near Diridon Station in San José. The initiative brings together agencies that have a stake in improving the street, including the City of Mountain View. A set of guiding principles established through the Grand Boulevard Initiative was endorsed by the City in 2007.

The main goals of the Grand Boulevard Initiative are as follows:

- Target housing and job growth in strategic areas along the corridor;
- Encourage compact mixed-use development and high-quality urban design and construction;
- Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments;
- Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles;
- Manage parking assets;
- Provide vibrant public spaces and gathering places;
- Preserve and accentuate unique and desirable community character and the existing quality of life in adjacent neighborhoods;
- Improve safety and public health;
- Strengthen pedestrian and bicycle connections with the corridor; and
- Pursue environmentally sustainable and economically viable development patterns.

3.1.1.4 *Habitat Conservation Plans*

The Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (SCV Habitat Plan) went into effect in October 2013. The SCV Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The area for which development activities are covered by the plan is located south and east of Mountain View, primarily within the Llagas/Uvas/Pajaro, Coyote Creek, and Guadalupe Watersheds. The SCV Habitat Plan was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

Projects and activities of the jurisdictions in Santa Clara County that are not Local Partners, such as the City of Mountain View, are not covered under the SCV Habitat Plan. However, the indirect impacts to sensitive serpentine habitats identified in the SCV Habitat Plan may be in part caused by development and redevelopment in Mountain View. This potential effect is further described in

Section 3.9, Biological Resources and ***Section 5.3.6, Cumulative Biological Resources Impacts*** of this EIR.

3.1.2 Existing Setting

3.1.2.1 *Existing Land Uses*

The project site is located in central Mountain View, on the southwest corner of Castro Street and ECR and includes Assessor Parcel Numbers (APN's) 189-01-125, 126, 127, 128, 124, 153, 148, 152, and 133.

The 2.38-acre site is bounded by Castro Street to the east, ECR to the north, and residential to the south and west. The surrounding land uses include multi-family housing and commercial buildings to the west; an office building across ECR to the north; a bank, vacant lot, and single-family home to the east across Castro Street; and single-family homes to the south.

The project site is currently developed with several retail/commercial uses, parking lots, and landscaping. The buildings along ECR are currently used as a rug retailer, car rental location, laptop repair and sign printing, a coffee shop, a hair studio, and an aroma therapy shop. The buildings along Castro Street currently contain a coffee shop, a restaurant, a tailor/alterations shop, a hair studio, and a food market/café (refer to Photos 1-2 in ***Section 3.5, Visual and Aesthetic Resources***). Three buildings are located along ECR, with an entrance-only driveway that leads to an alleyway located behind the buildings. Two buildings are located along Castro Street with separate entrance-only and exit-only driveways located in front of and between the two buildings. There is also an entrance-only driveway along Castro Street that leads to the alleyway.

3.1.2.2 *Existing General Plan Land Use Designation*

The Mountain View 2030 General Plan designation for the site is *Mixed-Use Corridor*, which allows 60-70 dwelling units per acre. The *Mixed-Use Corridor* land use designation allows for a broad range of commercial, office and residential uses serving both surrounding neighborhoods and visitors from throughout the City and nearby areas. Maximum Floor Area Ratios in the Mixed-Use Corridor designation are expressed as a range.

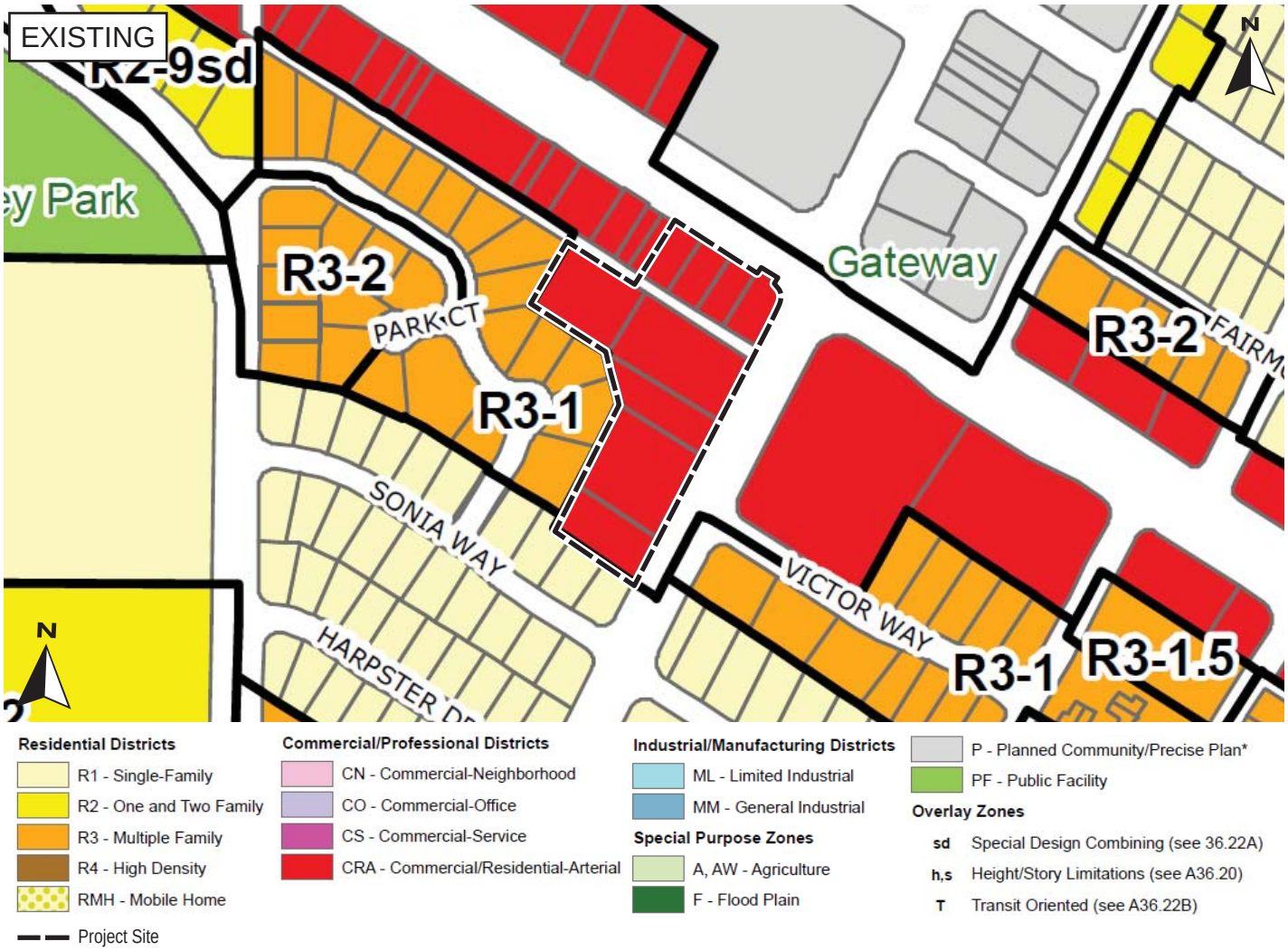
- Allowed Land Uses: Multi-family residential, office, commercial, lodging, plazas and open spaces.

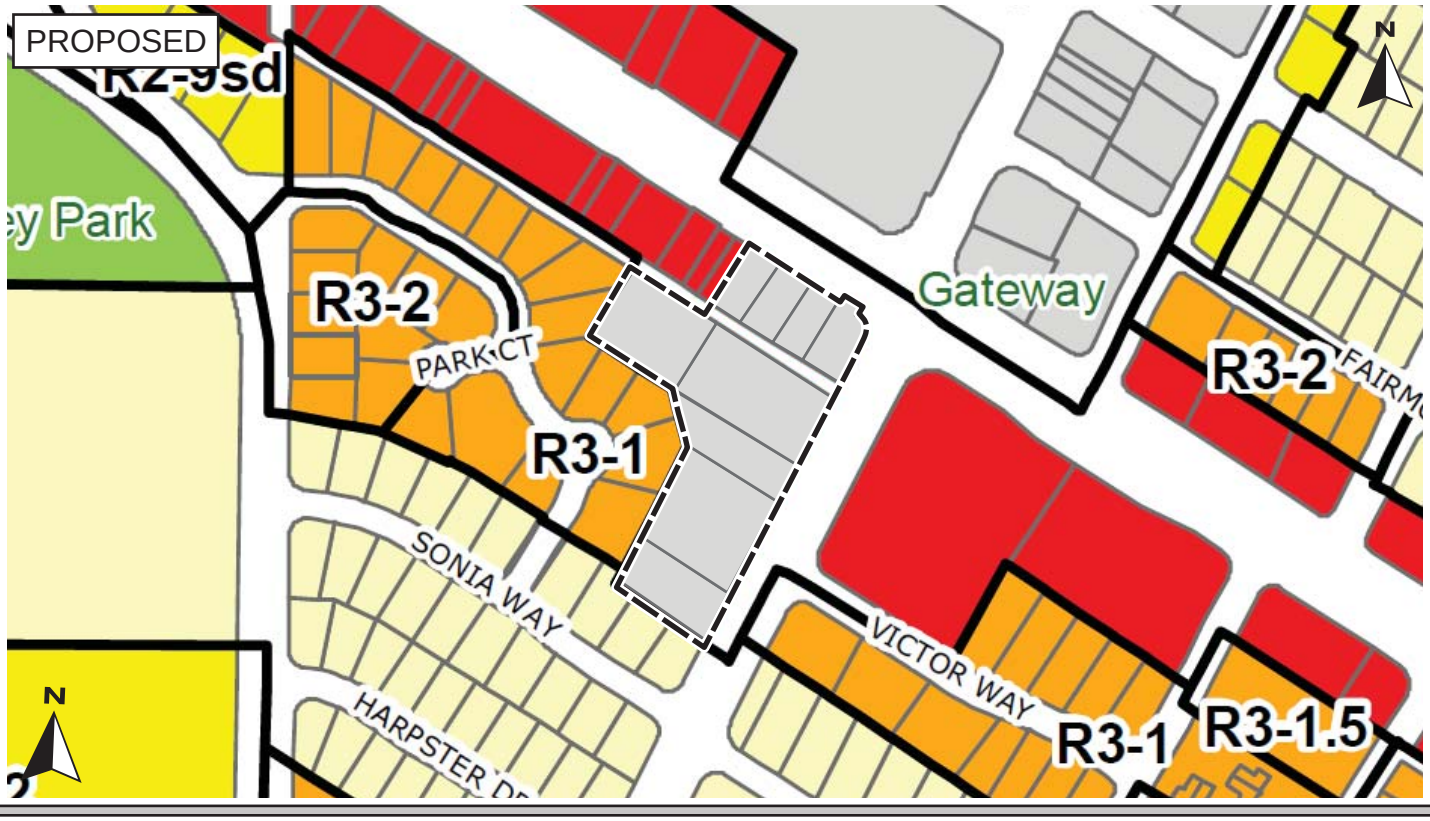
- Density and Intensity: Residential and mixed-use projects: 1.85–2.1 FAR (approximately 60–70 dwelling units per acre [du/ac] or 125–150 residents/acre), intensities above 1.85 FAR but below 2.1 FAR may be permitted at key locations that meet characteristics consistent with General Plan goals and policies; office and commercial portions of any project: 0.50 FAR.

- Height Guideline: four stories; key locations are allowed up to five stories.

3.1.2.3 *Existing Zoning District*

The site is zoned *Commercial/Residential-Arterial (CRA)*. The CRA zoning district permits a broad range of commercial, office and residential uses located along the city's major arterials. Businesses in this district are intended to serve the local population as well as to provide goods to visitors from outside the city. This zoning district is intended for hotels and motels, retail stores, restaurants, offices, housing, similar and related compatible uses. The CRA zoning district is consistent with the Mixed-Use Corridor land use designation of the General Plan. The existing and proposed zoning districts are shown on Figure 3.1-1.





EXISTING AND PROPOSED ZONING DISTRICTS FIGURE 3.1-1

3.1.2.4 *Population*

The California Department of Finance identifies the City of Mountain View's population (within the City limits) at 76,260 as of January 2013. The City contained an estimated 34,136 housing units and 67,327 jobs at that time.[4]

The Association of Bay Area Governments' (ABAG) *Building Momentum: Projections and Priorities 2009* estimates that for 2035, the projected population would be 90,600 residents in 42,120 households. ABAG projects that jobs in Mountain View will increase to 72,470 by 2035.[5]

3.1.2.5 *Agriculture*

The project site is not currently used for agricultural purposes, and is located within an existing developed, urban area of Mountain View. According to the *Santa Clara County Important Farmlands 2010 Map*,[6] the site is designated as "Urban and Built-up Land," which is defined as residential land with a density of at least six units per 10-acre parcel, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, sewage treatment, and water control structures.

The project site is not designated by the California Resources Agency as farmland of any type and is not subject to a Williamson Act contract. No land adjacent to the project site is designated or used as farmland or timberland.

3.1.3 Land Use Impacts

3.1.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a land use impact is considered significant if the project would:

- Physically divide an established community; or
- Place incompatible land uses adjacent to existing uses; or
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement

[4] California Department of Finance (Table E-5). January 1, 2013. Last Accessed November 11, 2013. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.
[5] Association of Bay Area Governments. *Projections 2009*. 2010.
[6] California Department of Conservation. Division of Land Resource Protection. *Santa Clara County Important Farmlands 2010* map. June 2011.

housing elsewhere; or

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping & Monitoring Program of the California Resources Agency, to non-agricultural use; or
- Conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production; or
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

3.1.3.2 *Land Use Compatibility Impacts from the Proposed Project*

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritation and annoyance to potentially significant effects on human health and safety.

The proposed project would create a mixed use development on a site that is adjacent to both commercial and residential land uses. In the vicinity of the project, along ECR, are a variety of commercial land uses including retail and service establishments. On Castro Street, at the project's southern boundary, are single-family residences. Multi-family residences are also located along the project site's western boundary.

The project would replace existing commercial uses with new housing units and retail space. The project would have a greater density that the existing uses on the site, but would not create an incompatible land use, since residential and commercial land uses currently exist in the area. The project would not introduce new sources of hazardous chemicals, odors, or new sources of noise and vibration to the site.

The project would introduce taller buildings than those currently on the project site. The project design would place two- to four- stories of residential units in the southern portion of the building along Castro Street, and three-stories of residential units above one-story of commercial space in the northern portion of the building along Castro Street. The project would place four story buildings along the ECR frontage (please refer to Figures 2.0-6 and 2.0-7). The proposed building has been designed in a manner that will step it back from the existing residences at the southern and western property line (refer to Figure 2.0-7 and 2.0-8). The building heights are consistent with the General Plan designations for the site. The project's consistency with the General Plan's height and massing standards, and the use of setbacks and visual screening provided by existing and planned landscaping and trees around the perimeter of the project site, would avoid land use compatibility impacts from the taller building heights. Though the project would intensify development on the site, the site is currently occupied by commercial uses, therefore the project would not physically divide a

community.

The project design includes varying rooflines and a pedestrian-oriented public plaza at the corner of Castro/ECR. The project also includes new landscaping and sidewalks along ECR and Castro Street. The proposed combination of varying building heights and rooflines, as well as the inclusion of pedestrian enchantments, would be consistent with the pedestrian-oriented design of development on and near Castro Street.

Impact LU-1: The proposed project would not place incompatible land uses adjacent to existing uses, or physically divide an existing community. **[Less Than Significant Impact]**

3.1.3.3 *Mountain View 2030 General Plan*

The Mountain View 2030 General Plan designation for the site is *Mixed-Use Corridor*. The *Mixed-Use Corridor* designation allows a broad range of commercial, office and residential uses and public spaces serving both surrounding neighborhoods and visitors from nearby areas. Allowed land uses include multi-family residential, office, commercial, lodging, plazas, and open spaces.

As noted previously, the *Mixed-Use Corridor* designation allows residential densities of 60-70 du/ac and building heights of four stories (or five stories in key development locations). The project would develop the site with the *Mixed-Use Corridor* designation at 69 du/ac with four story buildings. The proposed project is consistent with the goals and policies of the General Plan, because it would implement development consistent with the *Mixed-Use Corridor* General Plan land use designation of the site. The project's consistency with the individual General Plan goals and policies is discussed in detail in ***Section 6.2, Local Plans and Policies,*** of this EIR. Therefore, the project would not conflict with the Mountain View 2030 General Plan.

Impact LU-2: The proposed project is consistent with the existing Mountain View 2030 General Plan land use designations for the site. **[Less Than Significant Impact]**

3.1.3.4 *Mountain View Zoning Ordinance*

The project proposes a rezoning of the site from the existing *CRA* zone to a *Planned Community (P)* zoning district. The *Planned Community* zoning would allow the project to be approved prior to adoption of the revised zoning standards for the ECR corridor, and would provide the City the flexibility to implement development standards and features that conform to the 2030 General Plan.

Following approval of the proposed rezoning, the project would be in conformance with the Mountain View Zoning Ordinance. Therefore, the project would not conflict with the Mountain View Zoning Ordinance.

Impact LU-3: The project proposes a rezoning of the site and is therefore inconsistent with the existing zoning designation for the site. Following approval of the proposed rezoning, the project would be consistent with the City of Mountain View Zoning Ordinance. **[Less Than Significant Impact]**

3.1.3.5 *Population and Housing Impacts*

As described previously, the project would establish 164 residential units on the site. Based on a population density of 2.3 persons per residential unit, the project would have a maximum population of approximately 377 residents.[7] The project site is designated *Mixed-Use Corridor* under the Mountain View 2030 General Plan, which allows residential development at the densities proposed by the project.

The project would create additional housing and a population increase on the site, as anticipated by the Mountain View 2030 General Plan. Impacts associated with adding permanent residents to the site include increased energy use, air quality and greenhouse gas emissions impacts, traffic and circulation impacts, and utility impacts, which are discussed in their relevant sections of this EIR.

However, increasing the resident population of Mountain View also stands to provide environmental benefits. Currently, the City of Mountain View has a surplus number of jobs compared to the number of housing units located within the City. Based on the data provided in ***Section 3.1.2.4,*** the ratio of jobs to housing units in Mountain View is approximately 1.97. Such an imbalance can result in increased traffic and road congestion, which in turn exacerbates air pollutant and greenhouse gas emissions associated with transportation to and from the City. If approved, the proposed 164 residential units would incrementally improve the current jobs to housing imbalance in the City.

Impact LU-4: The proposed project would add residential units and associated residents to the City, but in a manner consistent with the General Plan assumptions for the site. **[Less Than Significant Impact]**

3.1.3.6 *Agricultural Resources*

The project site is located within an existing developed area, and has been developed with commercial uses since the 1950's. The site is not used or zoned for agricultural purposes. The site is not designated by the Department of Conservation as farmland of any type, and is not the subject of a Williamson Act contract. None of the properties adjacent to the project site are used for agriculture, nor are they designated as forest land. For these reasons, the project would have no impact on agricultural or forest resources.

Impact LU-5: The proposed project would not have an impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

[7] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 30, 2011.

3.1.4 Summary of Land Use Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact LU-1: The proposed project would not result in a significant land use compatibility impact.	Less Than Significant	No mitigation required	Less Than Significant
Impact LU-2: The proposed project is consistent with the existing General Plan land use designation for the site.	Less Than Significant	No mitigation required	Less Than Significant
Impact LU-3: The project proposes rezoning the site, so by definition, the proposed project is inconsistent with the existing zoning designation for the site. Following approval of the proposed rezoning, the project would be consistent with the City of Mountain View Zoning Ordinance.	Less Than Significant	No mitigation required	Less Than Significant
Impact LU-4: The proposed project would create new residential units on the site consistent with the City's General Plan. Increasing the number of residents in the City would provide incremental reductions in the jobs to housing imbalance in Mountain View.	Less Than Significant	No mitigation required	Less Than Significant
Impact LU-5: The proposed project would not have an	No Impact	No mitigation required	No Impact

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
impact on agricultural land, agricultural activities, or forest resources.			

3.1.5 Conclusion

The proposed project would not result in significant land use impacts. **[Less Than Significant Impact].**

3.2 TRANSPORTATION AND TRAFFIC

The discussion in this section is based on a Transportation Impact Analysis (TIA) prepared for the proposed project by *Hexagon Transportation Consultants* in May 2014. This report is included in this Draft EIR as Appendix B.

3.2.1 Existing Setting

3.2.1.1 *Existing Roadway Network*

Regional access to the project site is provided by State Route (SR) 85, SR 237, and SR 82/ECR. Local access to the site is provided via Castro Street, Miramonte Avenue, Victor Way, and Sonia Way.

SR 85 is a north-south freeway that begins at US 101, east of Shoreline Boulevard in Mountain View and extends south towards San José and terminates at US 101 east of the Silicon Valley Boulevard/Bernal Road interchange. SR 85 is six lanes wide (two mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site.

SR 237 is an east-west freeway that begins at the intersection of ECR and Grant Road in Mountain View and extends to Milpitas in the northeast. It is primarily four lanes in the vicinity of the project site.

SR 82/ECR is a six-lane divided major arterial in the vicinity of the project site. It extends from Mission Street in Colma to The Alameda in Santa Clara, and provides direct access to the project site.

Castro Street is a primarily four-lane roadway that begins at its intersection with Miramonte Avenue and extends northeastward to ECR. Between ECR and Central Expressway, Castro Street is a two lane roadway providing access to the core downtown area of Mountain View. North of Central Expressway, Castro Street transitions to Moffett Boulevard where it terminates at the NASA AMES Research Center. Castro Street provides direct access to the project site.

Miramonte Avenue is a four-lane roadway that is aligned in a north-south orientation in the vicinity of the project site. Miramonte Avenue extends northward from Foothill Expressway to ECR, where it becomes Shoreline Boulevard. Miramonte Avenue provides access to the project site via connections to Castro Street, Sonia Way, Harpster Drive, and ECR.

Victor Way is an east-west two lane roadway between Castro Street and Lane Avenue. Victor Way provides access to the project site via its intersection with Castro Street.

3.2.1.2 *Existing Transit, Bicycle, and Pedestrian Facilities*

Transit Facilities

Existing bus and light rail service in Mountain View is provided by the Santa Clara Valley Transportation Authority (VTA). There is also a Mountain View Caltrain station near Castro Street and Central Expressway, approximately 0.8 miles northeast of the project site. Caltrain provides regional rail access between San Francisco, San José, and Gilroy. Figure 3.2-1 contains a map of the local bus routes and Caltrain station.

VTA Bus Service

Local Route 22 operates on ECR in the project vicinity, providing service between the Eastridge Transit Center and Palo Alto Transit Center 24-hours a day, with 10 to 15-minute headways during the AM and PM peak hours.[8] Bus stops for Route 22 are located on ECR within 500 feet northeast and southeast of the project site.

Route 522 provides bus rapid transit between the Eastridge Transit Center in San Jose and the Palo Alto Transit Center between 4:45 AM and 9:00 PM. Within the study area, Route 522 operates along ECR with 15-minute headways during the peak commute hours and 15-minute headways during most of the day on Saturdays. Bus stops for Route 522 are located on ECR within 500 feet northeast and southeast of the project site.

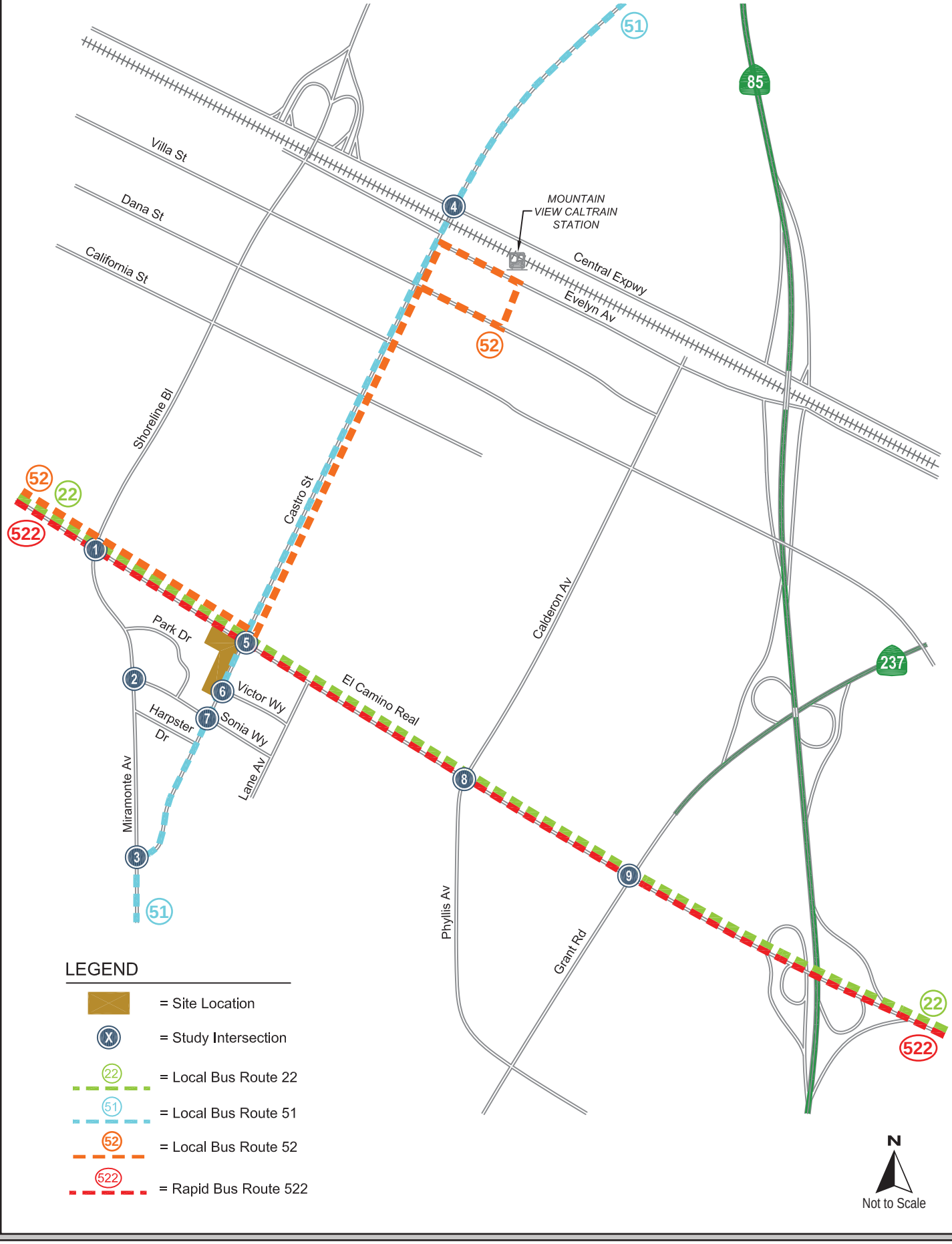
Local Route 51 operates on Castro Street in the project vicinity, providing service between Moffett Field/Ames Center and DeAnza College in Cupertino between the hours of 6:00 AM and 7:00 PM, with 30 to 60-minute headways during the AM and PM peak hours. There is a bus stop for Route 51 on the west side of Castro Street adjacent to the project site.

Local Route 52 operates on Castro Street and ECR in the project vicinity, providing service between Foothill College and Downtown Mountain View between 7:00 AM and 5:15 PM, with 30 to 50-minute headways during the AM and PM peak hours. There is a bus stop for Route 52 on the north side of ECR, just over 100 feet southeast from the project site.

Bicycle and Pedestrian Facilities

There are sidewalks along all of Castro Street, ECR, and most all other streets in the project area. North-south oriented Class II bicycle lanes[9] are provided along Shoreline Boulevard and Miramonte Avenue west of the project site. East-west Class II bicycle lanes are available on California Street to the north of the project site and on Evelyn Avenue, adjacent to the Caltrain station. Approximately one mile east of the site, the multi-use (bicycle and pedestrian) Class I Stevens Creek Trail runs along SR 85 and extends un-interrupted to the Stevens Creek Shoreline Nature Study Area adjacent to the San Francisco Bay.

[8] The AM peak hour is expected to occur between 7:00 AM and 9:00 AM on a regular weekday, and the PM peak hour is expected to occur between 4:00 PM and 6:00 PM on a regular weekday.
[9] A Class II bicycle lane is a striped bicycle lane situated between the right-most traffic lane and vehicles parked along the curb.



STUDY INTERSECTIONS AND EXISTING TRANSIT SERVICES FIGURE 3.2-1

3.2.1.3 *Traffic Analysis Methodology*

Existing traffic conditions at project study intersections were evaluated using the level of service (LOS) standards of the City of Mountain View and the Santa Clara County Congestion Management Program (CMP). LOS is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little to no delay, to LOS F, or jammed conditions with excessive delays. The LOS defined as acceptable by the City of Mountain View is LOS D or better for City-controlled intersections. The VTA, which is the Congestion Management Agency (CMA) for Santa Clara County, defines acceptable operating level as LOS E or better for CMP-designated intersections. Table 3.2-1 and 3.2-2 show the LOS descriptions and thresholds for signalized and unsignalized intersections, respectively.

The TIA analyzed the impacts of project-generated traffic on nine intersections to which the project would contribute 10 or more peak-hour vehicle trips per lane. The study intersections that were included in the analysis are shown in Figure 3.2-1 and are listed below.

1. Miramonte Avenue and El Camino Real*
2. Miramonte Avenue and Sonia Way
3. Miramonte Avenue and Castro Street
4. Castro Street/Moffett Boulevard and Central Expressway*
5. Castro Street and El Camino Real*
6. Castro Street and Victor Way (Unsignalized)
7. Castro Street and Sonia Way (Unsignalized)
8. Calderon Avenue/Phyllis Avenue and El Camino Real
9. Grant Road and El Camino Real*

* Denotes a CMP intersection

Table 3.2-1 Signalized Intersection Level of Service Definitions, Based on Control Delay

LOS	Description	Total Delay (seconds per vehicle)
A	Operations with very low delays occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delays occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C[1] ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

[1] V/C ratio = volume-to-capacity ratio, or the ratio of the number of vehicles in a lane to the capacity of that lane.
Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000. Pages 10-16.

Unsignalized Intersections

LOS D is the minimum operating level for unsignalized intersections in the City of Mountain View. The correlation between average delay and LOS for unsignalized intersections is shown in Table 3.2-2, below.

Table 3.2-2 Unsignalized Intersection Level of Service Definitions

LOS	Description	Total Delay (seconds per vehicle)
A	Little or no traffic delay.	10.0 or less
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delay.	15.1 to 25.0
D	Long traffic delay.	25.1 to 35.0
E	Very long traffic delay.	35.1 to 50.0
F	Extreme traffic delay.	Greater than 50.0

Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000.

To determine the project's potential impact on the LOS of the study intersections, traffic conditions were evaluated for the following scenarios:

- Existing Conditions: Existing traffic volumes are based on existing and new traffic counts.
- Background Conditions: Existing traffic volumes plus traffic expected from projects that have been approved but are not yet constructed and occupied.
- Existing plus Project Conditions: Existing traffic volumes plus traffic that would be generated by the proposed project.
- Background plus Project Conditions: Background traffic volumes plus traffic that would be generated by the proposed project.

The *Existing* conditions and *Background* conditions are further described below. The *Existing Plus Project* conditions and *Background Plus Project* conditions are described in ***Section 3.2.2, Transportation and Traffic Impacts.***

Freeways

The CMP technical guidelines require an analysis of a project's impacts to the LOS on freeways when a project would add peak-hour vehicle trips greater than one percent of the capacity of a freeway segment. The proposed project would not add more than seven peak-hour vehicle trips to any freeway segments. Since the capacity of each lane in the potentially-affected freeway segments is no less than 4,400 vehicles per hour per lane, the project would not add more than one percent of a freeway segment's capacity and therefore, a freeway analysis for the CMP is not required. See Appendix B for additional detail on the effects that project-generated traffic would have on freeways.

Castro Street Road Diet

In addition to the projects listed above, there are roadway modifications planned for Castro Street between ECR and Miramonte Avenue that were included in the analysis. Also known as a 'road

diet,' the modifications include reducing the number of lanes on Castro Street from four to two (one in each direction), adding bicycle lanes in both directions, widening planted center medians, striping, and placement of pedestrian safety measures such as flashing crosswalk lights and warning signals. On-street parking on Castro Street along the project frontage will also be removed, and the Miramonte Avenue/Castro Street intersection would be modified to have one left-turn lane, one through lane, and one shared through right-turn lane in both the north and southbound directions. The westbound direction would contain one left-turn lane, a shared through left-turn lane, and one right-turn lane. The eastbound direction would include one left-turn lane and one shared through right-turn lane.

3.2.1.4 *Existing Conditions*

Traffic conditions in the field were observed to: (1) identify any existing traffic problems that may not be directly related to intersection LOS, and (2) identify any locations where the LOS analysis does not accurately reflect existing traffic conditions.

Overall, the study intersections operate at acceptable levels (LOS D or better for Mountain View intersections and LOS E or better for CMP intersections) during the AM and PM peak hours of traffic, and the LOS analysis accurately reflects existing traffic conditions. However, operational-related issues were observed at two of the project study intersections:

- Calderon Avenue/Phyllis Avenue and El Camino Real: During the AM peak hour, the eastbound through queue on ECR occasionally spills past the left turn pocket and beyond Bonita Avenue to the west, which precludes access to the left turn pocket until the queue clears. The queue typically clears the intersection in one or two signal cycles.

- Grant Road and El Camino Real: During both the AM and PM peak hours, the eastbound through queue on ECR occasionally spills past the left turn pocket and beyond the Calderon Avenue/Phyllis Avenue and ECR intersection. Two or three signal cycles are usually required to clear these queues. In addition, the westbound through queue intermittently spills past Yuba Drive in the AM peak hour and clears within two signal cycles.

Parking

There are currently 134 parking spaces provided on the project site, 38 of which are part of the City-owned parking lot on the west side of the project site. Curbside parking along ECR provides an additional eight spaces and approximately 13 parking spaces are available on Castro Street.[10] The 13 parking spaces on Castro Street will be removed as part of the Castro Street road diet. In the project vicinity, on-street parking is available on both sides of Victor Way. Based on parking counts and observations, peak parking demand on the project site for the existing retail businesses reaches 57 spaces around noon and again at 3:00 PM on weekdays.

[10] There is approximately 230 linear feet of curb space available on Castro Street. Estimated curbside parking is based on an assumed average parking space of 18 linear feet per vehicle.

3.2.1.5 *Background Conditions*

Traffic volumes for *Background* conditions were estimated by adding projected traffic generated by approved but not yet constructed projects to existing traffic volumes. The approved projects included in the *Background* conditions were:

- 605 Castro Street (24,864 sf commercial and eight residential units)
- 902 Villa Street (21,745 sf office space)
- 250 Bryant Street (68,000 sf office space)
- 100 West Evelyn Avenue (48,000 sf office space)
- 865 East El Camino Real (150 residential units)
- 209-405 West Evelyn Avenue (36 residential units)
- 1720 West El Camino Real (162 residential units)
- 871 West Evelyn Avenue (63,129 sf office space)
- 1984 West El Camino Real (3,000 sf commercial and 124 residential units)

Background Intersection Levels of Service

The results of the intersection LOS analysis under *Background* conditions are summarized in Table 3.2-3 below. The table shows that, measured against the City of Mountain View LOS standards and the CMP standards where applicable, all study intersections would continue to operate at an acceptable LOS under the *Background* condition.

Table 3.2-3 Intersection Levels of Service Summary

Study Intersection	Peak Hour	Existing		Existing + Project				Background		Background + Project			
		Delay[1] (sec.)	LOS[2]	Delay[1] (sec.)	LOS[2]	Δ in Crit. Delay[3] (sec.)	Δ in Crit. V/C[4]	Delay[1] (sec.)	LOS[2]	Delay[1] (sec.)	LOS[2]	Δ in Crit. Delay[5] (sec.)	Δ in Crit. V/C[6]
1. El Camino Real and Miramonte Avenue*	AM	37.0	D	37.1	D	0.2	0.005	37.5	D	37.6	D	0.2	0.005
	PM	42.1	D	42.3	D	0.3	0.003	43.9	D	44.2	D	0.3	0.003
2. Miramonte Avenue and Sonia Way	AM	12.9	B	13.4	B	0.5	0.004	12.9	B	13.3	B	0.5	0.004
	PM	7.6	A	8.0	A	0.5	0.004	7.5	A	8.0	A	0.5	0.004
3. Miramonte Avenue and Castro Street	AM	11.7	B	19.9	B	2.9	0.169	19.6	B	19.8	B	0.2	0.003
	PM	14.7	B	22.9	C	3.8	0.009	22.9	C	23.3	C	0.6	0.010
4. Central Expressway and Castro Street/Moffett Boulevard*	AM	40.6	D	40.7	D	0.1	0.000	42.7	D	42.9	D	0.2	0.003
	PM	41.8	D	42.1	D	0.4	0.003	44.3	D	44.6	D	0.4	0.003
5. El Camino Real and Castro Street*	AM	32.1	C	32.7	C	0.7	0.009	32.3	C	32.8	C	0.7	0.009
	PM	40.2	D	41.6	D	2.0	0.028	40.7	D	42.2	D	2.1	0.028
6. Castro Street and Victor Way†	AM	12.0	B	20.2	C	-	-	14.5	B	20.4	C	-	-
	PM	11.9	B	17.5	C			13.5	B	17.7	C		
7. Castro Street and Sonia Way†	AM	13.7	B	16.2	C	-	-	16.3	C	16.3	C	-	-
	PM	13.3	B	15.1	C			15.0	B	15.3	C		
8. Calderon Avenue/Phyllis Avenue and El Camino Real	AM	26.1	C	26.1	C	0.0	-0.001	26.1	C	26.1	C	0.0	-0.001
	PM	35.6	D	35.6	D	0.0	0.002	35.6	D	35.6	D	0.0	0.002
9. El Camino Real and Grant Road/SR 237*	AM	60.7	E	61.1	E	0.8	0.002	61.7	E	62.1	E	0.9	0.002
	PM	57.9	E	58.6	E	1.9	0.008	58.7	E	59.5	E	2.0	0.008

* Denotes CMP intersection

† Denotes unsignalized intersection

[1] Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections.

[2] LOS calculations performed using the *2000 Highway Capacity Manual (HCM)* methodology.

[3] Change in average critical movement delay between Existing and Existing plus Project Conditions.

[4] Change in critical volume to capacity ratio between Existing and Existing plus Project Conditions.

[5] Change in average critical movement delay between Background and Background plus Project Conditions.

[6] Change in critical volume to capacity ratio between Background and Background plus Project Conditions.

3.2.2 Transportation and Traffic Impacts

3.2.2.1 *Thresholds of Significance*

City of Mountain View

According to the City of Mountain View's significance thresholds, the proposed project would result in a significant traffic impact at a signalized intersection if the project would:

- Cause a signalized City of Mountain View (local) intersection to deteriorate from acceptable LOS D conditions or better to unacceptable LOS E or F conditions; or
- Cause a signalized City of Mountain View (local) intersection currently operating at LOS E or F conditions to increase in critical movement delay of four (4) seconds or more, and increase in the critical volume-to-capacity (V/C) ratio by 0.01 or more; or
- Cause a CMP intersection to deteriorate from acceptable LOS E conditions or better to unacceptable LOS F conditions; or
- Cause a CMP intersection currently operating at LOS F conditions to increase in critical movement delay by four (4) seconds or more, and increase the volume-to-capacity (V/C) ratio by 0.1 or more.

Pedestrian, Bicycle, and Transit Impacts

A significant pedestrian, bicycle, or transit impact would occur if the proposed project would:

- Conflict with existing or planned pedestrian, bicycle, and/or transit facilities; or
- Create pedestrian and bicycle demand without adequate and appropriate facilities for safe non-motorized mobility; or
- Generate potential transit trips without adequate transit capacity or access to transit stops.

Other Transportation Impacts

There are no impact assessment methods that have been adopted by the City Council for impacts related to site access, vehicle queuing, neighborhood impacts, or parking supply. The CEQA Guidelines provide general direction and principles that can be used to analyze the project's effects on these subjects. CEQA Guidelines §15064(b) states:

> *"The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data."*

This analysis of "other transportation impacts" uses data collected as part of the project TIA and calculations in accordance with standards and methods employed in the traffic engineering community to compare the existing conditions to the conditions that are anticipated to exist if the project is approved, constructed, and operated. Not all impacts resulting from a project are environmental, though. The CEQA Guidelines §15064(d) addresses this and states:

> *"In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes which may be caused by the project." [Emphasis added]*

For issues such as vehicle queuing or parking, the significance of a project's contribution to vehicle queues or local parking demand would be determined based on any physical changes to the environment from the project (i.e., increase in traffic leads to increase in vehicle emissions, which could lead to decrease in air quality conditions) or physical changes to the environment required in order to accommodate the project's contributions. Not all effects can be measured based on physical effects though. For example traffic on residential neighborhood streets may increase but would not necessarily require or result in physical changes in the environment. CEQA Guidelines §15064(e) states:

> *"Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment."*

It is in this context that the analysis of the project's effects on less tangible and measureable transportation issues is written. CEQA affords discretion to the Lead Agency (the City of Mountain View) to evaluate the significance of environmental effects for which thresholds of significance or impact criteria have not been adopted by State, regional, or local agencies with jurisdiction. The analysis in this EIR relies to the extent feasible on project-specific data collected for the TIA and on calculations prepared in accordance with the methods and standards of the traffic engineering community. Conclusions about the significance of the project's effects on local transportation are made based on what, if any, direct or indirect physical changes would occur as a result of the project, and the scale of those changes.

3.2.2.2 *Project Trip Generation and Distribution*

As described in ***Section 2.2 Project Description***, the proposed project would demolish the existing commercial development and construct 164 apartment units with approximately 10,800 square feet of commercial retail space. The commercial retail space would be occupied by some of the businesses that are currently on the project site including the Peet's coffee shop, clothing tailor, hair stylist, and market.

As shown in Table 3.2-4 below, the proposed project is estimated to generate 858 net new daily trips, including 56 new AM peak hour trips and 79 new PM peak hour trips. Existing vehicle trips generated by uses on the site were counted based on traffic and parking data collected over two days in February 2014. Trip generation rates from the Institute of Transportation Engineers (ITE) were used to estimate the vehicle trips generated by the proposed residential units. Since traffic counts were collected for the existing on-site development and since some of those uses will remain in the new retail space, the trip generation of the proposed retail space was factored as a ratio of the size of the existing retail spaces to the size of the proposed retail spaces.

Table 3.2-4 Project Trip Generation Estimates

Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Uses								
Commercial Retail[2]	20,134 sf	973	12	7	19	53	51	104
Peet's Coffee[2]	2,246 sf	1,292	91	79	170	50	40	90
Total Existing Trips	*22,380 sf*	*2,265*	*103*	*86*	*189*	*103*	*91*	*194*
Proposed Uses								
Apartments[1]	164 units	1,184	18	72	90	74	40	114
Retail[3]	8,807 sf	907	7	5	12	45	45	90
Peet's Coffee[3]	1,987 sf	1,150	81	70	151	45	36	81
Total Gross Proposed Trips	-	*3,241*	*106*	*147*	*253*	*164*	*121*	*285*
Residential/Retail Mixed-Use Internalization[4]		-118	-4	-4	-8	-6	-6	-12
Total Proposed Trips	-	*3,123*	*102*	*143*	*245*	*158*	*115*	*273*
NET NEW PROJECT TRIPS	**-**	**858**	**-1**	**57**	**56**	**55**	**24**	**79**

[1] Trip generation rates are based on Apartments (220) land use. Institute for Transportation Engineers. *Trip Generation, 9th Edition*. 2012.
[2] Trip generation based on traffic and parking counts conducted on 2/14/14 and 2/5/14
[3] Peak hour observed traffic volumes are factored as a ratio of the size of the existing retail space and Peet's to the proposed retail space and Peet's.
[4] A five percent residential/retail mixed-use trip reduction was applied per the Santa Clara VTA TIA Guidelines. The 5 percent trip reduction was first applied to the smaller trip generator (residential). The same number of trips were then subtracted from the larger trip generator (retail) to account for both trip ends.

The traffic congestion generated by the project was estimated using a three-step process; (1) vehicle trip generation, (2) vehicle trip distribution, and (3) vehicle trip assignment. Trip distribution is estimated based on travel patterns in the vicinity of the site, the locations of complementary land uses in the region, and prior traffic analyses completed in the study area. Trip assignment, by comparison, is a much more detailed estimation of the routes that project-related vehicle trips will take in the vicinity of the project site. For example, the TIA estimates that approximately 20 percent of the project's vehicle trips would *distribute* to the northwest via ECR. The *assignment* of those trips, however, details two routes that are likely to be used to go that direction: cars exiting the proposed residential driveway could turn left on to Castro Street and then left on ECR, or they could turn right on Castro Street and make two more rights on Sonia Way and Miramonte Avenue before turning left on ECR. A detailed discussion of the vehicle trip distribution patterns and assignment, including a description of all likely routes to and from the project site, is included in Chapter 3 of Appendix B.

3.2.2.3 *Level of Service Impacts*

Existing Plus Project Conditions

Vehicle trips generated by the project were added to existing traffic volumes to obtain *Existing Plus Project* traffic volumes on local roadways. This is contrasted with the term *project trips*, which is a term that refers to the estimated number of vehicles on the road specifically associated with the project.

Existing Plus Project traffic volumes were used to calculate the LOS at each of the study intersections. The Castro Street Road Diet was also included as part of the *Existing Plus Project* conditions. The results of the intersection LOS analysis under *Existing Plus Project* conditions are summarized in Table 3.2-3, above. The results show that under *Existing Plus Project* conditions, the unsignalized intersections of Castro Street/Victor Way and Castro Street/Sonia Way would degrade from LOS B to LOS C, and the intersection of Miramonte Avenue/Castro Street would degrade from LOS B to LOS C in the afternoon peak-hour, but would remain at an acceptable LOS. All other study intersections would continue to operate at their current LOS. Therefore, since none of the thresholds of significance detailed in ***Section 3.2.2.1 Thresholds of Significance*** are met or exceeded, the project would not result in a significant impact to traffic LOS under the *Existing Plus Project* condition.

Background Plus Project Conditions

Project trips were added to background traffic volumes to obtain *Background Plus Project* traffic volumes based on the project trip assignment. The results of the intersection LOS analysis under background without project and background with project conditions are summarized in Table 3.2-3. The LOS of the unsignalized intersections would degrade to LOS C for both the morning and evening peak hours, but would remain at an acceptable LOS. All other study intersections would continue to operate at their current LOS under *Background Plus Project* conditions, and no significant traffic LOS impacts under the *Background Plus Project* conditions would occur.

Project Impacts

The proposed project would not cause the LOS of any Mountain View intersections to degrade below LOS D and would not cause the critical movement delay of any congested (LOS E or F) Mountain View intersections to increase by four (4) seconds or more. The LOS of the CMP intersections studied for the project would not degrade in either the *Existing Plus Project* or *Background Plus Project* conditions. Since none of the CMP intersections operate or would operate at LOS F, increases in critical movement delays or V/C ratios would not be significant. The two unsignalized intersections studied for the project would remain at LOS C or better in all project conditions, therefore no traffic signals or other intersection modifications are warranted at those locations.

Impact TRANS-1: Implementation of the project would not result in significant congestion impacts to the project study intersections under *Existing Plus Project* or *Background Plus Project* conditions. **[Less Than Significant Impact]**

3.2.2.4 *Construction Traffic and Lane Closure Impacts*

Project construction would temporarily impact vehicle travel lanes and sidewalks in the immediate vicinity of the project site. Truck trips to and from the site, material loading and offloading, equipment staging and operation and sidewalk improvements could require temporary lane closures and traffic control. As a condition of project approval, the City would require the project applicant to submit a Construction Traffic Control Plan for City review and approval prior to the issuance of grading permits. The Construction Traffic Control Plan would address emergency vehicle passage and emergency access to the site, transit operations, material loading zones, truck haul routes,

temporary pedestrian and bicycle detours, and construction zone signage, consistent with City policies.

A Construction Traffic Control Plan for construction-period traffic management would avoid construction impacts to transit, bicycle, or pedestrian facilities. The plan will be implemented throughout the course of project construction and may include, but will not be limited to, the following elements:

- Limit truck access to the project site during peak commute times (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM).
- Provide access for emergency vehicles at all times.
- Provide adequate onsite parking for construction employees, site visitors, and inspectors as feasible.
- Maintain pedestrian and bicycle access and circulation during project construction where safe to do so. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk. If construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the road.
- Require traffic controls in the project area and the project entrance driveway, including flag persons wearing bright orange or red vests and using a "Stop/Slow" paddle to control oncoming traffic.
- Post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area.
- Repair or restore the road right-of-way to its original condition or better upon completion of the work.

Impact TRANS-2: Congestion impacts that could arise from construction traffic would be avoided by implementation of a standard City requirement: development and implementation of a Construction Traffic Control Plan. **[Less Than Significant Impact]**

3.2.2.5 *Neighborhood Traffic*

Residential areas surrounding the project site would be particularly sensitive to increased traffic volumes because small increases in traffic can result in impacts to the livability of a neighborhood. One tool for measuring the effects of traffic on neighborhood "livability" is the Traffic Infusion on Residential Environments (TIRE) Index. The index incorporates the average daily traffic (ADT) volumes to determine how much traffic could be added to a road before residents would perceive the increase in traffic, which correlates directly to the existing ADT on a given roadway. That is, the greater the ADT on a roadway, the more vehicles could be added before residents would notice an increase.

According to the TIRE Index methodology, a noticeable increase occurs when the difference in the Index between the no project and project scenario is greater than 0.1. This corresponds to an approximately 20-30 percent increase in ADT. For this project, the TIRE index was applied to two nearby residential streets: Sonia Way, west of Park Drive, and Victor Way, east of Castro Street. These street segments were selected based on the anticipated project trip distribution into the surrounding area. Based on available information, the existing weekday ADT on these segments of

Sonia Way and Victor Way is 1,185 and 472 trips, respectively.

Using the TIRE Index methodology, 290 daily trips could be added to Sonia Way and 114 daily trips could be added to Victor Way before there would be a perceptible increase in traffic. To see the data and parameters that were used to calculate the TIRE Index, please refer to Appendix B of this EIR. The proposed project would add 69 daily trips to Sonia Way and 43 trips to Victor Way.

Impact TRANS-3: The project would not result in noticeable increases in traffic on local residential streets and roadway modifications or improvements would not be needed. **[Less Than Significant Impact]**

3.2.2.6 *Transit, Bicycle, and Pedestrian Impacts*

Transit Facility Impacts

The project site is well-served by public transit services, with bus stops for four routes located within 500 feet of the project site and regional bus and rail services available at the Mountain View downtown transit station less than a mile to the northeast. It is estimated that the proposed project would generate approximately seven new transit riders during the morning peak hours and approximately eight during the evening peak hours.[11] There is adequate capacity on all public transit services in the area to accommodate new users generated by the proposed project. The bus stop on Castro Street adjacent to the project site, which serves Bus Line 51, would remain open and unaffected during construction.

Bicycle Impacts

There are designated bicycle lanes along Miramonte Avenue, Shoreline Boulevard, California Street, and Phyllis Avenue. ECR, which connects to the Class I multi-use Stevens Creek Trail to the east, is wide enough to support bicycles but requires bicyclists to exercise caution because there are no designated bicycle lanes. Streets such as Victor Way, Sonia Way, and Harpster Drive have low traffic volumes and are generally conducive to bicycling, but do not have designated bike lanes. The road diet planned for Castro Street would add bicycle lanes between ECR and Miramonte Avenue.

Based on the City of Mountain View Municipal Code requirements, bicycle parking is to be provided on-site at five percent of the required vehicle parking for retail/restaurants, and one space per unit for residential. The proposed project would include 179 bicycle parking spaces, ten more than required, through a combination of surface bicycle racks for public access and bicycle storage for residents in the underground parking garage.

The proposed project would not cause any impacts to bicycle facilities and would be designed to be compatible with the bicycle lanes for Castro Street. This includes insuring that landscaping and driveways along the Castro Street frontage provide adequate sight distance to avoid hazards among bicyclists, pedestrians, and drivers. Sight distance and safety are discussed in greater detail below. The project would meet the City's requirements for bicycle parking and would not have any

[11] Ridership estimates are based on CMP methodology, which allows for a nine percent reduction in the estimated vehicle trips for projects near transit. Though the nine percent trip reduction was not applied for this project, it provides an industry-accepted estimate of public transit ridership.

significant impacts on bicycle facilities.

Pedestrian Impacts

All of the roadways in proximity to the project site have sidewalks on both sides of the street and have good connectivity. All signalized intersections in the area have pedestrian signals, and unsignalized intersections (including Castro Street/Sonia Way) have crosswalks. The proposed project would not impact any pedestrian facilities, and would be designed to be compatible with pedestrian improvements planned as part of the road diet. Pedestrian access to the project site will be available from both ECR and Castro Street. Castro Street along the project site currently has five driveway entrances/curb cuts. The proposed project would reduce the driveway entrances/curb cuts down to two along Castro Street, which would improve pedestrian safety.

Impact TRANS-4: The proposed project would add approximately seven and eight riders to public transit in the AM and PM peak hours, respectively. The project would provide bicycle parking consistent with the City's Municipal Code requirements, and would include pedestrian accommodations designed to be compatible with the planned Castro Street road diet. Therefore, implementation of the project would not result in significant impacts to existing or planned transit, bicycle, or pedestrian facilities. **[Less Than Significant Impact]**

3.2.2.7 *Site Access, Sight Distance, and Safety*

Site Access

The proposed project would have a residential-only driveway on Castro Street to the proposed below-grade resident parking garage. This driveway would provide unrestricted ingress and egress (i.e. all turning movements would be allowed) to and from the site and would operate adequately during both the morning and evening peak hour periods.

The existing alley driveway would remain along Castro Street, and would connect the project site to the two mixed use buildings and the residential and commercial parking areas. The other end of the alley connects to ECR, and allows eastbound vehicles to enter and exit the alley. As shown in Figure 2.0-4, all driveways which access the surface level and underground parking areas would be accessible from the alley. Based on the project TIA, the driveways and alleyway would operate adequately during both the morning and evening peak hour periods.

Sight Distance

The existing alley driveway along Castro Street would be improved to current driveway standards, including ADA standards and sight distance requirements. Since the project would result in 56 more AM peak hour vehicle trips and 79 more PM peak hour vehicle trips than the current uses, the potential for hazards and safety impacts to pedestrians, bicyclists, and other motorists would increase due to more vehicular trips at the site. However, the proposed project would reduce the driveway entrances/curb cuts along Castro Street from five to two, which would decrease current site distance issues at the driveways. Given that Class II bicycle lanes are planned for Castro Street as part of the

road diet, ensuring adequate sight distance for vehicles entering and exiting the project site, as well as for the pedestrians and bicyclists passing the site, is critical. Providing appropriate sight distance reduces the likelihood of a collision at a driveway, and affords drivers the opportunity to exit a driveway and locate sufficient gaps in traffic to make a safe turn.

In general, access points should be free and clear of any obstructions such as low-lying, dense, landscaping, signs, and utility boxes. The minimum acceptable sight distance is often considered the Caltrans standard stopping distance, which varies depending on roadway speeds. The speed limit on Castro Street is 30 miles per hour (mph), and there is no posted speed limit on the alley. Caltrans recommends a stopping distance of 200 feet for roadways with 30 mph speed limits, which means that drivers must be able to see 200 feet down Castro Street in either direction in order to make a safe turn or stop, as well as to avoid a collision with a vehicle or pedestrian.

These standards are intended for analyzing the sight distance for vehicles to see other vehicles and to make safe turns, and do not apply as directly for analyzing the interactions of pedestrians and cyclists with cars entering and exiting a driveway. Figure 2.0-4 includes dashed lines delineating the 'sight triangles' for vehicles exiting the site along Castro Street. These sight triangles would be unobstructed and would allow vehicles and pedestrians/bicyclists to be aware of one another. Parking would be prohibited on Castro Street along the project frontage, which would support unobstructed views for drivers, bicyclists, and pedestrians. Since parking is currently allowed along Castro Street at this location, prohibiting parking would reduce the potential hazards to pedestrians, bicyclists, and motorists that arise from vehicles entering and exiting the site. Therefore, adequate sight distance would be available for bicyclists, pedestrians, and motorists, to ensure that the proposed project does not create new safety hazards associated with site access.

Impact TRANS-5: The proposed project would not result in significant safety hazards associated with site access and sight distance because the project is designed to provide adequate sight distance to and from driveways, and also would prohibit parking along Castro Street. There would be no roadway modifications necessary to ensure adequate sight distance aside from those proposed as part of the project. **[Less Than Significant Impact]**

3.2.2.8 *Castro Street and Alley Intersection*

The planned Castro Street road diet involves striping between the two median islands between Victor Way and ECR to prohibit left turns from eastbound Castro Street into the alley and outbound left turns from the alley on to Castro Street. The proposed project would close the median entirely by constructing a landscaped median, making the alley a right-turn in and right-turn out only driveway. Vehicles exiting the site from the alleyway could make U-turns at Victor Way or Sonia Way in order to access ECR. Based on the project TIA, this intersection would operate at an LOS B or better in both the morning and evening peak hours.

Since the median would be closed between Victor Way and ECR, the project also proposes to allow U-turns (currently prohibited) for vehicles on northbound Castro Street. There is adequate width on Castro Street to accommodate this turning movement, and the project TIA did not identify any potentially significant LOS impacts resulting from the project. Since left-turns are already allowed on northbound Castro Street and are protected by a green left-turn arrow, allowing U-turns in

addition to left-turns would not result in potential hazards to oncoming bicyclists or pedestrians because all pedestrian and bicycle movements during this signal phase would be prohibited.

The Castro Street/ECR intersection is a CMP intersection subject to VTA congestion standards and requirements. In addition, because ECR is also a State Route, it is within Caltrans jurisdiction. Coordination between the applicant, the City, and these two agencies will be necessary as part of the project land use and planning process, including through acquisition of an Encroachment Permit from Caltrans. However, there are no environmental or safety hazards that would result from this element of the project.

Impact TRANS-6: Allowing U-turns for northbound Castro Street traffic would not cause LOS impacts at nearby intersections or create new hazards to the public. There is adequate width in the intersection to accommodate the movement and no intersection modifications are needed. The project applicant would coordinate with VTA and Caltrans, as needed, to ensure that allowing U-turns does not conflict with VTA and Caltrans plans or policies. **[Less Than Significant Impact]**

3.2.2.9 *Parking*

Two methodologies were used to analyze the potential impacts to parking supply and demand on the project site and in the surrounding area. The first method compares the proposed parking supply to the amount required by the City of Mountain View's municipal code (Chapter 36, Article X). The second method uses the City's parking requirements for the proposed residences but estimates the parking demand for the retail portion based on observed parking counts of the existing on-site retail. The City of Mountain View parking code does not have rates for the on-site coffee shop (Peet's Coffee), which is a much more intensive use than standard retail space, therefore the restaurant parking rates were used for Peet's Coffee.

Mountain View Code Methodology

As shown in Table 3.2-5 below, the City's parking code would require the proposed project to provide 289 parking stalls on-site. It should be noted that since the project would retain the existing 45 outdoor seats (located near the Peet's Coffee and Rose Market), one parking stall must also be provided for every 2.5 outdoor seats.

Table 3.2-5 Project Parking Requirements Based on City Code			
Land Use	**Size Proposed**	**Required Parking Rate**	**Parking Required**
One Bedroom Apartments	126 units	1 stall per unit	126
Two Bedroom Apartments	34 units	2 stalls per unit	68
Three Bedroom Apartments	4 units	2 stalls per unit	8
Restaurant (Peet's Coffee)	1,987 sf	1 stall/100 sf	20
Retail	8,807 sf	1 stall/180 sf	49
Outdoor seating	45 seats	1 stall per 2.5 seats	18
Total Project Parking Required			***289***

[a] See Section 36.32.50 of the Mountain View Municipal Code for parking requirements for each land use.
[b] Per the City of Mountain View, the *Planned Community (P)* zoning for the project would make rates above inclusive of guest parking spaces.

The proposed project includes 299 parking spaces: 202 resident parking spaces within the two parking garages and 97 retail parking spaces within the parking garages, surface lot, and along the alley. Based on City of Mountain View code requirements, the proposed project would provide ten more parking stalls than required by the City Code. The project proposes a *Planned Community (P)* zoning and the required parking on-site is set by the City as part of the site-specific zoning. Therefore, site-specific parking counts were conducted in order to more accurately determine the parking demand on the project site.

Site Specific Observation Methodology

Parking counts were completed on a consecutive Friday and Saturday in February 2014, between the hours of 6:00 AM and 10:00 PM. Parking counts were conducted for each separate business on the site, and included the businesses that would remain on-site after completion of the project. The results of the observations indicate that parking demand for the businesses to remain on-site would peak during a typical weekday around noon and again at 3:00 PM, with a peak parking demand of 57 spaces including the demand from existing on-street parking.

In addition to counting the actual parking demand of the on-site retail businesses, observations of parking demand were taken for the on-site City parking lot in September 2013 and February 2014. The focus of these counts was to determine which businesses were being served by these parking stalls and to determine the peak parking time for the City lot. The majority of vehicles using the 38-stall City lot were going to Frankie Johnnie and Luigi's restaurant, located approximately 340 feet northwest of the project site, while the rest were going to the businesses fronting ECR or going to downtown Mountain View (Castro Street north of ECR). Some vehicles were parked in the lot for extended periods of time, presumably used by residents of nearby apartment buildings, and others were accessing some of the retail businesses to be removed as part of the proposed project. Based on these factors, 29 parking stalls would need to be retained from the City lot in order to maintain service to nearby businesses, primarily Frankie Johnnie & Luigi's restaurant.

Shared Parking

The project proposes a mix of land uses which have different peak hours for parking demand. In

general, residences would have the greatest weekday parking demand in the early morning and in the evenings, before and after normal business hours. Peak demand for parking to access retail establishments is in the middle of the day and in the early afternoon. To determine the shared parking demand, an hourly evaluation of peak parking characteristics was completed. The evaluation was based on parking counts for retail uses and on the Urban Land Institute (ULI) methodology *Shared Parking* for the proposed apartments. Table 3.2-6 below shows the results of this analysis.

Table 3.2-6 Shared Parking Analysis

Hour of Day	Retail[1]	Residential[2]	City Lot[1]	Total Parking Demand	
				Project	Project + City Lot
6:00 AM	19	204	17	223	240
7:00 AM	25	184	17	209	226
8:00 AM	40	173	18	213	231
9:00 AM	46	163	18	209	227
10:00 AM	53	153	22	206	228
11:00 AM	54	143	24	197	221
12:00 PM	57	133	25	190	215
1:00 PM	54	143	26	197	223
2:00 PM	41	143	23	184	207
3:00 PM	57	143	24	200	224
4:00 PM	56	153	23	209	232
5:00 PM	43	173	25	216	241
6:00 PM	47	184	27	**231**	**258**
7:00 PM	27	198	28	225	253
8:00 PM	24	200	29	224	253
9:00 PM	10	202	27	212	239
10:00 PM	10	204	20	214	234

Bold indicates the peak shared parking demand.

[1] Parking numbers are weekday counts (the greater of the two between weekday and weekend) from field observations in February 2014.

[2] Source: ULI *Shared Parking, Second Edition,* 2005.

Based on the shared parking analysis, the peak parking demand would occur on weekdays around 6:00 PM and would require 258 parking spaces including the demand from the existing City-owned lot. When compared to the shared parking demand, the proposed 299 parking spaces provide 41 more spaces than needed to accommodate the demand of the project and the City-owned parking lot. Therefore, the proposed project would exceed parking demand by 41 spaces.

Impact TRANS-7: The proposed project would provide 299 parking spaces, which taken along with the seven stalls along ECR would provide 41 more parking spaces than would be required during the peak-hour of parking demand and 10 more parking spaces than would be required by the City Code. **[Less Than Significant Impact]**

3.2.2.10 *Vehicle Queuing*

An analysis was completed as part of the project TIA to determine how many vehicles the proposed project would add to the vehicle queues for nearby high-demand turn movements. The question that this analysis aims to answer is: do the existing left-turn pockets at affected intersections have adequate storage capacity to accommodate vehicle trips associated with the proposed project? Potential environmental impacts can occur if a project could cause vehicle queues to exceed the length of the turn pocket, unless the project is required to extend the existing turn pocket or construct a new pocket.

A vehicle queuing analysis was completed for two left-turn pockets in the project vicinity: the left-turn from northbound Castro Street onto westbound ECR, and the left-turn from westbound ECR onto southbound Castro Street. Under existing and background AM and PM peak-hour conditions, the 350-foot left-turn pocket on ECR provides adequate storage capacity for the 95th percentile queue of vehicles turning on to southbound Castro Street.[12] The left-turn pocket on Castro Street is 75 feet to the end of the first median, but vehicles can queue an additional 255 feet to the intersection of Castro Street and Victor Way. Totaling 330 feet, the Castro Street left-turn pocket provides adequate storage capacity for the 95th percentile vehicle queue in the AM peak-hour under both *Existing* and *Background* conditions, but is exceeded on approximately five percent of the peak-hour signal cycles in the PM peak-hour.

Based on the project TIA, the proposed project would add up to 25 feet (or one vehicle) to the 95th percentile queues during the AM and PM peak hours. When a project contributes one vehicle or less to vehicle queues, even those queues that exceed storage capacity on five percent of the peak-hour signal cycles in the *Existing* condition, improvements to left-turn pockets are not typically required.

To avoid traffic circulation problems caused by vehicles queuing into the intersections of Victor Way and Sonia Way, a circumstance that can occur under existing conditions, the project would be required as a condition of approval to paint 'Keep Clear' signage on the pavement of the Castro Street/Victor Way and Castro Street/Sonia Way intersections. This, along with the project proposal to close the median in front of the alley, would help alleviate a queuing problem that can occur under *Existing* conditions and could continue to occur under project conditions.

Impact TRANS-8: Vehicle queues exceed the Castro Street left-turn pocket on five percent of the PM peak-hour signal cycles under all conditions, with or without the proposed project. The proposed project would add one vehicle to the 95th percentile peak-hour queues of the left-turn pockets on northbound Castro Street and westbound ECR, which is not a significant impact requiring improvements. The project would close the median in front of the alley, and would be required as a condition of project approval to paint 'Keep Clear' signage on the pavement of the Castro Street/Victor Way and Castro Street/Sonia Way intersections. **[Less Than Significant Impact]**

[12] Left-turn pockets are designed based on the 95th percentile queue length, which is the longest queue that will exist for 95 percent of the peak-hour signal cycles. This means that the storage capacity of a left-turn pocket constructed to the 'design queue length' would be exceeded five percent of the time.

3.2.3 Summary of Transportation and Traffic Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact TRANS-1: Implementation of the project would not result in significant congestion impacts to the project study intersections under *Existing Plus Project* or *Background Plus Project* conditions.	Less Than Significant	No mitigation required	Less Than Significant
Impact TRANS-2: Congestion impacts that could arise from construction traffic would be avoided by implementation of a standard City requirement: development and implementation of a Construction Traffic Control Plan.	Less Than Significant	No mitigation required beyond the implementation of a Construction Traffic Control Plan	Less Than Significant
Impact TRANS-3: The project would not result in noticeable increases in traffic on local residential streets and roadway modifications or improvements would not be needed.	Less Than Significant	No mitigation required	Less Than Significant
Impact TRANS-4: Implementation of the project would not result in significant impacts to existing or planned transit, bicycle, or pedestrian facilities.	Less Than Significant	No mitigation required	Less Than Significant
Impact TRANS-5: The proposed project would not result in significant safety hazards associated with site access and sight distance because the project is designed to provide adequate sight distance to and from driveways, and also would prohibit parking along Castro Street.	Less Than Significant	No mitigation required	Less Than Significant
Impact TRANS-6: Allowing U-turns for northbound Castro Street traffic would not cause LOS impacts at nearby intersections or create new hazards to the public. There is adequate width in the intersection to accommodate the movement and no intersection	Less Than Significant	No mitigation required	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
modifications are needed. The project applicant would coordinate with VTA and Caltrans, as needed, to ensure that allowing U-turns does not conflict with VTA and Caltrans plans or policies.			
Impact TRANS-7: The proposed project would provide 299 parking spaces, which taken along with the seven stalls along ECR would provide 48 more parking spaces than would be required during the peak-hour of parking demand. On-site parking also exceeds standard Municipal Code parking requirements by ten spaces.	Less Than Significant	No mitigation required	Less Than Significant
Impact TRANS-8: Vehicle queues exceed the Castro Street left-turn pocket on five percent of the PM peak-hour signal cycles under all conditions, with or without the proposed project. The proposed project would add one vehicle to the 95th percentile peak-hour queues of the left-turn pockets on northbound Castro Street and westbound ECR, which is not a significant impact requiring improvements. The project would close the median in front of the alley, and would be required as a condition of project approval to paint 'Keep Clear' signage on the pavement of the Castro Street/Victor Way and Castro Street/Sonia Way intersections.	Less Than Significant	No mitigation required	Less Than Significant

3.2.4 Conclusion

The proposed project would not result in any significant transportation and traffic impacts. **[Less Than Significant Impact]**

3.3 NOISE

The discussion in this section is based on the "Castro Street and El Camino Real Mixed Use Noise Assessment" prepared by *Illingworth and Rodkin* in June 2014. This report is included in this Draft EIR as Appendix C.

3.3.1 Background

Noise may be defined as unwanted sound. Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background, or ambient, noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA.[13] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (L_{dn}). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called L_{eq} the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources that create a relatively steady background noise in which no particular source is identifiable.

Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Day/Night Average Sound Level (L_{dn}) is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 PM and 7:00 AM. The Community Noise Equivalent Level (CNEL) is a 24-hour A-weighted noise level from midnight to midnight after the addition of five dBA to sound levels occurring in the evening from 7:00 PM to 10:00 PM and after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. A PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Construction activities can cause vibration that varies in intensity depending on several factors. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere

[13] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV.

3.3.2 Regulatory Setting

3.3.2.1 *City of Mountain View 2030 General Plan*

Chapter 7 of the City of Mountain View 2030 General Plan establishes 65 dBA L_{dn} as the upper noise level limit of compatibility for multi-family residential developments. Goals and policies contained in the 2030 General Plan that would be applicable to the proposed project include:

Goal NOI-1: Noise levels that support a high quality of life in Mountain View.

POLICY NOI 1.1: Land Use Compatibility. Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.

POLICY NOI 1.2: Noise-sensitive land uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:

- New single-family developments shall maintain a standard of 65 dBA L_{dn} for exterior noise in private outdoor active use areas.
- New multi-family residential developments shall maintain a standard of 65 dBA L_{dn} for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.
- Interior noise levels shall not exceed 45 dBA L_{dn} in all new single-family and multifamily residential units.
- Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA (L_{max}) through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.

POLICY NOI 1.3: Exceeding acceptable noise thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction requirements to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.

POLICY NOI 1.4: Site planning. Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land Use Compatibility) and in NOI 1.2 (Noise Sensitive Land Uses). The use of noise barriers shall be considered after all practical design-

related noise measures have been integrated into the project design.

POLICY NOI 1.6: Sensitive uses. Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.

3.3.2.2 *City of Mountain View Municipal Code*

Section 8.70.1 of the City's Municipal Code restricts the hours of construction activity to 7:00 AM to 6:00 PM, Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City.

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

3.3.3 Existing Noise Conditions

The project site is bounded by Castro Street to the east, ECR to the north, and residential uses to the south and west. The primary noise sources in the project area include vehicular traffic on ECR to the north, and traffic on Castro Street to the east.

A noise monitoring survey was performed at the site starting on March 13, 2014 and concluding on March 18, 2014. The monitoring survey included two long-term noise measurements and one short-term measurement. Long-term noise measurement LT-1 was made in the front of 823 ECR West to document the daily trend in noise levels resulting from traffic along ECR. The noise data collected at Site LT-1 revealed that hourly average noise levels typically range from 61 to 77 dBA L_{eq} at a distance of 60 feet from the center of ECR. The day-night average noise level was 75 dBA L_{dn}.

The second long-term noise measurement (LT-2) was made at distance of 70 feet from the center of Castro Street, at the corner of Castro Street and Victor Way, to document the noise levels resulting from traffic along Castro Street. Noise levels measured at LT-2 typically ranged from 45 to 68 dBA L_{eq}. The day-night average noise level was 62 dBA L_{dn}.

The short-term measurement was taken from the front yard of 844 Park Drive, which is a two-story multi-family residence located to the southwest of the project site. Other residences surrounding the project site include a mixture of single-family and multi-family residences. The 10-minute $L_{eq(10)}$ measured at this site was 47.8 dBA $L_{eq(10)}$, and the calculated L_{dn} at this site was 49.3 dBA L_{dn}.

3.3.4 Noise and Vibration Impacts

3.3.4.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a noise impact is considered significant if the project would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels; or
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or
- For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

3.3.4.2 *Noise Impacts to the Project*

The future noise environment at the project site would continue to result from traffic along ECR West and Castro Street. Future noise levels are calculated to be 76 dBA L_{dn} at a distance of 60 feet from the centerline of ECR, similar to the existing levels measured at LT-1.

The future exterior noise environment along Castro Street adjacent to the proposed building facades would range from 64 dBA L_{dn} south of Victor Way to 73 dBA L_{dn} at ECR West. The outdoor seating for the café and the patio area near the corner of ECR West and Castro Street are considered part of the retail use, and therefore, are not considered noise-sensitive receptors. There are also two buildings along Castro Street that propose retail and multi-family residences on the first floors and additional residences on the second, third, and fourth floors. Unlike the proposed structure along ECR West, which does not include any ground-floor residential units, these buildings would have ground-floor noise-sensitive receptors facing the roadway.

Residential outdoor use areas (i.e., an outdoor pool, a bocce court, an outdoor kitchen, two outdoor seating areas) would be located in areas shielded by the mixed-use buildings and would not have line-of-sight to either ECR or Castro Street. Exterior noise levels at the proposed residential outdoor use areas are calculated to be less than 60 dBA L_{dn} meeting the City's 65 dBA L_{dn} exterior noise level standard for private and community outdoor recreation use areas.

Moffett Federal Airfield is located approximately 2.4 miles northeast of the project site. There are no private airstrips in the site vicinity. Although aircraft-related noise is occasionally audible at the project site, the project site does not lie within the Airport Influence Area, or within the projected

Year 2022 60 dBA CNEL noise contour established for the airfield.[14] Exterior and interior noise levels resulting from aircraft would be compatible with the proposed project. This is a less-than-significant impact.

Interior noise levels within new residential units are required by the City of Mountain View to be maintained at or below 45 dBA L_{dn}. Perimeter residential units would be exposed to future noise levels greater than 60 dBA L_{dn} with the highest future noise exposures occurring at unshielded residential facades nearest ECR West. Future noise levels at these unshielded facades are calculated to reach 76 dBA L_{dn}. Future noise levels at the unshielded facades along Castro Street are calculated to range from 73 dBA L_{dn} near ECR West down to 64 dBA L_{dn} beyond Victor Way.

Impact NOISE-1: Future residential uses developed at the project site would be exposed to interior noise levels that would exceed 45 dBA L_{dn} without the incorporation of noise insulation features into the project's design. [**Significant Impact]**

The project shall implement the following mitigation measure to reduce interior noise impacts to a less than significant level:

MM NOISE-1.1: A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required to confirm that the design results in interior noise levels reduced to 45 dBA L_{dn} or lower. Units facing ECR West and along Castro Street between ECR West and Victor Way would require analysis for potential sound-rated construction methods and building facade treatments to maintain interior noise levels at or below acceptable levels. These treatments include, but are not limited to: sound rated windows and doors, sound rated wall constructions, acoustical caulking, and protected ventilation openings. A review of the building floor plans and elevations indicates that windows and doors with a minimum Sound Transmission Class (STC)[15] rating of 32 to 36 will be needed at units having direct line-of-sight to ECR West. Standard residential construction provides approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Residential construction methods that incorporate noise controls such as those described above, all of which are readily available and are feasible to implement, can provide up to a 40 dBA reduction between exterior and interior noise levels.[16] The specific determination of the necessary noise insulation treatments will be conducted

[14] Santa Clara County Airport Land Use Commission. *Comprehensive Land Use Plan, Santa Clara County – Moffett Federal Airfield.* November 2, 2012. Available at: http://www.sccgov.org/sites/planning/PlansPrograms/ALUC/Documents/ALUC_20121128_NUQ_CLUP_adopted.pdf

[15] Sound Transmission Class (STC) is a single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem, and does not reflect attenuation of low-frequency noise sources such as traffic.

[16] Thill, Michael. Senior Consultant, Illingworth & Rodkin, Inc. Personal Communication. July 17, 2014.

on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved design prior to issuance of a building permit.

Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all perimeter residential units, so that windows could be kept closed at the occupant's discretion to control noise. Future noise levels at the unshielded facades along ECR are calculated to reach 76 dBA L_{dn}. Future noise levels at the unshielded facades along Castro Street are calculated to range from 73 dBA L_{dn} near ECR West down to 64 dBA L_{dn} beyond Victor Way. Given that standard construction will provide at least 15 dBA of attenuation and that construction methods that incorporate noise controls can attenuate up to 40 dBA L_{dn}, there will be adequate treatments available to reduce interior noise levels below 45 dBA L_{dn}. **[Less Than Significant Impact with Mitigation]**

3.3.4.3 *Noise Impacts from the Project*

Project Traffic Noise

Traffic volume information at the four study area intersections, based on the Traffic Impact Analysis prepared for the project was reviewed to calculate the permanent noise increase attributable to project-generated traffic. Traffic volumes under the *Existing* and *Existing plus Project* scenarios were compared to calculate the relative increase in traffic noise attributable to the proposed project. The comparison of the traffic volumes under these scenarios indicates that the project would increase traffic noise levels by one (1) dBA L_{dn} or less at all but one intersection in the project vicinity. At the intersection of Castro Street and Victor Way, the calculated noise level increase along Victor Way was 1.4 dBA. The permanent noise increase attributable to the project would not be considered substantial, and the impact would be less-than-significant.

Impact NOISE-2: Project generated traffic would not result in a measurable increase in noise. **[Less Than Significant Impact]**

Project Operation and Mechanical Equipment

The proposed project would likely include various mechanical equipment such as heating, ventilation, and air conditioning systems, parking garage ventilation systems, etc. Under the Mountain View City Code, noise levels generated by mechanical equipment would be limited to 55 dBA L_{max} during the day and 50 dBA L_{max} at night at noise-sensitive receptors. The most substantial noise generating equipment would likely be parking garage ventilation systems. Given the close proximity of noise-sensitive uses to the project site, there is a potential for noise from mechanical equipment to exceed the Mountain View City Code thresholds of 55 dBA L_{max} during the day and 50 dBA L_{max} at night.

Due to the number of variables inherent in the mechanical equipment needs of the project (number and types of units, locations, size, housing or enclosures, etc.), the impacts of mechanical equipment

noise on nearby noise-sensitive uses should be assessed again during the final stage of project design. Design planning should take into account the noise criteria associated with such equipment and utilize site planning to locate equipment in less noise sensitive areas where feasible.

Impact NOISE-3: Project operations and new mechanical equipment would result in a significant noise impact to surrounding land uses without the incorporation of noise control features into the project's design. **[Significant Impact]**

The following mitigation measure shall be included in the project to reduce the impact to a less-than-significant level:

MM NOISE-3.1: A design-level acoustical study shall be prepared during final project design to evaluate the specific noise generated by building mechanical equipment and to identify the specific necessary noise controls that are included in the design to meet the City's 55 dBA L_{max} daytime and 50 dBA L_{max} nighttime noise limits at specific residential units. **[Less Than Significant Impact with Mitigation]**

Short-Term Construction Noise Impacts

Construction activities would include demolition of existing structures, excavation, site preparation work, foundation work, and new building framing and finishing.

Construction Vibration

Project construction activities such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the project's immediate vicinity. Vibration levels would vary depending upon soil conditions, construction methods, and equipment used. Vibration levels from typical construction activities would be expected to be 0.2 in/sec PPV or less at a distance of 25 feet, which would be below the 0.3 in/sec PPV significance threshold. Vibration generated by construction activities near the common property line would at times be perceptible, however, would not be expected to result in "architectural" damage to these buildings. In addition, no ancient buildings or buildings that are documented to be structurally weakened adjoin the project site. This is a less than significant impact.

Temporary Construction

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth moving activities when heavy equipment is used. The highest maximum noise levels generated by project

construction would typically range from about 90 to 95 dBA L_{max} at a distance of 50 feet from the noise source. Typical hourly average construction generated noise levels are about 81 to 88 dBA L_{eq} measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Hourly average noise levels generated by the construction of residential units would range from about 65 to 88 dBA L_{eq} measured at a distance of 50 feet depending on the amount of activity at the site. Construction generated noise levels drop off at a rate of about six dBA per doubling of distance between the source and receptor. Shielding by buildings or terrain often results in lower construction noise levels at distant receptors.

Approximately 16 months would be required to complete the demolition and construction phases of the project. Construction phases would include demolition, excavation, grading, building construction, paving, and architectural coating. Once construction moves indoors, minimal noise would be generated at off-site locations. Noise generated by construction activities would temporarily elevate noise levels at adjacent noise sensitive receptors, but this would be considered a less-than-significant impact assuming that construction activities are conducted in accordance with the provisions of the City of Mountain View City Code and with the implementation of construction best management practices.

The project will be required to comply with the applicable provisions of Chapter 8 of the City of Mountain View Municipal Code. These measures include:

- No construction activity shall commence prior to 7:00 AM, nor continue later than 6:00 PM, Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays unless prior written approval is granted by the building official. The term "construction activity" shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines shall be strictly prohibited.

- Located stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

- Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- The contractor shall prepare and submit to the City for approval a detailed construction plan

identifying the schedule for major noise-generating construction activities.

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

Through compliance with Mountain View's Municipal Code and standard regulations, the project would result in a less than significant construction noise impact.

Impact NOISE-4: The proposed project would not result in a significant construction noise impact. **[Less Than Significant Impact]**

3.3.5 Summary of Noise Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact NOISE-1: Interior noise levels would exceed 45 dBA L_{dn} without the incorporation of noise insulation features into the project's design	Significant Impact	**MM NOISE-1.1**: A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required to confirm that the design results in interior noise levels reduced to 45 dBA L_{dn} or lower. Units facing ECR West and along Castro Street between ECR West and Victor Way would require analysis for potential sound-rated construction methods and building facade treatments to maintain interior noise levels at or below acceptable levels. These treatments include, but are not limited to: sound rated windows and doors, sound rated wall constructions, acoustical caulking, and protected ventilation openings.	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		A review of the building floor plans and elevations indicates that windows and doors with a minimum Sound Transmission Class (STC)[17] rating of 32 to 36 will be needed at units having direct line-of-sight to ECR West. Standard residential construction provides approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Residential construction methods that incorporate noise controls such as those described above, all of which are readily available and are feasible to implement, can provide up to a 40 dBA reduction between exterior and interior noise levels.[18] The specific determination of the necessary noise insulation treatments will be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved design prior to issuance of a building permit.	

[17] Sound Transmission Class (STC) is a single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem, and does not reflect attenuation of low-frequency noise sources such as traffic.

[18] Thill, Michael. Senior Consultant, Illingworth & Rodkin, Inc. Personal Communication. July 17, 2014.

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all perimeter residential units, so that windows could be kept closed at the occupant's discretion to control noise. Future noise levels at the unshielded facades along ECR are calculated to reach 76 dBA L_{dn}. Future noise levels at the unshielded facades along Castro Street are calculated to range from 73 dBA L_{dn} near ECR West down to 64 dBA L_{dn} beyond Victor Way. Given that standard construction will provide at least 15 dBA of attenuation and that construction methods that incorporate noise controls can attenuate up to 40 dBA L_{dn}, there will be adequate treatments available to reduce interior noise levels below 45 dBA L_{dn}.	
Impact NOISE-2: Project generated traffic would not result in a measurable increase in noise.	Less Than Significant	No mitigation required	Less Than Significant
Impact NOISE-3: Project operations and new mechanical equipment would result in a significant noise impact to surrounding land uses without the incorporation of noise control features into the project's design	Significant Impact	**MM NOISE-3.1:** A design-level acoustical study shall be prepared during final project design to evaluate the specific noise generated by building mechanical equipment and to identify the specific necessary noise controls that are included in the design to meet the City's 55 dBA L_{max} daytime and 50 dBA L_{max}	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		nighttime noise limits at specific residential units.	
Impact NOISE-4: The proposed project would not result in a significant construction noise impact.	Less Than Significant	No mitigation required	Less Than Significant

3.3.6 Conclusion

With implementation of the mitigation measures listed above, the project would not result in significant noise impacts. **[Less Than Significant Impact with Mitigation]**

3.4 AIR QUALITY

This section is based in part on an Air Quality Assessment prepared for the project by *Illingworth & Rodkin, Inc.* on July 21, 2014. This report is included as Appendix D to this Draft EIR.

3.4.1 Introduction and Regulatory Background

Air quality and the concentration of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

3.4.2 Regulatory Setting

In recognition of the adverse effects of degraded air quality, Congress and the California Legislature enacted the Federal and California Clean Air Acts, respectively. The requirements of these acts are administered by the U.S. Environmental Protection Agency (EPA) at the federal level, the California Air Resources Board (CARB) at the state level, and the Bay Area Air Quality Management District (BAAQMD) at the regional level.

The EPA and CARB have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because the pollutants are regulated by developing human health-based or environmentally-based criteria for permissible pollution levels. Criteria pollutants include carbon monoxide (CO), ozone and its precursors (i.e. reactive organic gases [ROG] and nitrogen oxides [NO_x]), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM).

Ground-level ozone and PM_{10} (particulate matter with a diameter of 10 microns[19] or less) are considered regional pollutants, because their concentrations show a relative uniformity over a region. CO is considered a local pollutant because elevated concentrations are usually only found near the source (e.g., congested intersections).

3.4.2.1 *Regional Air Quality*

The project site is located within the San Francisco Bay Area Air Basin. BAAQMD is the regional government agency that monitors and regulates air pollution within the air basin, and is primarily responsible for assuring that the San Francisco Bay Area meets the National and State Ambient Air Quality Standards (NAAQS and CAAQS) set forth by the EPA and CARB.

BAAQMD has prepared various plans that provide strategies and policies for achieving and maintaining compliance with these standards. In addition, BAAQMD is responsible for adopting and enforcing rules and regulations concerning air quality regulations, inspecting and issuing permits for stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality

[19] A "micron" is a term used for micrometer, which is $1x10^{-6}$ of a meter or one millionth of one meter.

and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, among other activities.

According to the most current data available from BAAQMD, state and federal standards for ozone, PM_{10}, and particulate matter with a diameter less than or equal to 2.5 microns ($PM_{2.5}$) were exceeded several times during the last three years. CO and NO_2 standards have not been exceeded in over ten years.

The Federal Clean Air Act and the California Clean Air Act require that the CARB, based on air quality monitoring data, designate portions of the state where the NAAQS and CAAQS are not met as "nonattainment areas." Because of the differences between the National and State standards, the National and State designation of nonattainment areas is also different. The Bay Area is designated as an "attainment area" for CO, NO_2, and SO_2 under both laws. The region is classified as a nonattainment area for both the federal and state ozone standards as well as the state standards for PM_{10}. The region is also classified as a nonattainment area for State annual $PM_{2.5}$ standards and National 24-hour $PM_{2.5}$ standards; however it is in attainment for the National annual $PM_{2.5}$ standard.[20]

3.4.2.2 *Bay Area 2010 Clean Air Plan*

The BAAQMD is responsible for developing a Clean Air Plan to guide the region's air quality planning efforts to attain the California Ambient Air Quality Standards. The BAAQMD's *Bay Area 2010 Clean Air Plan* (CAP) is the latest CAP that contains district-wide control measures to reduce ozone precursor emissions (ROG and NO_x), PM, and greenhouse gas emissions.

The *Bay Area 2010 Clean Air Plan*, which has been adopted by BAAQMD, serves to:

- Update the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone;
- Provide a control strategy to reduce ozone, PM, air toxics, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures.

3.4.2.3 *Toxic Air Contaminants*

The Federal Clean Air Act defines Hazardous Air Pollutants (HAPs) as air contaminants identified by EPA as known or suspected to cause cancer, serious illness, birth defects, or death. In California, toxic air contaminants (TACs) include all HAPs, plus other contaminants identified by CARB as known to cause morbidity or mortality (cancer risk). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway).

[20] Bay Area Air Quality Management District. *Air Quality Standards and Attainment Status*. N.d. Accessed June 6, 2014. Available at: http://hank.baaqmd.gov/pln/air_quality/ambient_air_quality.htm

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). Diesel particulate matter (DPM) is of particular concern since it can be distributed over large regions, thus leading to widespread public exposure. CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways.

3.4.2.4 *Sensitive Receptors*

BAAQMD defines sensitive receptors as facilities where vulnerable population groups (children, the elderly, the acutely and the chronically ill) are likely to be located. These land uses include residences, schools playgrounds, child-care centers, retirement homes, convalescent homes, hospitals, and medical clinics. The closest sensitive receptors to the project site are the single- and multi-family residences located adjacent to the west and south site boundaries (see Figure 2.0-3 for locations). Other sensitive receptors in the area include St. Joseph's Catholic School, approximately 550 feet west of the site, and Graham Middle School, approximately 600 feet to the south. In addition, the project proposes to construct residential units which would be considered sensitive receptors.

3.4.2.5 *Existing Site*

The project site is currently developed with several retail/commercial uses, parking lots, and landscaping. The buildings are currently used as a rug retailer, car rental service, coffee shop, a restaurant, tailor/alterations shop, hair studio, and a food market/café. These uses generate air pollution primarily from vehicle trips made by the employees and patrons of the businesses. The existing food market has a grill associated with the deli, which also emits smoke and food-related odors intermittently throughout the day.

Calculations of the air emissions associated with the existing land uses on the project site are included in the impact analysis below.

3.4.3 Air Quality Impacts

3.4.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, an air quality impact is considered significant if the project would:

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

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Mountain View and other jurisdictions in the San Francisco Bay Area Air Basin often utilize the thresholds and methodology adopted by the BAAQMD based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds.

Thresholds prepared and adopted by BAAQMD in May 2011 were the subject of a lawsuit by the California Building Industry Association (BIA) and a subsequent appeal by BAAQMD. [21, 22] The Appellate Court decision on August 13, 2013 upheld the significance thresholds as valid, however this litigation remains pending as the California Supreme Court recently accepted a portion of the BIA's petition to review the Appellate Court decision. The portion under consideration is whether CEQA requires analysis of the effects of the environment on a project in addition to analysis of the effects of the project on the environment.

The determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. The City has carefully considered the thresholds prepared by BAAQMD in May 2011 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin. Evidence supporting these thresholds has been presented in the following documents:

- BAAQMD. *CEQA Air Quality Guidelines*. Updated May 2011.
- BAAQMD. *Revised Draft Options and Justification Report California Environmental Quality Act Thresholds of Significance.* October 2009.
- California Air Pollution Control Officers Association. *Health Risk Assessments for Proposed Land Use Projects*. July 2009.
- California Environmental Protection Agency, California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.

The analysis in this EIR is based upon the general methodologies in the most recent BAAQMD CEQA Air Quality Guidelines (dated May 2012) and numeric thresholds identified for the San Francisco Bay Area Air Basin in the May 2011 BAAQMD CEQA Air Quality Guidelines, as shown in Table 3.4-1.

[21] *California Building Industry Association v. Bay Area Air Quality Management District,* Alameda County Superior Court Case No. RG10548693)

[22] *California Building Industry Association v. Bay Area Air Quality Management District*, Cal. Ct. App. 1st, Case No. A135335, August 13, 2013. The Appellate Court ruled that the BAAQMD CEQA thresholds were adopted using a valid public review process and were supported by substantial evidence.

Table 3.4-1 Thresholds of Significance Used in Air Quality Analyses			
Pollutant	**Construction**	**Operation-Related**	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Maximum Annual Emissions (tons/year)**
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	Best Management Practices	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Source: Bay Area Air Quality Management District. *CEQA Air Quality Guidelines.* May 2011.			

The BAAQMD CEQA Air Quality Guidelines recommend that projects placing sensitive receptors, in this case residential units, be evaluated for community risk when they are located within 1,000 feet of freeways, high traffic volume roadways (10,000 average annual daily trips or more), and/or stationary permitted sources of TACs.

3.4.3.2 *Impacts to Regional and Local Air Quality*

The project would construct three buildings ranging from two to four stories each with a total of 164 one-, two-, and three-bedroom units. The buildings would also contain a lobby and leasing office, a 1,987 square foot Peet's Coffee, and approximately 8,807 square feet of additional retail space. The project would increase the volume of traffic trips to and from the site, which would result in an increase in local and regional pollutant levels. In constructing residential units, the project would also place sensitive receptors adjacent to a major thoroughfare (ECR).

According to the thresholds listed in Table 3.4-1, above, a project that generates more than 54 pounds per day of ROG, NO_x, or $PM_{2.5}$, or 82 pounds per day of PM_{10} would be considered to have a significant operational impact on regional air quality. For projects that would remove existing emission sources, the BAAQMD methodology is to subtract the existing emissions levels from the emissions levels of the proposed land use.[23] The emissions of both the existing and proposed land uses were calculated for the project using the CalEEMod model, which incorporates data regarding the land use types and size, the vehicle trip generation, and other factors detailed in the project air

[23] Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. May 2011. Page 4-5.

quality assessment (see Appendix D). Daily and annual air pollutant emissions from operation of the project, which would not operate until the year 2017 at the earliest, are detailed in Tables 3.4-2 below.

Table 3.4-2 Daily and Annual Criteria Air Pollutant Emissions

Scenario	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Existing Land Use Emissions				
• Annual Emissions (tons/year)	1.55	2.82	1.40	0.40
• Average Daily Emissions (pounds/day)	8.5	15.5	7.7	2.2
Proposed Project Land Use Emissions				
• Annual Emissions (tons/year)	3.08	3.21	2.07	0.59
• Average Daily Emissions (pounds/day)	16.9	17.6	11.3	3.2
Net Emissions				
• **Net Annual Emissions (tons)**	**1.53**	**0.39**	**0.67**	**0.19**
• **Net Average Daily Emissions (pounds)**	**8.4**	**2.1**	**3.6**	**1.0**
BAAQMD Thresholds of Significance				
• *Average Annual Emissions (tons/year)*	*10*	*10*	*15*	*10*
• *Average Daily Emissions (pounds/day)*	*54*	*54*	*82*	*54*
Significant?	***No***	***No***	***No***	***No***

Note: Net calculations may not total exactly due to rounding.
Source: Illingworth & Rodkin, Inc. *Air Quality Assessment*. July 2014. (see EIR Appendix D)

Based on the modeled annual and daily emissions from the existing and proposed land uses, the proposed project would not exceed the BAAQMD significance thresholds for annual or daily criteria air pollutant emissions. Therefore, the proposed project would result in a less than significant operational regional air quality impact.

Impact AQ-1: The project would result in less than significant air quality impacts from operational criteria pollutant emissions. **[Less Than Significant Impact]**

3.4.3.3 *Toxic Air Contaminants and Community Risk*

Overview

One of the basic questions in the assessment of air quality impacts is: *would the project expose sensitive receptors to substantial pollutant concentrations?* As discussed in ***Section 3.4.3.1*** above, BAAQMD identified significance thresholds for exposure to TACs and fine particulate matter ($PM_{2.5}$) as part of its CEQA Air Quality Guidelines. Due to their scientific and factual basis, these thresholds are used in this analysis to evaluate single source and cumulative source impacts of TACs and $PM_{2.5}$ on existing sensitive receptors and proposed sensitive receptors. The single source impact thresholds are based on BAAQMD Risk Management Policy and are also used by BAAQMD to evaluate impacts from new sources. The cumulative community risk thresholds that were identified by BAAQMD are the only thresholds of this kind. Community health risk assessments typically look at all substantial sources of TACs located within 1,000 feet of the site because beyond that distance TACs generally do not pose a risk to occupants of a site.

Toxic Air Contaminants and Community Risk Impacts

The operation of the project would not result in any new sources of localized emissions that could expose sensitive receptors to unhealthy concentrations of TACs. Project-related increases in vehicle traffic on local streets would not result in substantial increases in TAC emissions from roadways. Based on BAAQMD surface street screening tables, roadways must have approximately 40,000 daily vehicle trips in order to generate $PM_{2.5}$ emissions or increase cancer risk at levels potentially exceeding the BAAQMD thresholds of significance.[24] The proposed project would generate an estimated 858 net new daily vehicle trips, which would not cause a substantial increase in emissions from any of the streets in the project vicinity. However, the proposed project would locate new residences in an infill location near a transportation corridor.

Proximity to busy streets is associated with exposure to sources of TACs or $PM_{2.5}$, predominantly from vehicle emissions. The project air quality analysis found that Peninsula Eye Surgery (approximately 900 feet to the west), Castro Street, and ECR are the only substantial sources of TAC emissions within 1,000 feet of the site. Refined modeling of emissions from these sources was conducted to more accurately predict the cancer and $PM_{2.5}$ exposure risk for future residents of the project site. A review of the traffic information reported by the California Department of Transportation (Caltrans) indicates that ECR traffic includes 2.6 percent trucks, of which 0.6 percent are considered heavy duty and 2.0 percent are medium duty. Based on traffic volume data from Appendix B of the City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program EIR (November 2011) for ECR, an average annual traffic volume increase of approximately one percent is assumed in the vicinity of the project site. Table 3.4-3 shows the calculated health risks to future residents of the project site.

[24] BAAQMD. *Santa Clara County PM2.5 Concentrations and Cancer Risks Generated from Surface Streets.* May 2011. Available at: http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx

Table 3.4-3 Operational Community Risk to Future Residents			
Source	**Cancer Risk [a]**	**Chronic Hazard Index (no units)**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)**
El Camino Real Traffic [b]	4.7	0.001	0.22
Castro Street [c]	6.1	0.03	0.24
Precision Eye Care [d]	0.5	<0.01	<0.01
Single-Source Threshold	*10.0*	*1.0*	*0.3*
Significant Impact?	**No**	**No**	**No**
Cumulative Sources	11.3	<0.032	<0.47
Cumulative-Source Threshold	*100.0*	*10.0*	*0.8*
Significant Impact?	**No**	**No**	**No**

[a] Cancer risk is reported in excess cases per million.
[b] Modeled using El Camino Real traffic, EMFAC2011 and CAL3QHCR with Moffett Field Naval Air Station meteorological data.
[c] Modeled using Castro Street peak-hour traffic volumes and industry-standard scaling factors for average daily traffic. BAAQMD *Roadway Screening Analysis Tables* were used to predict risk based on traffic volumes.
[d] Data from the BAAQMD *Stationary Source Risk & Hazard Analysis Tool*, as well as the *Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines*, were used to estimate risk. Source: BAAQMD. *Tools and Methodology*. Last updated January 3, 2014. http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx
Source: Illingworth & Rodkin, Inc. *Air Quality Assessment*. June 2014. (see EIR Appendix D)

Based on Table 3.4-3, the proposed project would not place sensitive receptors in a location that would expose them to excess levels of TACs. No single source would exceed the single source thresholds of significance. Cumulative excess cancer risk for future residents would be 11.3 cases per million people, the chronic hazard index would be 0.032, and $PM_{2.5}$ concentrations would not exceed 0.47 $\mu g/m^3$. These air pollution hazards are well below the BAAQMD cumulative-source thresholds.

Impact AQ-2: The project would not expose future residents of the project site to excess risk from TACs in operation. **[Less Than Significant Impact]**

3.4.3.4 *Construction and Demolition Impacts*

The project would require demolition, grading, and excavation of the site for construction of the proposed buildings and below-grade parking garage. Excavation of soil has a high potential to result in air pollution. In addition to the dust created during excavation, substantial dust emissions could be created as debris and soil are brought by truck to and from the site.

Other construction activities would generate exhaust and particulate matter emissions from vehicles/equipment, which would affect local air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-water based paints, thinners, some insulating materials and caulking materials evaporate into the atmosphere and contribute to the photochemical reaction that creates ground-level ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Based on data provided by the project applicant, approximately 73,500 cubic yards of soil and 3,560 tons of demolished building material would be exported from the site to construct the underground parking garages. Approximately 4,500 cubic yards of soil would be imported to the site for construction, along with approximately 4,200 cement truck one-way trips. Attachment 1 of Appendix D contains the complete list of construction data used for the construction air quality impact analysis.

To avoid and minimize potential impacts associated with construction, the project includes the use of construction equipment meeting the following criteria:

- Diesel-powered off-road equipment larger than 50 horsepower and operating at the site for more than two days continuously will meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent;
- Diesel-powered forklifts will meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent

Criteria Pollutants

As shown in Table 3.4-1, the BAAQMD has established thresholds of significance for daily emissions of criteria air pollutants during construction. Emissions of greater than 54 pounds per day of ROG, NO_x, or $PM_{2.5}$ would be considered a significant impact, and the threshold of significance for PM_{10} is 82 pounds per day. The project air quality assessment included calculations of construction period criteria pollutant emissions based on construction schedule and equipment information specific to this project. It was estimated that construction of the project would require 16 months beginning in mid-April 2015 through mid-August 2016, for a total of 352 construction workdays. Average daily emissions are calculated by dividing the number of construction workdays by the total construction emissions. Table 3.4-4 below contains the results of these calculations.

Table 3.4-4 Daily and Annual Criteria Air Pollutant Emissions

Scenario	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
2015 Construction Emissions (tons)	0.68	3.38	0.11	0.10
2016 Construction Emissions (tons)	1.39	0.98	0.05	0.04
Average Daily Emissions (pounds)[1]	11.8	24.8	0.9	0.8
BAAQMD Thresholds of Significance (pounds/day)	*54*	*54*	*82*	*54*
Significant?	***No***	***No***	***No***	***No***

[1] Assumes 352 workdays

As shown in Table 3.4-4, the proposed project would not result in construction-related criteria pollutant emissions in excess of BAAQMD thresholds, therefore the project would have a less than significant impact on regional air quality.

Construction TACs

Though construction activity would not result in significant regional air quality impacts, it would also generate localized emissions of dust and diesel exhaust. These pollutants could affect nearby sensitive land uses such as the residences along Park Drive, the St. Joseph Catholic School 550 feet west of the site, and Graham Middle School approximately 600 feet to the south.

Emissions from construction activities were modeled using calculations from CalEEMod, and the U.S. EPA ISCST3 dispersion model was used to predict concentrations of DPM and $PM_{2.5}$ at sensitive receptors in the vicinity. The maximum modeled increase in DPM and associated cancer risk occurred at a C-shaped multi-family residential building on Park Avenue, adjacent to the west boundary of the project site. Increased cancer risks were calculated using the maximum modeled annual DPM concentrations and BAAQMD recommended risk assessment methods for residential child and adult exposures. Under this model, chronic hazard and $PM_{2.5}$ do not vary based on the demographic of the exposed people, thus there is one value for each calculation. The results of this assessment are shown in Table 3.4-5, below. The increase in cancer risk for children is calculated for the maximally exposed individual, which in this case would be located in the multi-family residential building on Park Avenue.

Table 3.4-5 Construction Community Risk to Sensitive Receptors

		Cancer Risk (cases per million)	**Chronic Hazard Index** (no units)	**$PM_{2.5}$ Concentration** ($\mu g/m^3$)
Project Impacts	Adult	0.5	0.012	0.09
	Residential Child[a]	8.7		
	School Child	0.1		
Thresholds		*10*	1.0	0.3
Significant Impact?	Adult	No	No	No
	Residential Child[a]	No		
	School Child	No		

[a] Infant and child exposures (3rd trimester through two years of age) were assumed to occur at residences throughout the entire construction period.

Construction of the proposed project would be temporary and the level of disturbance of the site would vary with each phase of construction. As shown in Table 3.4-5 and in Appendix D of this EIR, the estimated health risks resulting from dust and equipment exhaust are below the BAAQMD thresholds of significance for cancer risk, chronic hazards, and $PM_{2.5}$ concentrations.

Impact AQ-3: Emissions generated during demolition, grading, excavation, and other construction activities would not result in significant health risks. **[Less Than Significant Impact]**

Construction Fugitive Dust and Exhaust Emissions

Dust would be generated during grading, excavation, and construction activities. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed at any given time, the amount of activity, soil conditions, and meteorological conditions. The BAAQMD CEQA

guidelines consider fugitive dust emissions to be less than significant if BMPs are implemented. As a condition of approval, the project will implement the following BAAQMD fugitive dust BMPs.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or covered.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

7. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Impact AQ-4: The proposed project would implement the BAAQMD BMPs to reduce fugitive construction dust emissions. **[Less Than Significant Impact]**

3.4.3.5 *Consistency with the Bay Area 2010 Clean Air Plan*

The proposed project would demolish the existing commercial retail establishments and would construct 164 multi-family dwelling units and 10,800 square feet of commercial retail space to accommodate some of the businesses currently on the project site. The proposed project would not result in criteria air pollutant emissions above BAAQMD thresholds, and would be constructed on an urban infill site. In addition, the project would place residences near employment centers and near transit centers with regional connections. Since the project does not exceed any of the regional pollution significance thresholds, it would not be required to incorporate specific transportation control measures from the Clean Air Plan. The proposed project, therefore, would not conflict with or obstruct implementation of the *Bay Area 2010 Clean Air Plan*.

Impact AQ-5: The project would place housing in an infill location near employment centers and near transit, and would not exceed BAAQMD thresholds of significance for criteria air pollutant emissions. Therefore, the project would not conflict with the *Bay Area 2010 Clean Air Plan*. **[Less Than Significant Impact]**

3.4.3.6 *Odors*

The proposed project would relocate the existing market away from residences on Sonia Way toward ECR, which would reduce the grill-related odors at those residences. Smoke from the market's grill would be emitted from the fourth story of the proposed building as opposed to being emitted from the first story roof as it is in the current condition. The new ventilation system for the market's grill would also include air scrubbers, which will further reduce the smoke and odors that are emitted. Trash enclosures, which exist on the site today for the existing commercial uses, would be relocated to an indoor enclosure and designed in accordance to City of Mountain View standards. Therefore the proposed project would improve odor conditions at the site and would not result in new significant odor impacts.

Impact AQ-6: The project would move existing odor sources away from residences and would construct trash enclosures to meet Mountain View standards. Therefore, the project would improve odor conditions at the site and would not result in new odor impacts. **[Less Than Significant Impact]**

3.4.4 Summary of Air Quality Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact AQ-1: The project would result in less than significant air quality impacts from operational criteria pollutant emissions.	Less Than Significant	No mitigation required	Less Than Significant
Impact AQ-2: The project would not expose future residents of the project site to excess risk from toxic air contaminants in operation.	Less Than Significant	No mitigation required	Less Than Significant
Impact AQ-3: Emissions generated during demolition, grading, excavation, and other construction activities would not result in significant	Less Than Significant	No mitigation required	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
health risks.			
Impact AQ-4: The proposed project would implement the BAAQMD BMPs to reduce fugitive dust emissions.	Less Than Significant	No mitigation required	Less Than Significant
Impact AQ-5: The project would place housing in an infill location near employment centers and near transit, and would not exceed BAAQMD thresholds of significance for criteria air pollutant emissions, the project would not conflict with a clean air plan.	Less Than Significant	No mitigation required	Less Than Significant
Impact AQ-6: The project would move existing odor sources away from residences and would construct trash enclosures to meet Mountain View standards, therefore odor impacts would not be significant.	Less Than Significant	No mitigation required	Less Than Significant

3.4.5 Conclusion

The project would not result in significant air quality impacts. **[Less Than Significant Impact]**

3.5 VISUAL AND AESTHETIC RESOURCES

3.5.1 Existing Setting

The project site is relatively flat and is located within a developed, urban area of Mountain View. The site is currently developed with several retail/commercial uses, containing approximately 22,380 square feet of development. The project site is visually similar to other commercial development along ECR in this area of Mountain View with buildings, driveways, parking and commercial signage providing the main visual characteristics of the site. Along Castro Street, two one-story neutral colored commercial buildings with driveways, parking and minimal urban landscaping are the main visual features. Along ECR, two one-story neutral colored commercial buildings with driveways and landscaping are the main visual features. There is also an empty lot on the site at the corner of ECR and Castro Street.

The project site is visible from the immediate surrounding area and roadways, including ECR, Castro Street, Sonia Way, and Victor Way. An existing one-story building on the project site is adjacent to single-family housing. A concrete fence along the south project site boundary behind the building separates the site from the adjacent housing. The existing parking areas are adjacent to multi-family two-story residences to the west of the project site, and a large wood fence and trees run along the project site boundary. A few large trees are located along the ECR frontage of the site, which partially obscure views of the property from ECR (see Photos 1-2).

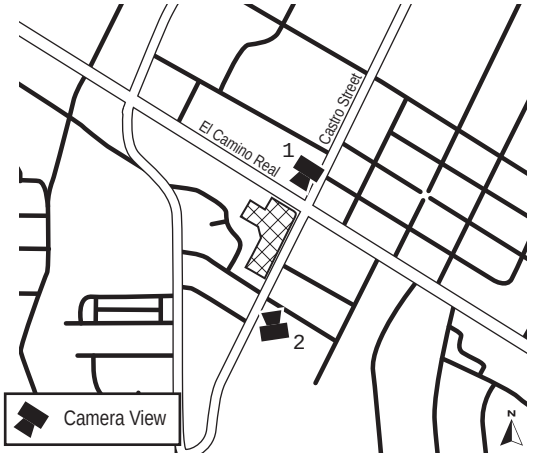
The project site is not visible from a designated or eligible State scenic highway. The project site is located in an area of the City that tends to have views of the Santa Cruz Mountains, which is in part how the City got its name. No scenic vistas or scenic resources are located on-site.

3.5.1.1 *Light and Glare*

The project site has been developed with commercial uses since the 1950s and is adjacent to the ECR/State Route 82 corridor. Streetlights and other lighting are found throughout the area in the vicinity of the project, including along Castro Street. Sources of light and glare in the surrounding area are those typical in developed urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows.

1. View looking south of existing El Camino Real site frontage.

2. View looking north from corner of Castro Street and Sonia Way.

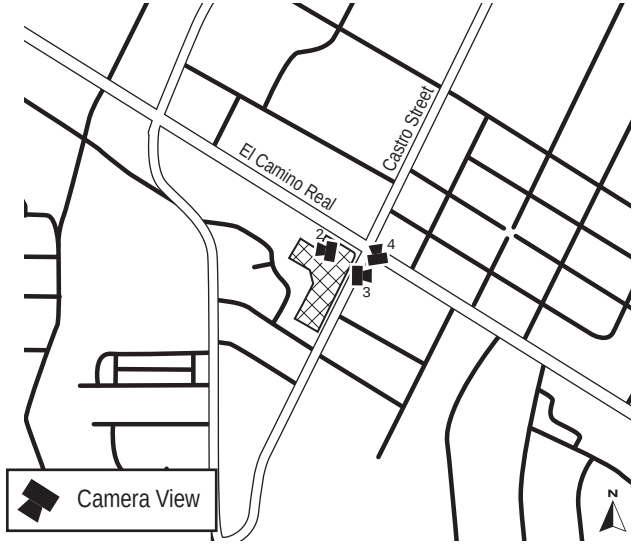


PHOTOS 1 AND 2

3. View of existing bank on south corner of El Camino Real and Castro Street.

4. View looking north from Castro Street and El Camino Real.

5. View looking west from alleyway.



PHOTOS 3,4 AND 5

3.5.2 Visual and Aesthetic Impacts

3.5.2.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a visual/aesthetic impact is considered significant if the project would:

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

Aesthetic values are, by their nature, subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. One of the best available means for assessing what constitutes a visually acceptable standard for new buildings are the City's design standards and implementation of those standards through the City's design review process. The following discussion addresses the proposed changes to the visual setting of the project area and factors that are part of the community's assessment of the aesthetic values of a project's design.

3.5.2.2 *Impacts to Scenic Vistas*

The project site itself does not currently serve as a public viewpoint from which scenic views and resources can be enjoyed. Views of the Santa Cruz Mountain Range west of the project site are currently available from ECR and Castro Street, though they are partially obstructed by existing buildings and street trees. During the spring and summer when the trees have leaves, views of the mountains from ECR are almost completely obstructed. Views from Castro Street, a street that has a generally northeast-southwest alignment, would remain intermittent and would not be substantially affected by the proposed project.

The proposed project includes buildings ranging in height from two to four stories, with the highest point proposed 56 feet above ground and the main rooflines closer to 47-50 feet above ground. The proposed project would block views of the Santa Cruz Mountain Range that are intermittently available during the fall and winter from the sidewalks of ECR north of Castro Street. ECR is a State Highway and in this location supports six lanes of through-traffic. The sidewalks at this location are not intended to serve as public viewpoints and the project site itself is not part of a scenic vista. For these reasons, the proposed project would not substantially impact a scenic vista.

Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista. **[Less Than Significant Impact]**

3.5.2.3 *Impacts to Scenic Resources*

There are no rock outcroppings or historic structures on the project site, and ECR is not an official or eligible State scenic highway.[25] Therefore, the project would not impact scenic resources.

Impact AES-2: The project would not substantially damage scenic resources. **[Less Than Significant Impact]**

3.5.2.4 *Impacts to Visual Character and Quality*

The proposed project would construct three buildings ranging in height from two to four stories each, two below-grade parking garages, a courtyard, a public plaza, and would include landscaping. The existing buildings, pavement, and most landscaping would be demolished to prepare the site for redevelopment.

The heights of the buildings range from approximately 43-45 feet on the Castro Street side to approximately 46 feet along ECR. The building heights are consistent with the General Plan designations for the site. Setbacks of approximately 14 feet will be provided on the ECR frontage and along the Castro Street frontage.

In order to transition to the existing residential neighborhood adjacent to the project site, the proposed buildings have been designed in a manner that will step them back from the existing residences at the southern and western property line. As shown in Figure 2.0-7, the proposed project would be two stories near the property line shared with existing single-family one-story residences. Building setbacks from the property line closest to the existing residential to the south and west would be approximately 24 feet at the first and second floor levels, and approximately 55 feet at the third story level. Trees and tree hedges would be planted along the western boundary of the project site adjacent to the existing single- and multi-family residences. The proposed project also includes additional landscaping and a walkway to serve as a buffer between the existing residential units and the proposed buildings. Figures 2.0-5 through 2.0-8 show the scale, design features, and stepped setbacks of the proposed structures.

Although the proposed buildings would change the look of the site and would be taller than the existing buildings on the site, the buildings would not be out of character with other development on Castro Street and development planned along the ECR corridor. There is a four-story brick office building across ECR just over 100 feet from the project site, and there are multiple four to six-story office and residential buildings within 1,000 feet of the project site on Castro Street.

Prior to submittal of construction drawings for a building permit, the proposed project will be subject to the Development Review process. This review and approval process includes a Development Review Committee (DRC) meeting to receive a recommendation on the design, followed by public hearings before the Environmental Planning Commission and City Council. This review would ensure that the proposed design and construction materials are consistent with City standards for mixed use development, and therefore would not substantially degrade the visual quality or character

[25] California Department of Transportation. *Eligible (E) and Officially Designated (OD) Routes*. Last Updated December 19, 2013. Accessed February 27, 2014. Available at: http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm

of the area.

Impact AES-3: The project would not substantially degrade the existing visual character or quality of the site and its surroundings. **[Less Than Significant Impact]**

3.5.2.5 *Lighting and Glare*

As described above, the proposed project would be subject to the Development Review process which includes a public hearing to receive a recommendation on the design, followed by public hearings before the Environmental Planning Commission and City Council. This review helps ensure that a project would not create a substantial new source of light and glare.

The proposed buildings would be oriented and designed in accordance with the City of Mountain View's design standards to minimize reflective materials and glare. New lighting sources would be installed on the site in conformance with City's design guidelines for residential and retail uses. Given the location of the proposed buildings and the urban nature of the site area, the project would not create a significant new source of light or glare.

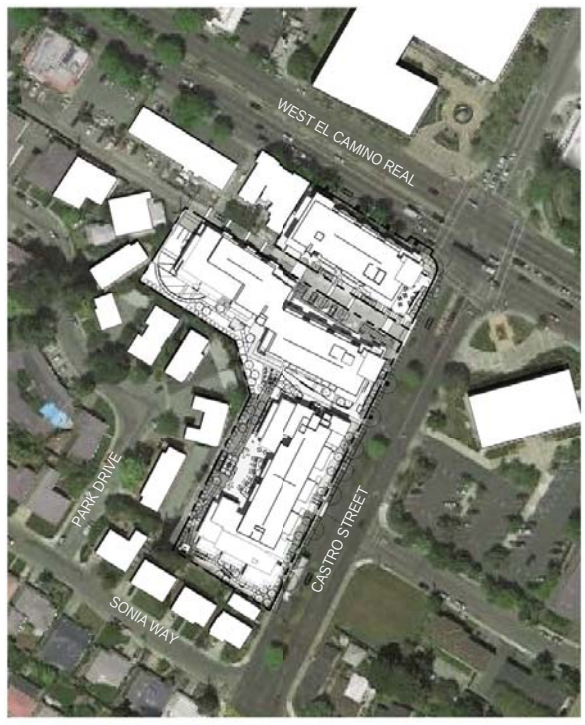
3.5.2.6 *Shade and Shadow*

Based on the Shade and Shadow Study completed for the project (see Figure 3.5-1), the proposed buildings would cast the largest shadows during the winter solstice (approximately December 21st) and no shadows during the summer solstice (approximately June 21st). Shading from the buildings at the spring and autumn equinoxes represents the condition halfway between the greatest shadow and no shadow. As shown in Figure 3.5-1, the proposed project would not cast shadows on adjacent residential properties at either of the equinoxes or during the summer solstice when the sun is at its highest point in the sky.

The proposed project would cast shadows onto the single- and multi-family residential properties adjacent to the western site boundary during winter mornings and evenings, with the most shadows occurring during the winter solstice. For the most part, the residential units that would be subject to winter shading do not have back yards. For those residential buildings that do have uses in the rear of the buildings, it is unlikely that those outdoor areas would be used extensively during winter mornings or evenings due to the time of day, shorter daylight periods, the increased likelihood of precipitation, and lower temperatures associated with the winter season. Since the shadows affecting the surrounding properties would be temporary and would be limited to winter mornings and evenings, the proposed project would have a less than significant shade and shadow impact.

Impact AES-4: The project would not create a new source of substantial light or glare, and shading of the adjacent commercial properties would be temporary. **[Less Than Significant Impact]**

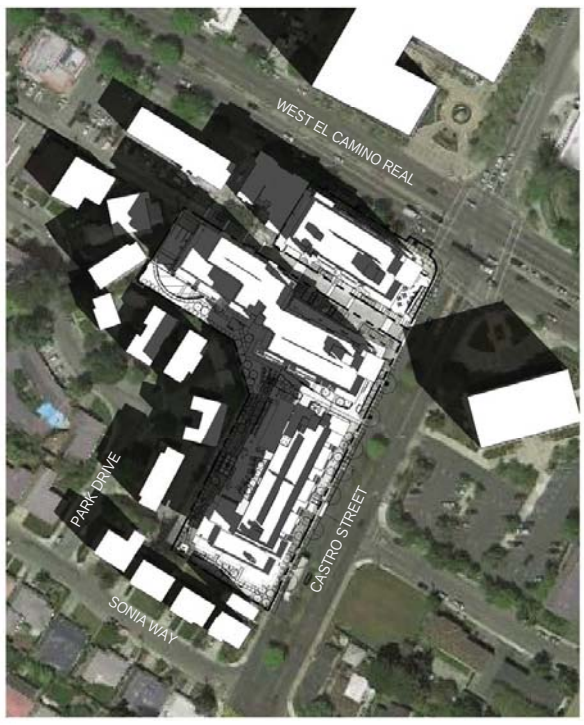
SUMMER SOLSTICE
(6/21) - 9AM



SUMMER SOLSTICE
(6/21) - 12PM

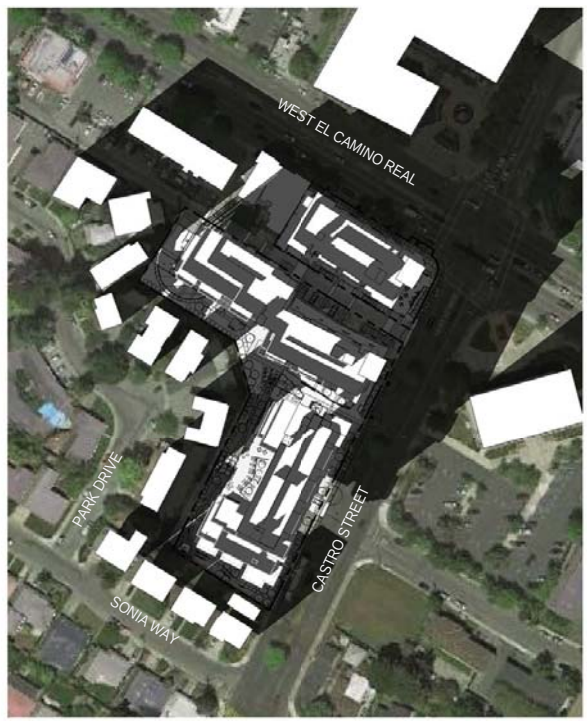
SUMMER SOLSTICE
(6/21) - 4PM

NOTE:
SUNRISE - 5:48 AM
SUNSET - 8:32 PM



WINTER SOLSTICE
(12/21) - 9AM

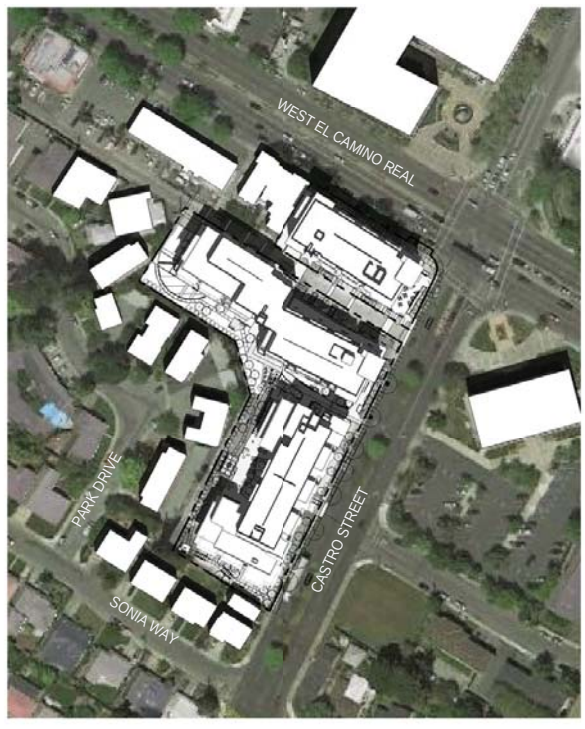
WINTER SOLSTICE
(12/21) - 12PM



WINTER SOLSTICE
(12/21) - 4PM

NOTE:
SUNRISE - 7:19 AM
SUNSET - 4:54 PM

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



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

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

NOTE:
SUNRISE - 7:10 AM
SUNSET - 7:21 PM
(SPRING)

SUNRISE - 6:55 AM
SUNSET - 7:07 PM
(AUTUMN)

3.5.2.7 *Visual Intrusion*

Visual intrusion addresses the general concern that windows from taller buildings will provide visual access to neighboring yards and windows. In urban built-out environments, properties are in proximity to one another and complete privacy is not typical. The proposed buildings have been designed in a manner that will step them back from the existing residences at the western property line. Views into the private yards and residences of the existing single- and multi-family residences adjacent to the project site would not be available from the proposed apartments. The proposed setbacks and landscape buffers, including the trees and hedges proposed for the western property boundary, would serve to prevent visual intrusion of the proposed project onto other properties. See the discussion in ***Section 3.5.2.4*** above for greater detail about the proposed setbacks and landscape buffers.

3.5.3 Summary of Visual and Aesthetic Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista.	Less Than Significant	No mitigation required	Less Than Significant
Impact AES-2: The project would not substantially damage scenic resources.	Less Than Significant	No mitigation required	Less Than Significant
Impact AES-3: The project would not substantially degrade the existing visual character or quality of the site and its surroundings.	Less Than Significant	No mitigation required	Less Than Significant
Impact AES-4: The project would not create a new source of substantial light or glare, and shading of the adjacent commercial properties would be temporary.	Less Than Significant	No mitigation required	Less Than Significant

3.5.4 Conclusion

The proposed project would not have any significant impacts on visual and esthetic resources. **[Less Than Significant Impact]**

3.6 GREENHOUSE GAS EMISSIONS

3.6.1 Introduction and Regulatory Background

Unlike emissions of criteria and toxic air pollutants (e.g. carbon monoxide, particulate matter, and nitrogen dioxide), which have local or regional impacts, emissions of greenhouse gases (GHGs) have a broader, global impact. Global warming is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming are carbon dioxide (CO_2), methane (CH_4), N_2O, and fluorinated compounds. These gases vary in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of each gas is based on the atmospheric lifetime of the gas and its capacity to trap heat. The GWP of each gas is measured relative to carbon dioxide, and emissions of those gases are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

3.6.1.1 *State of California*

AB 32 and CEQA

In September 2006, Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill (AB) 32), to address the global warming situation in California. The Act requires that the GHG emissions in California be reduced to 1990 levels by 2020. In June 2005, the Governor of California signed Executive Order S-3-05 which identified CalEPA as the lead coordinating State agency for establishing climate change emission reduction targets in California. Under Executive Order S-3-05, the state plans to reduce GHG emissions to 80 percent below 1990 levels by 2050. Additional state law related to the reduction of greenhouse gas emissions includes SB 375, the Sustainable Communities and Climate Protection Act (see discussion below).

As required under state law (Public Resources Code Section 21083.05), the California Natural Resources Agency has amended the CEQA Guidelines to address the analysis and mitigation of greenhouse gas emissions. In these changes to the CEQA Guidelines, Lead Agencies such as the City of Mountain View retain discretion to determine the significance of impacts from greenhouse gas emissions based upon individual circumstances. Neither CEQA nor the CEQA Guidelines provide a specific methodology for analysis of greenhouse gases and under the amendments to the CEQA Guidelines, a Lead Agency may describe, calculate, or estimate greenhouse gas emissions resulting from a project. A model and/or qualitative analysis or performance based standards may be used to assess impacts.

As outlined in Section 15183.5 of the CEQA Guidelines (*Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*), public agencies also may analyze and mitigate greenhouse gas emissions in a program-level plan for the reduction of greenhouse gas emissions that has been adopted in a public process following environmental review. Emissions from subsequent projects may be determined not cumulatively considerable if the project complies with the adopted

greenhouse gas plan. The City of Mountain View adopted a Greenhouse Gas Reduction Program as a part of its General Plan Update on July 10, 2012 (refer to ***Section 3.6.1.2***, below).

Senate Bill 375

Senate Bill 375 (SB 375), also known as the Sustainable Communities and Climate Protection Act of 2008, requires regional transportation plans to include a Sustainable Communities Strategy (SCS) that links transportation and land use planning together into a more comprehensive, integrated process. The SCS is a mechanism for more effectively linking a land use pattern and a transportation system together to make travel more efficient and communities more livable. The result is reduced greenhouse gas emissions from passenger vehicles along with other benefits.

In 2010, the California Air Resources Board (ARB) adopted greenhouse gas (GHG) reduction targets for regions across California, as mandated by SB 375. The target for the Bay Area is a seven percent per capita reduction in GHG emissions attributable to automobiles and light trucks by 2020 and a 15 percent per capita reduction by 2035. The base year for comparison of emission reductions is 2005.

Plan Bay Area is an integrated land use and transportation plan currently being prepared to meet the regional planning requirements under SB 375. This integrated plan includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP) with a SCS. *Plan Bay Area* was adopted by MTC and ABAG in July 2013 and constitutes the Bay Area's first plan prepared in response to SB 375.[26] The strategies in the plan are intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions.

3.6.1.2 *City of Mountain View 2030 General Plan, Greenhouse Gas Reduction Program, and General Plan and Greenhouse Gas Reduction Program EIR*

On July 10, 2012, the City of Mountain View adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP), and certified the General Plan and Greenhouse Gas Reduction Program EIR. The General Plan is the guiding document for future growth of the City. The GGRP is a separate but complementary document and long-range plan that implements the greenhouse gas emissions reduction goals of the General Plan, and serves as a programmatic greenhouse gas reduction strategy for CEQA tiering purposes.

The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions to meet the requirements of AB 32. To determine future reductions, the GGRP established a baseline emissions inventory and projected future emissions based on land use designations under the 2030 General Plan. According to the GGRP, in 2005 greenhouse gas emissions from the City of Mountain View totaled 796,987 metric tons of CO_2 equivalents (MT CO_2e). With the city expecting population to increase by approximately 18,000 by 2030 and jobs to increase by approximately 28,000 over 2005 levels, city-wide emissions are

[26] One Bay Area. *Plan Bay Area*. 2012. Accessed February 26, 2013. Available at: http://onebayarea.org/regional-initiatives/plan-bay-area.html#.USz_lKK-qzk

estimated to reach 901,554 MT CO_2e by 2020 and 993,669 MT CO_2e by 2030.[27]

Federal and State energy efficiency standards such as the vehicle fuel efficiency standards and Title-24 building standards would reduce the City's 2020 and 2030 emissions by 136,865 and 190,785 MT CO_2e, respectively (Table 3.7 of Mountain View GGRP). With the reductions anticipated from implementation of the GGRP, total annual reductions would reach 155,796 MT CO_2e in 2020 and 241,903 MT CO_2e in 2030. As a result, 2020 GHG emissions are projected to be 745,758 MT CO_2e and 2030 emissions are projected to be 751,765 MT CO_2e.[28]

Emissions reductions from implementation of the GGRP come from the mandatory efficiency measures described in the GGRP; mandatory measures include exceeding Title-24 energy efficiency standards and planting shade trees. Further reductions can come from the voluntary measures such as solar thermal water heating and zero-waste recycling plans. Individual development projects that comply with the GGRP's mandatory reduction measures can be determined to not have cumulatively considerable greenhouse gas emissions impacts under CEQA (See ***Section 3.6.1.1***, above).

3.6.2 Existing Site

The project site is currently developed with several retail/commercial uses, parking lots, and landscaping. The buildings are currently used as a rug retailer, car rental location, coffee shop, a restaurant, tailor/alterations shop, hair studio, and a food market/café. These uses generate direct GHG emissions from vehicle trips made by employees and customers. Indirect GHG emissions associated with the existing site occur from the use of electricity, natural gas, and water.

3.6.3 Greenhouse Gas Emissions Impacts

3.6.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a GHG emission impact is considered significant if the project would:

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

3.6.3.2 *Greenhouse Gas Emissions Impacts from the Project*

Consistency with the GGRP

In June 2010 and May 2012, the Bay Area Air Quality Management District (BAAQMD) updated its CEQA guidelines to implement the new statewide CEQA Guidelines on GHG emissions. The Mountain View GGRP is intended to meet the mandates of the BAAQMD CEQA Guidelines and the standards for "qualified plans" contained within them.

[27] Population and jobs data from: City of Mountain View. *2030 General Plan.* July 10, 2012. Emissions projections from: City of Mountain View. *Greenhouse Gas Reduction Program.* September 2011. Table 3-3.
[28] Calculations are based on Table 3.5 and Table 4.1 in the Mountain View GGRP.

When preparing its GGRP, the City of Mountain View found that in 2005, citywide GHG emissions were 796,987 MT CO_2e. Targets to reduce emissions were set, and the GGRP was designed to mitigate to a less than significant level the projected GHG emissions resulting from projected growth under the General Plan. The City's projected emissions are based on land uses adopted per the Mountain View 2030 General Plan Land Use Diagram and building intensity factors for those land uses. Building intensity factors describe the amount of activity (i.e., energy use) expected to occur in each building. For example, the GGRP estimates that multi-family residential development with more than five units will use 3,882 kWh of electrical energy per unit per year (Appendix A of the Mountain View GGRP). These factors are based on studies performed by state agencies and other industry-standard sources.

The GGRP includes evaluation measures to ensure the success of the program. The City of Mountain View will coordinate communitywide inventories in 2015, 2020, 2025, and 2030 to assess the level of GHG reduction goal attainment. The City will be able to replace measures that are not achieving their reduction goals.

Proposed Mixed Use Development (Project-Level)

As described above, the GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around five strategy areas: energy, waste, water, transportation, and carbon sequestration. Some measures are considered mandatory for all proposed development projects, while others are considered voluntary. Since the proposed project is mixed use, it is subject to mandatory measures that apply to both commercial and residential development.

Mandatory Measures E-1.6 and E-1.7, which apply to residential and non-residential projects respectively, require new development to exceed the 2008 California Title 24 energy efficiency standards by 15 percent. The project proposes to go beyond this requirement by exceeding the 2008 Title 24 standards by 17 percent. Mandatory Measure T-1.1, Transportation Demand Management, applies to non-residential development projects generating 50 employees or more. The proposed project would not support more than 50 employees, therefore it would not be subject to Mandatory Measure T-1.1 and would not be required to implement a Transportation Demand Management program. The project, which must be consistent with measures E-1.6 and E-1.7, would also be consistent with Voluntary Measures E-1.4, W-1.1, and CS-1.1, as described in Table 3.6-1 below.

Table 3.6-1 Mountain View Greenhouse Gas Reduction Program -- Measures Applicable to Project		
Mandatory/ Voluntary	**Applicable Measures**	**Description of Measure**
Voluntary	Measure E-1.4: Residential Energy Star Appliances	The proposed project would utilize Energy Star-qualified dishwashers, refrigerators, and clothes washers where available.
Voluntary	Measure E-1.5: Smart Grid	The project does not propose to include 'smart-grid compatible' major appliances (e.g., heating, ventilation, and air conditioning).
Mandatory	Measure E-1.6: Exceed State Energy Standards in New Residential Development	Per Mountain View Green Building Code, the proposed residential units are required to exceed 2008 Title 24 Building Energy Efficiency Standards by 15%. The residential units proposed by the project would exceed the Building Energy Efficiency Standards by 17%.
Mandatory	Measure E-1.7: Exceed State Energy Standards in New Non-Residential Development	Per Mountain View Green Building Code, the proposed residential units are required to exceed 2008 Title 24 Building Energy Efficiency Standards by 15%. The commercial and retail space proposed by the project would exceed the Building Energy Efficiency Standards by 17%.
Voluntary	Measure E-2.1: Residential Solar Water Heaters Measure E-2.2: Non-Residential Solar Water Heaters	The project does not propose to install solar water heaters.
Voluntary	Measure E-2.3: Residential Solar Photovoltaic Systems Measure E-2.4: Non-Residential Solar Photovoltaic Systems	The project does not propose to install any solar photovoltaic systems.
Voluntary	Measure W-1.1: Urban Water Management Plan Conservation Strategies	The project would install water-efficient fixtures including showerheads (two gallons per minute or less), toilets (1.28 gallons per flush or less, or dual flush), high-efficiency urinals, and flow limiters on faucets. In addition, water would be submetered for each residential unit and commercial tenant. The project's landscaping system would include high-efficiency irrigation systems such as drip irrigation or low-flow sprinklers, with weather-based irrigation controllers to minimize excess irrigation.

Voluntary	Measure CS-1.1: Enhance the Urban Forest	The project proposes to plant a minimum of 63 new trees on the project site, which exceeds the City of Mountain View tree replacement requirements and would contribute to carbon sequestration in the City.

Based upon the project's consistency with the applicable mandatory measures (E-1.6, E-1.7) as well as the voluntary measures, the project would be consistent with the requirements of the adopted Mountain View GGRP and by extension, statewide GHG emissions reduction requirements.

Impact GHG-1: The proposed project would be consistent with the Mountain View Greenhouse Gas Reduction Program, and therefore would not result in a significant operational greenhouse gas emissions impact. The project would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or Mountain View. **[Less Than Significant Impact]**

3.6.3.3 *Construction Emissions*

Greenhouse gas emissions would be generated during all phases of project construction, including demolition, excavation, site grading, building construction, paving, and architectural coating. Construction equipment and trucks powered by diesel and other fossil fuels would be the primary source of emissions. These emissions would be temporary, and would not represent an on-going source of emissions in the area. The BAAQMD guidelines do not suggest a threshold of significance for short-term construction related GHG emissions for individual projects. Implementation of the Best Management Practices as well as the idling restrictions identified in ***Section 3.4 Air Quality*** would incrementally reduce construction-related GHG emissions. For these reasons, this impact would be considered less than significant.

Impact GHG-2: The project would not result in significant greenhouse gas emissions impacts from construction. **[Less Than Significant Impact]**

3.6.3.4 *Global Climate Change Impacts to the Project*

Climate change effects expected in California over the next century include reduced water supply, sea level rise, extreme weather events, and increased electricity demand, particularly in the hot summer months. These effects are not likely to affect operation of the project during the foreseeable future. The project site is located inland from the San Francisco Bay and would not be affected by a projected sea level rise of up to 55 inches.[29]

Impact GHG-3: The project would not be substantially affected by the effects of global climate change. **[Less Than Significant Impact]**

[29] San Francisco Bay Conservation and Development Commission. *Shoreline Areas Potentially Exposed to Sea Level Rise: South Bay*. April 7, 2009. http://www.bcdc.ca.gov/planning/climate_change/index_map.shtml

3.6.4 Summary of Greenhouse Gas Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact GHG-1: The proposed project would be consistent with the Mountain View Greenhouse Gas Reduction Program, and therefore would not result in a significant operational greenhouse gas emissions impact. The project would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or Mountain View.	Less Than Significant	No mitigation required	Less Than Significant
Impact GHG-2: The project would not result in significant greenhouse gas emissions impacts from construction.	Less Than Significant	No mitigation required	Less Than Significant
Impact GHG-3: The project would not be substantially affected by the effects of global climate change.	Less Than Significant	No mitigation required	Less Than Significant

3.6.5 Conclusion

The proposed project would not result in significant GHG emissions impacts. **[Less Than Significant Impact]**

3.7 HYDROLOGY AND WATER QUALITY

3.7.1 Regulatory Background

3.7.1.1 *Federal Emergency Management Agency*

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

The Federal Emergency Management Agency (FEMA) manages the NFIP and creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate other flood hazard areas. A 100-year floodplain zone is the area that has a one in one hundred (one percent) chance of being flooded in any one year based on historical data. Portions of the City are identified as special flood hazard areas with a one percent annual chance and 0.2 percent annual chance of flooding (also known as the 100-year and 500-year flood zones) as determined by the FEMA NFIP.

3.7.1.2 *Water Quality (Nonpoint Source Pollution Program)*

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Mountain View area is the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. Projects disturbing one acre or more of land, must obtain permit coverage, by registering the project and filing a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) prior to commencement of construction.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (MRP) [Permit Number CAS612008]. In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Mountain View. Under the provisions of the Municipal Regional Permit, development projects that create or replace 10,000 square feet of impervious surfaces are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The MRP requires post-construction runoff to be managed with Low Impact Development (LID) methods, such as on-site harvest and use of runoff, infiltration, and/or bioretention.

Projects that create or replace one acre or more of impervious surfaces and result in a net increase of impervious surfaces are subject to hydromodification management (HM) requirements contained within the MRP. Hydromodification Management Plans (HMPs) are developed in order to prevent increased erosion, siltation, or other adverse impacts to local waterways.

3.7.2 Existing Setting

3.7.2.1 *Water Quality*

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

The project is located in the Lower Peninsula watershed.[30] Stormwater runoff from the project site enters Permanente Creek by way of the City's storm sewer system, which ultimately drains to the San Francisco Bay. The RWQCB has established a Total Maximum Daily Load (TMDL) for diazinon in Permanente Creek, and has identified trash, selenium and general toxicity as other pollutants requiring TMDLs.[31]

3.7.2.2 *Groundwater*

Soil borings performed for the geotechnical exploration (Appendix E) on the site encountered groundwater at approximately 41 to 42 feet below ground surface (bgs). The depth to groundwater can vary seasonally; historically, the highest it has reached in the project area is 35 feet bgs. Groundwater in the vicinity of the project site is not used for drinking water. The site is not within an area used for in-stream or other groundwater recharge.

3.7.2.3 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm sewer system in the City. The project site is located approximately 1,100 feet east of Permanente Creek and approximately 3.5 miles south of the San Francisco Bay. The site is not adjacent to any creek or waterway.

The project site is currently developed with several retail/commercial uses, parking lots, and landscaping. The buildings are currently used as a rug retailer, car rental location, coffee shop, a restaurant, tailor/alterations shop, hair studio, and a food market/café. Approximately 95 percent of the site, excluding the City-owned alleyway, is covered by impervious surfaces. Stormwater runoff

[30] Santa Clara Valley Water District. *Lower Peninsula*. 2013. Accessed November 19, 2013. Available at: http://www.valleywater.org/services/LowerPeninsula.aspx

[31] CalEPA, State Water Resources Control Board. *Impaired Water Bodies*. 2011. Accessed November 19, 2013. Available at: http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml

from the project site drains to several existing storm drain inlets and then to storm drainage pipes in the alley, Castro Street, and ECR. There are no stormwater treatment facilities currently on the site. The storm drainage pipe in Castro Street is a 48-inch diameter[32] reinforced concrete pipe (RCP) main that connects to a 12-inch RCP in the west side of ECR. A 48-inch storm drainage RCP beneath the alley that transects the site connects to the 48-inch RCP in Castro Street.

3.7.2.4 *Flooding*

The site is relatively flat with a gentle slope downward to the northeast. The elevation of the project site ranges from approximately 106 to 111 feet above mean sea level. According to the FEMA FIRM, the project site is located within Flood Zone X, which represents areas with a 0.2 percent annual chance of flood; areas with a one percent chance of annual flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual flood.[33] There is an area approximately 200 feet west of the site between Park Drive and Miramonte Avenue that is within a 100-year floodplain.

3.7.2.5 *Other Inundation Hazards*

Dam Failure

The Association of Bay Area Governments (ABAG) compiles the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area. The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone.[34]

Sea Level Rise

The project site is relatively flat and slopes downward towards the northeast. The site's elevation ranges from approximately 106 to 111 feet above mean sea level. The project site is not within a shoreline area vulnerable to projected sea level rise from global climate change of up to 55 inches.[35]

Earthquake-Induced Waves and Mudflow Hazards

The site is not located adjacent to a large body of water, near the ocean, or in a landslide hazard zone and, therefore, is not subject to inundation by seiche, tsunami, or mudflow.

[32] All storm drainage pipe measurements specify the diameter of the pipe, unless otherwise noted.
[33] Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06085C0039H*. May 18, 2009. Available at: https://msc.fema.gov
[34] City of Mountain View. *General Plan and Greenhouse Gas Reduction Program, Final EIR*. June 2012. Figure IV. H-3.
[35] San Francisco Bay Conservation and Development Commission, *Shoreline Areas Potentially Exposed To Sea Level Rise: South Bay.* Map. 2008. Available at: http://www.bcdc.ca.gov/planning/climate_change/climate_change.shtml.

3.7.3 Hydrology and Water Quality Impacts

3.7.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a hydrologic impact is considered significant if the project would:

- Violate any water quality standards or waste discharge requirements; or
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted); or
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; or
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site; or
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or
- Otherwise substantially degrade water quality; or
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; or
- Place structures within a 100-year flood hazard area, such that flood flows would be impeded or redirected; or
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Be subject to inundation by seiche, tsunami, or mudflow.

3.7.3.2 *Construction Water Quality Impacts*

Implementation of the project would require excavation, paving, and grading of the site. Construction activities would temporarily increase the amount of unconsolidated materials on-site, and grading activities could cause soil erosion that could contribute sediment by runoff into natural waterways, which could increase sedimentation impacts to local creeks or the San Francisco Bay.

Implementation of the project would result in the disturbance of most of the 2.38-acre site. As a result, the project would be required to comply with the statewide Construction General Permit. The Permit requires preparation and implementation of a SWPPP that includes sediment control and other stormwater pollution prevention practices specific to the project to prevent degradation of water quality.

With the implementation of construction-period stormwater best management practices specified in the SWPPP and implementation of the following measures, which are required by the City as conditions of approval, impacts to water quality during construction would be less than significant:

- State of California Construction General Stormwater Permit: A NOI and SWPPP shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

- Construction Best Management Practices: All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water and sediments to the storm drain system. Refer to the City of Mountain View document, "It's In the Contract (But Not in the Bay)," for the specific construction practices required at the job site.[36]

- Construction Sediment and Erosion Control Plan: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should also include routine street sweeping and storm drain catch basin cleaning. The plan should include installation of the following items where appropriate:

  - Silt fences around the site perimeter;
  - Gravel bags surrounding catch basins;
  - Filter fabric over catch basins;
  - Covering of exposed stockpiles;
  - Concrete washout areas;
  - Stabilized rock/gravel driveways at points of egress from the site; and
  - Vegetation, hydroseeding or other soil stabilization methods for high-erosion areas.

Impact HYDRO-1: Runoff from construction activities could produce a temporary water quality impact from erosion and sedimentation. Compliance with required City ordinances and conditions of approval, including compliance with the Construction General Permit, before, during, and after construction activities would ensure that the project results in a less than significant construction water quality impact. **[Less Than Significant Impact]**

3.7.3.3 *Post-Construction Water Quality Impacts*

The project site is currently developed with buildings, parking lots and landscaping. There are no visible stormwater treatment facilities on the site. Runoff from impervious surfaces on site drain untreated to storm drain inlets and are conveyed to the City's storm drain system and ultimately to Permanente Creek.

The project would replace 10,000 square feet of impervious surfaces and is therefore subject to the requirements of the Municipal Regional Stormwater Permit. The project would design and construct stormwater treatment controls to treat post-construction stormwater runoff and reduce the amount of runoff from the site, consistent with MRP requirements for the sizing and selection of post-

[36] The *It's In the Contract (But Not In the Bay)* guidance document can be obtained by contacting Carrie Sandahl at the City of Mountain View, Fire & Environmental Protection Division at (650) 903-6224 or carrie.sandahl@mountainview.gov

construction treatment control measures. The project proposes eight separate bioretention areas fronting the residential properties to the west and south as well as along Castro Street. Stormwater runoff from the site would be directed to these bioretention areas via gutters and drains prior to draining to the municipal stormwater system. The proposed driveway would be underlain in part by permeable pavers, and pervious pavement would be utilized at the proposed loading area (see Figure 2.0-5, Conceptual Landscape Plan for location). The City will require a final stormwater management plan for review and approval prior to the issuance of building permits.

The project site is located in an area where runoff drains to hardened channels and/or tidal areas.[37] Therefore, although the project will replace one acre or more of impervious surfaces, it is not subject to the hydromodification management requirements of the Municipal Regional Stormwater Permit.

Table 3.7-1 Pervious and Impervious Surfaces on Site

Total Area = 104,030 sf, or 2.4 acres[1]	Existing (sf)	% of Total	Proposed (sf)	% of Total
Pervious Surfaces (e.g. landscaping)	4,710	5	18,540	18
Impervious Surfaces (e.g. pavement)	99,320	95	85,490	82

[1] The existing alleyway, which is within the City of Mountain View right-of-way, and the improvements proposed for it are not included in these calculations.

With the implementation of post-construction stormwater management practices specified in the Municipal Regional Stormwater Permit and implementation of the following measures, which are required by the City as standard conditions of approval, impacts to water quality after construction would be less than significant:

- Landscape Design: For residential and non-residential buildings, landscape design shall minimize runoff and promote surface filtration. Examples include:

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

- Efficient Irrigation: For residential and nonresidential buildings: common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

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

[37] SCVURPPP. *HMP Applicability Map, City of Mountain View.* November 2010. Available at: http://www.scvurppp-w2k.com/hmp_maps.htm

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

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

- Parking Garages: For multiple-level parking garages, interior levels shall be connected to an approved wastewater treatment system discharging to the sanitary sewer. Treatment systems require engineered drawings. All treatment systems connected to the sanitary sewer require a wastewater discharge permit.

- Stormwater Treatment: For residential and nonresidential projects that create or replace more than 10,000 square feet of impervious surface, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document titled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select LID types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement. Contact the Fire Department to obtain a copy of "Stormwater Quality Guidelines for Development Projects." The Guidelines can also be accessed at City Fire Department website: http://www.mountainview.gov/city_hall/fire/programs_n_services/environmental_safety.asp

- The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

Impact HYDRO-2: Stormwater runoff from the completed project could produce water quality impacts from pollutants and excess runoff. Compliance with required City ordinances and conditions of approval, including compliance with the Municipal Regional Stormwater Permit, would result in a less than significant water quality impact. **[Less Than Significant Impact]**

3.7.3.4 *Groundwater Impacts*

Soil borings drilled for the geotechnical exploration of the site encountered groundwater at approximately 41 to 42 feet bgs. Groundwater on the site generally flows to the north, and the depth

to groundwater can vary seasonally. Groundwater in the vicinity of the project site is not used for drinking water. The site is not within an area used for in-stream or other groundwater recharge.

Excavation for the building foundation may encounter groundwater. Dewatering anticipated during excavation and construction of the project site will be required to follow the requirements of the RWQCB.

Impact HYDRO-3: Development of the proposed project would not adversely impact groundwater supplies. **[Less Than Significant Impact]**

3.7.3.5 *Flooding Impacts*

The site is located in Flood Zone X. Therefore, it is not located within a 100-year flood hazard zone or dam inundation area. Implementation of the project would not place housing in a 100-year flood zone, substantially block flood flows, or otherwise result in people or structures being exposed to a significant flood risk.

Impact HYDRO-4: Development of the project would not expose people, housing, or other structures to significant flooding impacts. **[Less Than Significant Impact]**

3.7.3.6 *Other Inundation Hazards (Including Projected Sea-Level Rise)*

The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone.

Based upon studies identified by the Bay Conservation and Development Commission, the project site is not in an area that would be directly affected by a projected future sea level rise from global climate change of up to 55 inches. The site is not located near a large body of water, near the ocean, or in a landslide hazard zone and, therefore, is not subject to inundation by seiche, tsunami, or mudflow.

Impact HYDRO-5: The project site would not be subject to inundation from dam failure or future projected sea level rise; and would not be subject to seiche, tsunami, or mudflow. **[No Impact]**

3.7.4 Summary of Hydrology and Water Quality Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact HYDRO-1: Runoff from construction activities could produce a temporary water quality impact from erosion and sedimentation.	Less Than Significant	No mitigation required	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Compliance with required City ordinances and conditions of approval, including compliance with the Construction General Permit before and during construction activities, would ensure that the project results in a less than significant construction water quality impact.			
Impact HYDRO-2: Stormwater runoff from the completed project could produce water quality impacts from pollutants and excess runoff. Compliance with required City ordinances and conditions of approval, including compliance with the Municipal Regional Stormwater Permit, would result in a less than significant water quality impact.	Less Than Significant	No mitigation required	Less Than Significant
Impact HYDRO-3: Development of the proposed project would not adversely impact groundwater supplies.	Less Than Significant	No mitigation required	Less Than Significant
Impact HYDRO-4: Development of the project would not expose people, housing, or other structures to	Less Than Significant	No mitigation required	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
significant flooding impacts.			
Impact HYDRO-5: The project site would not be subject to inundation from dam failure or future projected sea level rise; and would not be subject to seiche, tsunami, or mudflow.	Less Than Significant	No mitigation required	Less Than Significant

3.7.5 Conclusion

The proposed project would not result in any significant hydrology and water quality impacts. **[Less Than Significant Impact]**

3.8 GEOLOGY AND SOILS

The following discussion of the geologic features, soils, and seismic conditions of the project site is based in part on a Preliminary Geotechnical Investigation prepared by *Rockridge Geotechnical* in August 2013. The Geotechnical Investigation is attached as Appendix E of this EIR.

3.8.1 Existing Setting

3.8.1.1 *Geologic Setting and Topography*

The project site is located on the west bay San Francisco plain within the Coast Ranges Geomorphic Province, which consists primarily of a series of northwest to southeast trending mountain ranges, ridges, and intervening valleys. The site is underlain by alluvial deposits of stiff clays overlying interbedded layers of stiff clays and dense sand. Testing completed as part of the Geotechnical Investigation revealed that near surface clays are expected to be moderately to highly expansive, and therefore subject to volume changes with fluctuations in moisture content.

The project site is located approximately 110 feet above mean sea level (msl) and gradually slopes toward the north. Soil test borings revealed groundwater at approximately 41 to 42 feet bgs. Other documentation from the California Geological Survey indicates that the historic high groundwater level at the site is 35 feet bgs.

3.8.1.2 *Seismicity and Seismic-Related Hazards*

The project site is located within the seismically-active San Francisco Bay region but is not located within a designated Alquist-Priolo Earthquake Fault Zone.[38] There are three major active faults in the project vicinity: the San Andreas Fault, approximately 6.2 miles to the southwest; the Calaveras Fault, approximately 15.5 miles to the northeast; and the Hayward Fault, approximately 13 miles to the northeast. The smaller Monte Vista-Shannon fault is 3.7 miles southwest of the project site. There are no known earthquake faults crossing the site and historically, ground failure has not occurred in this area during earthquake events. However, local ground cracking is possible due to the high seismic activity of the region, and the potential exists for strong ground shaking at the site from a large earthquake.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. Liquefied soils may lose shear strength that may lead to large shear deformations and/or flow failure under moderate to high shear stresses, such as beneath foundations or sloping ground.

The site is not located within a State of California or Santa Clara County Liquefaction Hazard

[38] California Department of Conservation. *Regulatory Maps.* 2007. Accessed November 14, 2013. Available at: http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm

Zone.[39,40] Further investigation confirms that the liquefaction potential at the site is low. Liquefaction-induced settlement would be on the order of less than ½-inch over a horizontal distance of 30 feet at the project site (see Appendix E). The site is not located within a Santa Clara County Geologic Hazard Zone for compressible soil, landslides, dike failure, or fault rupture.

Lateral Spreading

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as an open body of water, channel, or excavation. Due to the absence of free faces such as cliffs or creek channels near the site and the relatively flat site topography, the risk of lateral spreading at the site is negligible.

3.8.2 Geology and Soils Impacts

3.8.2.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a geologic impact is considered significant if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
  - Strong seismic ground shaking,
  - Seismic-related ground failure, including liquefaction, and/or
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

3.8.2.2 *Soil-Related Impacts*

Due to the relatively flat topography of the site and surrounding areas, the project site will not be exposed to substantial slope instability, erosion, or landslide-related hazards. Dust control and stormwater runoff measures will be included as part of the project, which will minimize any potential for erosion (see ***Section 3.4, Air Quality*** and ***Section 3.7, Hydrology and Water Quality*** for more detail, respectively). The project does not include septic tanks for the disposal of wastewater.

[39] California Geologic Survey. *Seismic Hazard Zones – Mountain View Quadrangle.* October 18, 2006. Map. Available at: http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm

[40] County of Santa Clara. *Geologic Hazard Zones*. Maps. October 26, 2012. Available at: http://www.sccgov.org/sites/PLANNING/GIS/GEOHAZARDZONES/Pages/SCCGeoHazardZoneMaps.aspx

On-site soils have the potential for expansion, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. According to the Geotechnical Investigation prepared for the project, the presence of near-surface expansive soils will not affect the proposed buildings because the foundations would be constructed up to two stories below grade. However, the expansive soils could affect the surface pavements proposed as part of the project. The project will implement the recommendations of the Geotechnical Investigation to decrease the potential for expansion, which include moisture conditioning the expansive clay, providing up to one foot of non-expansive soils beneath the concrete flatwork, and further evaluation in a final geotechnical investigation for the project. The final design-level geotechnical investigation will be submitted to the City for review and approval prior to the issuance of building permits.

Impact GEO-1: The proposed project would be subject to risks associated with expansive soils. Development in accordance with the recommendations in the Geotechnical Investigation will avoid significant geologic impacts**. [Less Than Significant Impact]**

3.8.2.3 *Seismicity and Seismic Hazards*

The project site is located in a seismically-active region and as such, will likely be subject to strong to very strong earthquake-induced ground shaking during the lifetime of the proposed project. While there are no known active faults crossing the project site, ground shaking on site from regional fault rupture could damage structures and threaten future occupants of the proposed development. Minor liquefaction and settlement could also occur as a result of ground shaking.

To avoid or minimize potential damage from seismic shaking and liquefaction, all portions of the project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Site Class D[41] in the current California Building Code. The project would normally be designated Site Class F under the California Building Code because potentially liquefiable soil is present at the site. However, the Geotechnical Investigation found that the layers of potentially liquefiable soils are thin and that the site would not incur substantial impacts during ground shaking due to these layers. Therefore, the seismic design guidelines for Site Class D are recommended for the proposed project. Specific recommendations contained in the Geotechnical Investigation prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

Impact GEO-2: There is a strong potential for seismic ground shaking to occur on the project site. Conformance with the standard engineering and building practices and techniques specified in the California Building Code applicable at the time of construction, and implementation of recommendations of the design-level geotechnical investigation would reduce potential seismic impacts to the project to less than significant levels. **[Less Than Significant Impact]**

[41] A Site Class is a classification assigned to a site based on the types of soils present and their engineering properties. Section 1613.3.2 of the 2013 California Building Code states that a site shall be classified as Site Class A, B, C, D, E, or F in accordance with Chapter 20 of the American Society of Civil Engineers Standard (ASCE 7). Each Site Class designation is associated with a different set of design guidelines and standards. Source: California Department of General Services, California Building Standards Commission. *California Building Standards Code (Title 24, California Code of Regulations)*. 2013. Available at: http://www.bsc.ca.gov/codes.aspx

3.8.3 Summary of Geology and Soils Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact GEO-1: The proposed project, developed in accordance with the recommendations in the design-level geotechnical report as required by the City, will not result in significant geologic impacts.	Less Than Significant	No mitigation required	Less Than Significant
Impact GEO-2: There is potential for substantial seismic ground shaking to occur on the project site. Potential seismic impacts to the project site will be avoided by conformance with the standard engineering and building practices and techniques specified in the California Building Code applicable at the time of construction, and the recommendations of the design-level geotechnical investigation.	Less Than Significant	No mitigation required	Less Than Significant

3.8.4 Conclusion

The proposed project would not have any significant impacts associated with the geology and soils on the project site. **[Less Than Significant Impact]**

3.9 BIOLOGICAL RESOURCES

The discussion in this section is based in part on the arborist report prepared for the project site by *HortScience, Inc.* in July 2013. This report is included as Appendix F of this Draft EIR.

3.9.1 Regulatory Setting

3.9.1.1 *Special-Status Species*

Threatened and Endangered Species

Special status species include plants or animals that are listed as threatened or endangered under the federal and/or California Endangered Species Acts (CESA), species identified by the California Department of Fish and Game (CDFG) as a California Species of Special Concern, as well as plants identified by the California Native Plant Society (CNPS)[42] as rare, threatened, or endangered.

Permits may be required from both the CDFG and USFWS if activities associated with a proposed project will result in take of a species listed as threatened or endangered. To "take" a listed species, as defined by the state of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" said species (California Fish and Game Code, Section 86). "Take" is more broadly defined by the federal Endangered Species Act to include "harm" of a listed species (16 USC, Section 1532(19), 50 CFR, Section 17.3).

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA: 16 USC Section 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, a violation of the MBTA.

Birds of Prey

Birds of prey, such as owls and hawks, are protected in California under provisions of the state Fish and Game Code, Section 3503.5 (1992), which states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFG.

[42] The California Native Plant Society (CNPS) is a non-profit organization that maintains lists and a database of rare and endangered plant species in California. Plants in the CNPS "Inventory of Rare and Endangered Plants of California" are considered "Special Plants" by the CDFG Natural Diversity Database Program.

Habitat Conservation Plan/Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV Habitat Plan), which encompasses a study area of 519,506 acres (or approximately 62 percent of Santa Clara County), was adopted by participating agencies in January, 2013 and took effect in October 2013. The newly created Santa Clara Valley Habitat Agency is charged with implementing the plan. The area for which development activities are covered by the plan is located south and east of Mountain View, primarily within the Llagas/Uvas/Pajaro, Coyote Creek, and Guadalupe Watersheds. The SCV Habitat Plan was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

The SCV Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The species of concern identified in the SCV Habitat Plan include, but are not limited to, the California tiger salamander, California red-legged frog, western burrowing owl, Bay Checkerspot butterfly, and a number of species endemic to serpentine grassland and scrub. Projects and activities of the jurisdictions in Santa Clara County which are not Permittees, such as the City of Mountain View, are not covered under the SCV Habitat Plan.

There are two aspects of the SCV Habitat Plan that may be issues for future development and redevelopment in Mountain View. These issues are described below.

1. Expanded SCV Habitat Plan Area for Burrowing Owl Conservation

In addition to the area covered by the SCV Habitat Plan noted above, an expanded study area for burrowing owl conservation was identified to the north and west in portions of the cities of San José, Santa Clara, Mountain View, Milpitas, and Sunnyvale; in Fremont in Alameda County; and a small portion of San Mateo County. The expanded study area for burrowing owl conservation that falls outside of the primary SCV Habitat Plan study area is 48,464 acres in size and includes areas north of US 101 within the City of Mountain View. The allowable activities covered by the SCV Habitat Plan in this expanded study area are limited only to conservation actions for western burrowing owl. The project site is not located within the expanded study area for the western burrowing owl conservation.

2. Indirect Impacts to Sensitive Serpentine Habitats Identified in the SCV Habitat Plan

The U.S. Fish and Wildlife Service (USFWS) has identified critical habitat for the federally listed threatened Bay Checkerspot butterfly (73 FR 50406) south of US 101 and Yerba Buena Road in the City of San José. The conservation of critical habitat is considered essential for the conservation of a federally listed species. Critical habitat for the Bay Checkerspot butterfly occurs on nutrient-poor serpentine or serpentine-like grasslands that support at least two of the three butterfly's larval host plants, California plantain, dense flower owl's clover, and purple owl's clover. Non-native grasses have been reported to increase in these habitats, crowding out the native forbs needed by the Bay Checkerspot butterfly, due to increased nitrogen deposition from human sources.

Nitrogen deposition contribution estimates in Santa Clara County were made as a part of the development of the SCV Habitat Plan (Appendix E of the SCV Habitat Plan). Approximately 46 percent of nitrogen deposition on habitat areas of concern for the base years (2005-2007) was estimated to come from existing development and traffic generated locally *within* the SCV Habitat Plan study area. The remainder of Santa Clara County (which includes the City of Mountain View) was estimated to contribute a substantially smaller amount (17 percent of the nitrogen deposition) while the other eight Bay area counties account for about 11 percent. Nitrogen deposition modeling completed for future years (2035 and 2060) as a part of the SCV Habitat Plan process assumed that urban and rural development in the County and broader San Francisco Bay Area is expected to increase air pollutant emissions due to an increase in passenger and commercial vehicle trips and other new industrial and non-industrial sources.

The closest serpentine grasslands to the project site that are covered by the SCV Habitat Plan are located in the Silver Creek Hills and Coyote Ridge in the Edenvale, Evergreen and San Felipe Planning Areas of San José. The Silver Creek Hills and Coyote Ridge are approximately 18 and 25 miles southeast of the project site, respectively.

A conservation strategy in the SCV Habitat Plan includes collection of fees within the SCV Habitat Plan area based upon the generation of new vehicle trips to fund acquisition and management of serpentine grasslands in the Coyote Ridge area. The goal of this strategy is to improve the viability of existing Bay Checkerspot butterfly populations, increase the number of populations, and expand the geographic distribution to ensure the long-term persistence of the species in the SCV Habitat Plan area.

A nexus study was completed for the SCV Habitat Plan to assist with identifying appropriate fees to fund measures in the SCV Habitat Plan.[43] The nitrogen deposition fee was calculated based on SCV Habitat Plan costs related to mitigating the impacts of airborne nitrogen deposition from covered activities in the SCV Habitat Plan area. A nexus study of impacts and/or appropriate contributions from projects or jurisdictions outside the SCV Habitat Plan area was not included in the study, as these projects outside the SCV Habitat Plan are not covered activities nor are these jurisdictions participating as Local Partners.

As described in the SCV Habitat Plan, funding to implement the conservation strategy of the Plan will come from a number of different sources, including the previously noted fees on private development and public infrastructure, conservation actions by various agencies, and state and federal funding. In general, non-fee funding sources identified in the Plan's funding strategy will contribute to the conservation needs of the Plan (i.e., the contribution to species recovery). The funding strategy provides for the full and successful implementation of the SCV Habitat Plan related to sensitive serpentine habitat and the Bay Checkerspot butterfly and does not rely on contributions from cities outside of the SCV Habitat Plan area.

The potential cumulative impacts of the project on special status species in the Santa Clara Valley Habitat Plan area are discussed further in ***Section 5.3.6, Cumulative Biological Resources Impacts***.

[43] Willdan Financial Services. *Santa Clara Valley Habitat Plan Development Fee Nexus Study*. June 30, 2012.

3.9.1.2 *Mountain View Tree Preservation Ordinance*

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

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

Heritage trees are required to be maintained and preserved in a "state of good health." It is unlawful to willfully injure, damage, destroy, move or remove a Heritage tree. A tree removal permit is required from the City of Mountain View for the removal of Heritage trees.

3.9.2 Existing Biotic Resources On-Site

The project site is developed with a commercial/retail buildings, paved surface parking and urban landscaping. Ornamental trees are located along both the ECR and Castro Street boundaries of the project site and within areas of the parking lot associated with the project site. Ornamental trees also run along the western boundary of the project site, adjacent to the multi-family two-story residential. There is also some urban landscaping along both the ECR and Castro Street frontages of the project site.

Wildlife habitats in such developed urban areas are low in species diversity. Most wildlife species that use developed habitats are generalists that have adapted to human-modified habitats. Species that use industrial and commercial areas are able to use ornamental landscaping as foraging habitat and/or escape cover, and some are able to exploit building crevices, rooftops, and/or ledges on buildings for nesting and/or roosting. Common urban bird species expected to use such features include mourning dove (*Zenaida macroura*), rock pigeon (*Columba livia*), American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*). Mammal species expected to occur in developed habitats include Virginia opossum (*Didelphis virginiana*), eastern gray squirrel (*Sciurus carolinensis*), Botta's pocket gopher (*Thomomys bottae*), house mouse (*Mus musculus*), Norway rat (*Rattus norvegicus*), house rat (*Rattus rattus*), northern raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and black-tailed deer (*Odicoileus hemionus*).[44]

There are no sensitive habitats or wetlands on or adjacent to the project site. The project site is not included in an adopted Habitat Conservation Plan or Natural Communities Conservation Plan

[44] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011.

(HCP/NCCP).[45] Because of its urban setting and isolation from larger areas of undeveloped lands and riparian corridors, the site does not function as a movement corridor for local wildlife, and is unlikely to support natural communities and special-status plant and wildlife species and listed in the California Natural Diversity Database for the Mountain View quadrangle. The primary biological resources on the project site are the existing trees.

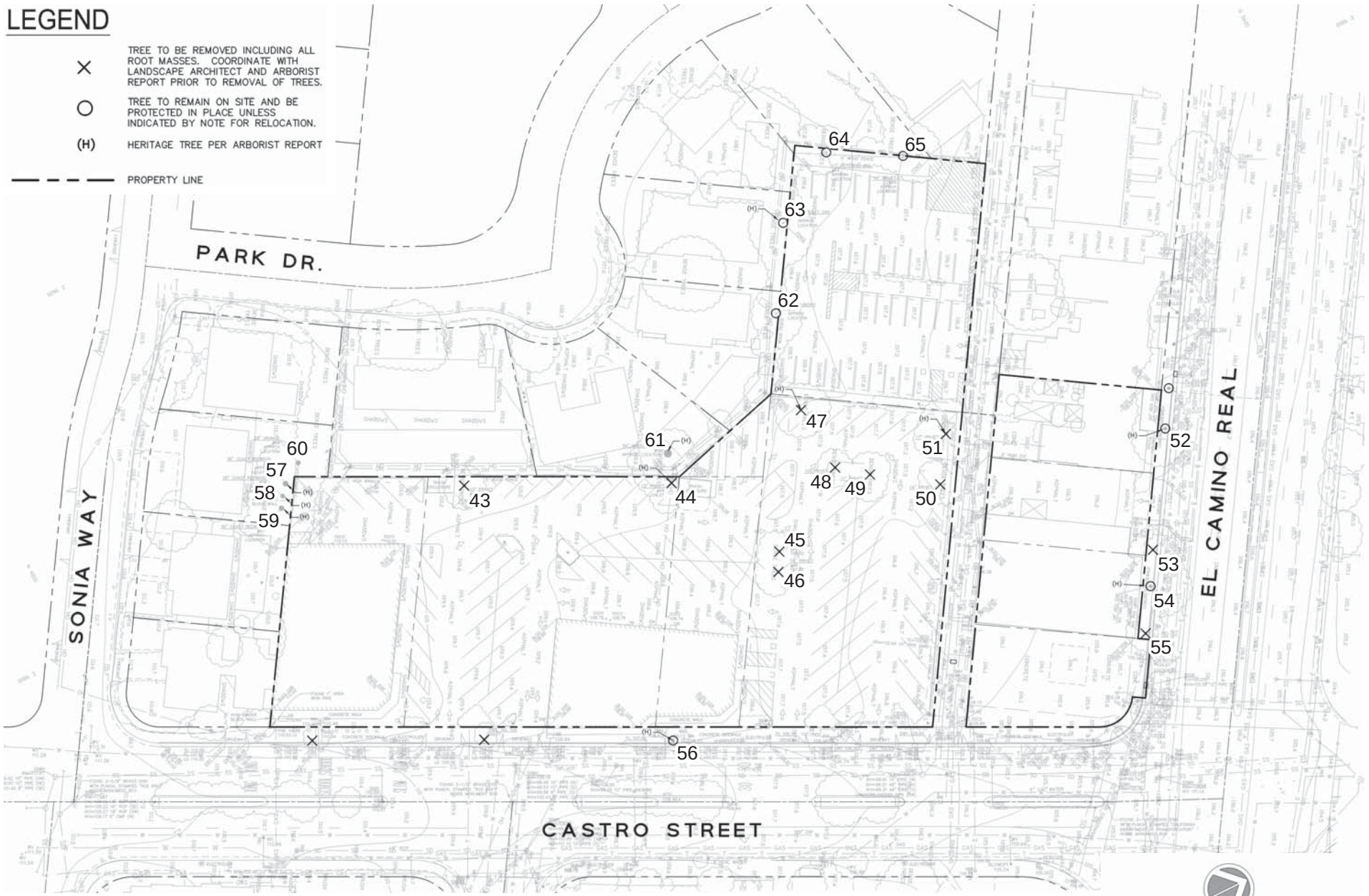
There are a total of 23 trees on site that were included in the arborist survey, including nine trees off site which have canopies that overlap the project site. Ten of the 23 trees are considered Heritage trees and five are considered public street trees. A map showing the location of the trees is provided on Figure 3.9-1. The trees currently range in health from good to moderate. A summary of the trees on-site is provided in Table 3.9-1. Refer to Appendix F for additional details regarding tree health and condition.

Table 3.9-1 Existing Trees On-Site

Tree[1] #	Species Common Name	Circumference (inches, measured 54 inches above grade)	Tree Classification (Heritage or Public Street)	Recommended Action (Remove or Preserve)
43	Glossy privet	13	--	Remove; within development
44	Glossy privet	15	Heritage	Remove; within development
45	Glossy privet	14	--	Remove; within development
46	Glossy privet	14	--	Remove; within development
47	Glossy privet	16	Heritage	Remove; within development
48	Glossy privet	10	--	Remove; within development
49	Glossy privet	11	--	Remove; within development
50	Glossy privet	14	--	Remove; within development
51	Glossy privet	17	Heritage	Remove; within development
52	Red oak	20	Heritage/ Street Tree	Preserve; protection required
53	Sweetgum	14	Street Tree	Remove for uniformity
54	Red oak	18	Heritage/ Street Tree	Preserve; protection required
55	Sweetgum	12	Street Tree	Remove for uniformity
56	Honey locust	6	Street Tree	Preserve; protection required
57	Coast redwood	36	Heritage	Preserve; off-site
58	Coast redwood	28	Heritage	Preserve; off-site
59	Coast redwood	26	Heritage	Preserve; off-site
60	Orange	8,7,7,6	--	Preserve; off-site
61	Modesto ash	20,18,16	Heritage	Preserve; off-site
62	White mulberry	8	--	Preserve; off-site
63	Holly oak	10	Heritage	Preserve; off-site
64	Victorian box	11	--	Preserve; off-site
65	Glossy privet	14	--	Preserve; off-site

Notes: The location of trees on-site is shown in Figures 11 and 13.
[1] Tree numbers correspond to the numbers given to trees in Figure 12, Tree Assessment Map
[2] The circumference of these trees was estimated due to the tree location along or outside the property line.

[45] The City of Mountain View is not a participant in the Santa Clara Valley Habitat Plan, therefore the project site is not included within the plan, or any other draft HCP/NCCP.



TREE ASSESSMENT MAP

FIGURE 3.9-1

3.9.3 Biological Resources Impacts

3.9.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a biological resources impact is considered significant if the project would:

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

3.9.3.2 *Impacts to Special Status Species and Habitats*

Since the entire project site is developed and disturbed by human use, and there are no wetlands or other sensitive habitats on the project site, the presence of any special-status plants or animals on-site is unlikely. For this reason, the implementation of the proposed project would not result in significant impacts to special-status species or sensitive habitats.

There could, however, be nesting birds present in on-site trees or in mature trees adjacent to the project site prior to project construction. Nesting birds, including urban adapted raptors, are protected under the provisions of the MBTA and the CDFG Code 3503.5. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. Nest abandonment and/or loss of reproductive effort caused by disturbance are considered "take" by the CDFG, and therefore would constitute a significant impact.

Impact BIO-1: The project could result in significant impacts to nesting birds, should they be present on site or in mature trees adjacent to the project site. **[Significant Impact]**

In compliance with the MBTA and the CDFG, the project shall implement the following measures to reduce or avoid construction-related impacts to nesting raptors, other migrating birds, and their nests to a less than significant level:

MM BIO-1.1: Nesting Bird Avoidance. To the extent practicable, vegetation removal and construction activities shall be performed from September through February, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests. These surveys shall be performed in the project area and surrounding 500 feet.

MM BIO-1.2: If active nests are observed on either the project site or the surrounding area, the project applicant, and in coordination with City staff as appropriate, shall establish buffer zones around the nests, with the size to be determined in consultation with California Department of Fish and Game (usually 100 feet for perching birds and 300 feet for raptors). If work during the nesting season stops for two days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.

[Less Than Significant Impact with Mitigation]

3.9.3.3 *Impacts to Trees*

Tree species to be planted on the site (not including street trees) as part of the project include Thornless honey locust, Japanese maple, Eastern redbud, flowering plum, Callery pear, Coast live oak, European olive, and Hornbeam. Tree hedges would be planted along the western boundary of the project site adjacent to the existing single- and multi-family residences. See Figure 2.0-5, Conceptual Landscape Plan, for the layout and locations of trees to be planted on the site. The project's landscape plan and selection of tree species for the site would be consistent with the City of Mountain View code requirements.

The proposed project would require the removal of three Heritage trees (refer to Figure 3.9-1 and Table 3.9-1). The remaining seven Heritage trees would be preserved in their current location. A City of Mountain View Heritage Tree Removal Permit would be required before any Heritage trees could be removed from the site or street under a development permit.

The following standard measures will be required as conditions of approval:

- Heritage trees removed from the project site shall be replaced based on a 2:1 ratio with minimum 24-inch box specimens, and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees. Additional new trees may be required by the City to replace the other trees to be removed on site. The species and location of replacement trees shall be approved by the City of Mountain View Arborist and Zoning Administrator. It is currently proposed that a minimum of 63 new trees would be planted as part of the project (refer to Appendix F of this EIR and Figure 2.0-5, the Conceptual Landscape Plan).

- To reduce the impacts of construction on trees remaining on-site and trees adjacent to the site, the tree preservation guidelines, including design recommendations, described in the arborist report (Appendix F of this EIR) and the following tree protection measures during

construction shall be implemented:

Pre-Construction Treatments and Recommendations

- The demolition contractor shall meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection.
- Fence trees to completely enclose the tree protection zone[46] prior to demolition, grubbing, or grading. Fences shall be a six foot chain link or equivalent as approved by the City of Mountain View. Fences are to remain until all construction is completed. If fencing of street trees is not an option, trunks shall be temporarily wrapped with straw wattles or orange snow fencing to a height of eight feet to provide protection against incidental contact during the demolition and construction phases.
- Trees to be preserved may require pruning to provide construction clearance. All pruning shall be completed by a Certified Arborist or Tree Worker. Pruning shall adhere to the latest edition of the ANSI Z133 and A300 standards as well as the *Best Management Practices -- Tree Pruning* published by the International Society of Arboriculture.
- Structures and underground features to be removed within the tree protection zone shall use the smallest equipment, and operate from outside the tree protection zone. The consultant shall be on-site during all operations within the tree protection zone to monitor demolition activity.

Tree Protection During Construction

- Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the Consulting Arborist at the site to review all work procedures, access routes, storage areas and tree protection measures.
- Fences and/or trunk wrappings are to remain until all site work has been completed. Protection measures may not be relocated or removed without permission of the Consulting Arborist.
- Any excavation within the dripline or other work that is expected to encounter tree roots should be approved and monitored by the Consulting Arborist. Roots shall be cut by manually digging a trench and cutting exposed roots with a sharp saw. The Consulting Arborist will identify where root pruning is required.
- If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.
- Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

[46] For design purposes, the tree protection zone shall extend to the dripline or, where driplines extend over paved areas, to the edge of the concrete.

Impact BIO-2: With implementation of required tree planting as conditions of approval, the project would not conflict with the City's Tree Ordinance. **[Less Than Significant Impact]**

3.9.4 Summary of Biological Resources Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact BIO-1: The project could result in significant impacts to nesting birds, should they be present on site or in mature trees adjacent to the project site.	Significant Impact	**MM BIO-1.1:** Nesting Bird Avoidance. To the extent practicable, vegetation removal and construction activities shall be performed from September through February, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests. These surveys shall be performed in the project area and surrounding 500 feet. **MM BIO-1.2:** If active nests are observed on either the project site or the surrounding area, the project applicant, and in coordination with City staff as appropriate, shall establish buffer zones around the nests, with	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		the size to be determined in consultation with California Department of Fish and Game (usually 100 feet for perching birds and 300 feet for raptors). If work during the nesting season stops for two days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.	
Impact BIO-2: Construction of the project would result in the loss of three Heritage trees.	Less Than Significant	With implementation of required tree planting as conditions of approval, the project would not conflict with the City's Tree Ordinance.	Less Than Significant

3.9.5 Conclusion

With implementation of the mitigation measures listed above, the project would not result in significant biological resource impacts. **[Less Than Significant Impact with Mitigation]**

3.10 HAZARDS AND HAZARDOUS MATERIALS

The discussion in this section is based in part on the following reports prepared by *Environ*:

- Phase I Environmental Site Assessment. March 8, 2013.
- Limited Phase II Investigation Report, Anderson Property. May 2, 2013.
- Limited Phase II Investigation Report, Nico LP Property. May 2, 2013.
- Limited Phase II Investigation Report, City of Mountain View Parcel. May 2, 2013.

These reports are attached as Appendix G-1, G-2, G-3, and G-4 of this EIR respectively.

3.10.1 Introduction and Regulatory Framework

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

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

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

3.10.1.1 *Federal Laws and Regulations*

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes.

Other applicable federal laws include:

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Toxic Substances Control Act (TSCA)

- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

3.10.1.2 *California Laws and Regulations*

Hazardous waste in California is regulated primarily under the authority of RCRA and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. In California, the EPA has granted most enforcement authority of federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). Under the authority of Cal/EPA, the Department of Toxic Substances Control (DTSC) or the San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for overseeing the remediation of contaminated sites in the San Francisco Bay area.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations Division of Occupational Safety and Health (DOSH) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. DOSH also enforces California occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed the stringency of their federal counterparts.

3.10.1.3 *Local Regulations*

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

3.10.2 Existing and Historical Site Conditions

To facilitate the discussion in this chapter, the project site is divided into three Parcel Groups based on current property ownership as shown on Figure 3.10-1 below. Table 3.10-1 details the addresses and Assessor's Parcel Numbers (APNs) included in each Parcel Group.

PARCEL GROUPS FIGURE 3.10-1

Table 3.10-1 Parcel Groups		
Group Name	**Street Addresses**	**APNs**
Parcel Group A – *Anderson Property*	801-803 W. El Camino Real	189-01-133
	805 W. El Camino Real	189-01-152
	809 W. El Camino Real	189-01-148
	813-819 W. El Camino Real	189-01-153
Parcel Group B – *Nico LP Property*	n/a	189-01-125
	1032 Castro Street	189-01-126
	1044 Castro Street	189-01-127
	1060 Castro Street	189-01-128
Parcel Group C – *City of Mountain View Parcel*	n/a	189-01-024

A review of aerial photographs showed that Parcel Group A was partially developed for residential or commercial use by 1939. By 1956 all former agricultural uses had been removed and, with the exception of the building currently occupied by Peet's Coffee (1032 Castro Street), all of the current site buildings had been constructed. The multi-tenant buildings on Parcel Group A historically contained laundry and dry-cleaning businesses, an automotive parts store, a machine shop, and an auto repair shop. In 2006, a fire destroyed several buildings in the Parcel Group including the dry cleaners. Parcel Group A is currently developed with four commercial buildings, including a car rental shop, and is accessed by sidewalks along ECR.

Parcel Group B was developed by 1939 as orchard and agricultural land, and had been redeveloped with the existing buildings by 1956. Parcel Group B has been used for commercial purposes since the on-site development was constructed in the early 1950s, including a dry cleaning facility in the 1960s. Parcel Group B is currently developed with two commercial buildings and parking lots, both of which are accessed from the eastern site boundary along Castro Street.

Parcel Group C was also developed as orchard and agricultural land by 1939 and through 1956. After 1956 the site remained vacant. Parcel Group C is currently developed with a City-owned parking lot that is accessed from an alley between Parcel Groups A and B.

3.10.2.1 *On-Site Observations*

An inspection of the project site, including the interior of the buildings and exterior portions of the site, was conducted on February 28, 2013. During the site visit, small quantities of vehicle service chemicals were observed at the rental car business along ECR. Approximately 55 gallons of waste cooking oil were observed at the food market located at the southern end of the site, and small amounts of household cleaning chemicals were observed at most other commercial locations at the project site.

Minor staining of outdoor paved parking areas was observed, though pavement in the vicinity appeared to be in good condition with no evidence of cracking. There was no evidence of aboveground or underground storage tanks or other petroleum products, and no pits, ponds, or stressed vegetation. Two pole-mounted transformers were observed on the south side of Parcel Group A.

Based on the construction date of the buildings, there is potential for buildings on-site to include asbestos-containing materials (ACMs), lead-based paint (LBP), and electrical equipment containing polychlorinated biphenyls (PCBs). [47] Though no PCB- or ACM-containing materials were observed, they have the potential to be present on-site. Similarly, though paint observed on-site was in good condition and facility personnel were not aware of the presence of lead-based paint on structures, due to the date of construction it could be present on-site.

3.10.2.2 *On- and Off-Site Sources of Contamination*

A regulatory database search was completed to help assess environmental concerns from on- and off-site sources of contamination. The project site is listed on the California Hazardous Waste Information System database due to the generation of hazardous waste (alkaline solution without metals) at the site in 2006. The property at 803 ECR (Parcel Group A), historically used as a dry cleaners, is listed on the Voluntary Cleanup Program (VCP) and EnviroStor databases under the oversight of the California DTSC. These properties are discussed in further detail below.

Several sites surrounding the project site were listed on regulatory databases. Based upon the analysis in the Phase I Environmental Site Assessment (see Appendix G-1), none of the sites with active status were located adjacent to or upgradient of the site, and therefore would not be a potential source of hazardous contamination on the project site.

Parcel Group A – Anderson Property

Parcel Group A, specifically the building at 801-803 ECR, included a laundry and/or dry cleaning business from the 1960s until 2006. Dry cleaning operations involved the use of perchloroethylene (PCE)[48] and generated PCE waste. Following the fire that destroyed the building in 2006, subsurface investigations conducted between 2006 and 2008 detected PCE above the San Francisco RWQCB Environmental Screening Levels[49] (ESLs) for soil and groundwater, and above the Cal/EPA California Human Health Screening Levels[50] (CHHSLs) for soil gas. In 2008, the property owner excavated soil to a depth of five feet beneath the former dry cleaning machine and chemical storage area, and disposed the soil at a permitted off-site disposal facility. Post-excavation confirmation samples collected from the bottom and sidewalls of the excavation did not contain PCE above laboratory reporting limits.

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[47] Due to its toxicity, PCB manufacturing was banned in the United States in 1979 and internationally in 2001 under the United Nations Stockholm Convention. United States Environmental Protection Agency (USEPA). *EPA Bans PCB Manufacture; Phases Out Use.* Press Release. April 19, 1979. Accessed March 20, 2013. Available at: http://www.epa.gov/history/topics/pcbs/01.html ; and, USEPA. *Persistent Organic Pollutants: A Global Issue, A Global Response.* 2002; 2009. Accessed March 20, 2013. Available at: http://www.epa.gov/oia/toxics/pop.html

[48] Also known as tetrachloroethylene and as 'perc,' PCE is a "clear, colorless liquid that has a sharp, sweet odor and evaporates quickly." PCE is used widely in dry cleaning and is a toxic chemical that has negative human health and environmental impacts. Source: U.S. Environmental Protection Agency. *Fact Sheet on Perchloroethylene*. July 17, 2012. Accessed November 15, 2013. Available at: http://www.epa.gov/oppt/existingchemicals/pubs/perchloroethylene_fact_sheet.html

[49] Environmental Screening Levels represent the concentration at which an environmental contaminant is determined to pose and acceptable risk or no risk to human health. ESLs are determined on a site by site basis, based on health risk analysis that accounts for human use of the site.

[50] California Human Health Screening Levels are used as benchmark screening levels for the evaluation of potential human health concerns under a variety of land use scenarios, including residential and commercial development. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk under the applicable land use scenario.

This investigation and excavation work was not conducted under agency oversight. A request for case closure was submitted to DTSC in 2009 but a formal response was never issued. The property owner initiated a Voluntary Cleanup Program and Request for Agency Oversight in 2011 (resulting in the selection of the DTSC as the lead oversight agency), however the Voluntary Cleanup agreement was not finalized with DTSC due to financial and legal considerations.

The Phase II investigation conducted in 2013 analyzed soil, groundwater, and soil gas for contaminants associated with the historical site uses. Samples were analyzed for polyaromatic hydrocarbons (PAHs), which were not detected above laboratory reporting limits. Soil gas samples found PCE concentrations above the commercial CHHSL of 1,600 µg/m^3 at all locations and depths. The highest concentrations were detected in the samples from 15 feet bgs, with a maximum concentration of 23,000 µg/m^3. Fuel-related chemicals such as benzene and toluene were also detected, however their concentrations were below the applicable CHHSL for commercial uses. Most samples of benzene in soil gas exceeded the applicable residential CHHSL, and no other volatile organic compounds (VOCs) were detected.

Groundwater samples detected PCE at low concentrations in two samples collected on-site at the downgradient side of the site. The maximum detection of 7.1 µg/L exceeds the most stringent commercial ESL based on drinking water quality standards (5.0 µg/L). However, the result is well below the commercial ESL (640 µg/L) for groundwater as a potential vapor intrusion concern.

Parcel Group B – Nico LP Property

Due to the historic agricultural uses on this portion of the project site, the potential for organochlorine pesticide and heavy metal contamination was identified in the project Phase I ESA. One soil sample detected DDE and DDT[51] at levels well below the residential CHHSL, the most stringent applicable screening level. Other samples did not detect organochlorine pesticides above laboratory reporting levels. With the exception of arsenic, heavy metals were detected at levels below residential CHHSLs. The maximum detected concentration of arsenic was 6.4 mg/kg, which exceeds the applicable CHHSL. This concentration is representative of natural background concentrations in Bay Area and California soils, which can reach up to 69 mg/kg. Additionally, sample results for base rock and native soil did not indicate the presence of naturally-occurring asbestos.

Parcel Group C – City of Mountain View Parcel

Parcel Group C was also formerly used for agriculture, and has the potential for pesticide and heavy metal contamination. Soil and soil vapor samples taken on this site did not detect organochlorine pesticides at levels above laboratory reporting limits. Arsenic was detected at a maximum concentration of 5.8 mg/kg, which exceeds the applicable CHHSL. As stated above, this is not unusual in the San Francisco Bay Area due to the high background levels of arsenic in California soils. Additionally, sample results for base rock did not indicate the presence of naturally-occurring

[51] DDT (dichlorodiphenyltrichloroethane) is an organochlorine pesticide that was used in the agriculture industry until it was banned for agricultural use in the United States in 1972. DDE (dichlorodiphenyldichloroethylene) is a breakdown product of DDT and has no applications. Source: U.S. Environmental Protection Agency. *DDT – A Brief History and Status.* May 9, 2012. Accessed November 15, 2013. Available at: http://www.epa.gov/pesticides/factsheets/chemicals/ddt-brief-history-status.htm

asbestos.

3.10.2.3 *Airport Safety*

Moffett Federal Airfield is located approximately 2.3 miles northeast of the project site. The project site is not within the airport safety zone, noise contours, or airport influence area. The height for the project site above which notification to the Federal Aviation Administration is required for airport safety review is 382 feet above msl.[52]

The site is not within the airport land use plan area of the Norman Y. Mineta San José International Airport or the San Francisco International Airport.

3.10.2.4 *Other Hazards*

The site is not located within a fire hazard severity zone identified by the State of California.[53] The project site is not located along an identified emergency response or evacuation route.[54]

3.10.3 Hazardous Materials Impacts

3.10.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a hazardous materials impact is considered significant if the project would:

- Create a significant hazard to the public or the environment as a result of the routine transport, use or disposal of hazardous materials; or
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school; or
- Construct a school on a property that is subject to hazards from hazardous materials contamination, emissions or accidental release; or
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would create a significant hazard to the public or the environment, or
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area, or
- For a project within the vicinity of a private airstrip, would the project result in a safety

[52] Santa Clara County Airport Land Use Commission. *Comprehensive Land Use Plan, Santa Clara County – Moffett Federal Airfield.* November 2, 2012. Figure 6. Available at: http://www.sccgov.org/sites/planning/PlansPrograms/ALUC/Documents/ALUC_20121128_NUQ_CLUP_adopted.pdf

[53] Cal FIRE. *Fire Hazard Severity Zones in SRA – Santa Clara County.* Adopted November 7, 2007. Available at: http://www.fire.ca.gov/fire_prevention/fhsz_maps_santaclara.php

[54] City of Mountain View. *Final 2030 General Plan and Greenhouse Gas Reduction Program EIR*. June 2012.

hazard for people residing or working in the project area, or

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

3.10.3.2 *Hazardous Materials Impacts*

Use and Disposal of Hazardous Materials

The project would not produce, use, transport, emit, or dispose of hazardous materials on- or off-site in operation. Therefore, the project would not create a hazard to the public, schools, or environment through the routine production, use, transportation, or disposal of hazardous materials.

Impact HAZ-1: The project would not create a hazard to the public, schools, or environment through the routine production, use, transportation, or disposal of hazardous materials. **[No Impact]**

Impacts From On-Site Contamination

Parcel Group A – Anderson Property

Groundwater samples taken from Parcel Group A contained PCE at a concentration slightly above the acceptable standards for drinking water, but below the concentration at which it would contribute to PCE vapors in the soil. Groundwater beneath the project site is not used for drinking water. Since groundwater is below the level that would contribute to PCE vapor migration into indoor air and because groundwater is approximately 45 feet bgs, groundwater contaminated with low levels of PCE would not pose a health risk to future residents, employees, and users of the site.

According to the Limited Phase II Investigation Report prepared for this property, residual concentrations of PCE and benzene are present in on-site soil gas and exceed regulatory screening criteria. Specifically, vapor phase PCE has accumulated in a sandy gravel zone at approximately 14 feet bgs. The project proposes to excavate approximately 73,500 cubic yards of soil in order to construct below-grade parking facilities. Based on sample data, residual concentrations of VOCs are unlikely to present a significant air quality hazard during excavation activities.

Any backfill placed on the site after excavation would be clean engineered fill, therefore exposure to heavy metals in operation would not be a significant hazard to human health. Additional soil sampling may be required for soil excavated from the site before it can be accepted by a disposal facility or alternative recipient.

Regulatory Oversight

The property owner submitted a Voluntary Cleanup Program and Request for Agency Oversight application in 2011, which led to a Memorandum of Agreement (MOA) among multiple agencies that established DTSC as the agency with appropriate oversight over cleanup of the site. According

to DTSC personnel, the formal cleanup program agreement was not executed. No additional actions were taken by the property owner on the Voluntary Cleanup Program, and the site is currently listed on the RWQCB website as *'Inactive – Needs Evaluation.'*[55] Until the case is closed by DTSC, the proposed project would occur on a site that has the potential to create a hazard to the public and is listed in a database compiled pursuant to Government Code Section 65962.5.

Parcel Group B – Nico LP Property

Soil samples collected from Parcel Group B found that concentrations of organochlorine pesticides and heavy metals are well below the applicable residential CHHSLs. Therefore pesticides in soil on this portion of the site would not be a significant hazard to construction workers or to nearby sensitive receptors during the handling and/or disposal of excavated soil, or to future residents of the site.

Though it exceeds non-residential CHHSLs, the concentration of arsenic in the soil is representative of the typical background arsenic concentrations in Bay Area soils. Naturally-occurring asbestos does not appear to be present. The project proposes to excavate approximately 73,500 cubic yards of soil in order to construct below-grade parking facilities. Any backfill placed on the site after excavation would be clean engineered fill, therefore exposure to heavy metals would not be a significant hazard to human health in operation.

The concentration of metals in soils on Parcel Group B is below applicable hazardous waste criteria, however additional soil sampling may be required for soil excavated from the site to characterize agricultural pesticide concentrations before it can be accepted by a disposal facility or alternative recipient.

Parcel Group C – City of Mountain View Parcel

Organochlorine pesticides related to historical agricultural uses were not detected above laboratory reporting limits, and therefore would not pose a hazard to human health during excavation or to future residents during building operation. The concentration of arsenic in the soil exceeds non-residential CHHSLs and is representative of the typical background arsenic concentrations in Bay Area soils. Naturally-occurring asbestos does not appear to be present. The project proposes to excavate approximately 73,500 cubic yards of soil in order to construct below-grade parking facilities. Any backfill placed on the site after excavation would be clean engineered fill, therefore exposure to heavy metals in operation would not be a significant hazard to human health.

Additional soil sampling may be required for acceptance by a disposal facility, but hazardous materials do not exist in soils on Parcel Group C in concentrations that would present a hazard to human health.

Impacts from Off-Site Contamination

Based on a search of federal and state agency hazardous material databases for the site and for facilities in the surrounding area, there are listings for several locations near the project site indicative of potential contamination concerns. However, no sites of potential concern with active

[55] RWQCB. *Geotracker*. 2013. Accessed November 18, 2013. Available at: http://geotracker.waterboards.ca.gov/

status were located adjacent to or upgradient of the project site. Some sites of concern were not mapped in the agency databases but their locations were reviewed as part of the Phase I ESA, which verified that none are adjacent to the project site (refer to Appendix G-1). Therefore, the project site would not be subject to contamination from hazardous sites within the vicinity that are listed in federal or state databases.

Impact HAZ-2: The proposed project would develop a site that has been listed in a database compiled pursuant to Government Code Section 65962.5 and has the potential to create a hazard to the public during excavation and grading. **[Significant Impact]**

Impact HAZ-3: Parcel Groups B and C do not contain contaminants in concentrations above typical background levels in the Bay Area. With excavation for the proposed parking garage and the import of clean engineered fill, these Parcels would not pose a health hazard to the public. Parcel Group A, however, contains residual contamination (primarily in soil vapor) that could pose a health hazard to construction workers and nearby sensitive receptors. **[Significant Impact]**

MM HAZ-2.1: The project applicant will enter into a Voluntary Cleanup Program with the DTSC to address residual PCE contamination. Under the Voluntary Cleanup Program, DTSC enters a site-specific agreement with the project proponent for DTSC oversight of site assessment, investigation, and/or removal or remediation activities. In addition, the project proponents agree to pay DTSC's reasonable costs for those services.

Because the project proposes to remove 73,500 cubic yards of soil for excavation of the parking garages (including the area of contamination), it is likely that the excavation will concurrently serve as the remedial strategy. Coordination with DTSC and receipt of a Certificate of Completion or No Further Action letter that confirms the acceptability of the site for occupancy by commercial and residential uses would ensure that there are no potential health risks to future residents of the site from PCE vapors. The applicant shall obtain the Certificate of Completion prior to the issuance of grading permits.

Under the oversight of DTSC, excavation and off-haul of the contaminated soils from the project site and receipt of a Certificate of Completion would remove the site from government databases of contaminated sites. Upon completion of this process, the site would not pose a health hazard for commercial and residential development. **[Less Than Significant Impact with Mitigation]**

Impact HAZ-4: Soil disturbance from demolition, excavation, and grading could result in exposure of construction workers and residents along the site's southwest boundary to elevated levels of airborne heavy metals and to residual VOC contamination (primarily in soil vapor). **[Significant Impact]**

The following mitigation measures are proposed as part of the project to reduce potential health hazards to construction workers and nearby residents during construction:

MM HAZ-4.1: Prior to issuance of a grading permit, the applicant shall prepare a health and safety plan (HSP) to provide general health and safety guidance such that construction activities can be conducted in a safe manner. The HSP shall be submitted to the Director of Planning for review and approval. Contractors shall be responsible for the health and safety of their employees during construction activities, and this HSP shall be kept on-site during all construction activities. In addition, on-site contractors performing work on this project will be required to develop their own site-specific Health and Safety Plan. The Health and Safety Plan prepared by on-site contractors shall, at a minimum, include the applicant's HSP. Each contractor will be solely responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. The contractors must verify that all on-site personnel are qualified, trained, and prepared to implement the HSP and safely perform the planned site work. Field personnel will be required to indicate in writing that they have read and understand the provisions of the HSP.

A project-specific training program also will be instituted prior to site work. Attendees at meetings will be documented by signature. The project-specific training will include a discussion of the following.

- The health effects (acute and chronic) of the chemical and physical hazards that may be encountered at the project.
- Proper control measures for the chemical and physical hazards that may be encountered.
- The importance of dust control at the site.
- Proper personal hygiene procedures.
- Dust removal on equipment and personnel.
- Emergency procedures.
- Proper management of impacted soil.

MM HAZ-4.2: Prior to the issuance of a grading permit, the project applicant shall develop a soil management plan (SMP) and submit it to the Director of Planning for review and approval. The purpose of an SMP is to establish appropriate management practices for handling impacted soil, soil vapor and groundwater that may be encountered during construction activities. Based on the history of the site and vicinity, hazardous soil, soil vapor, and groundwater may be encountered during site construction activities. These materials require special monitoring, handling and/or disposal to ensure the safety of both the construction workers and people in the vicinity that could be exposed during ground disturbance.

The SMP shall include the following elements:

- Procedures for transporting and disposing the waste material generated during removal activities,
- Procedures for stockpiling soil on-site,
- Provisions for evaluating and/or sampling potential areas of contaminated soil, if observed during excavation activities,
- Procedures to ensure that fill and cap materials are verified as clean,
- Truck routes, and/or staging and loading procedures and record keeping requirements.

Along with implementation of the BAAQMD-recommended dust control measures listed in ***Section 3.4, Air Quality,*** implementation of a HSP and SMP would reduce the hazards associated with the proposed ground disturbance to a less than significant level. **[Less Than Significant Impact with Mitigation]**

3.10.3.3 *Impacts From On-Site Building Materials*

Asbestos-containing Materials (ACMs)

Based on the construction date of the buildings, ACMs may be present in the existing buildings. Therefore, demolition activities could create a health risk to workers and nearby sensitive receptors.

Impact HAZ-5: Asbestos-containing building materials (ACMs) could present a risk to workers and nearby sensitive receptors during demolition of the existing buildings. **[Significant Impact]**

The following mitigation measures are proposed as part of the project to minimize impacts from asbestos-containing materials:

MM HAZ-5.1: Prior to the demolition of the property buildings, a comprehensive asbestos survey in compliance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and all State of California asbestos requirements will be conducted. All potentially friable ACMs shall be removed in accordance with NESHAP guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos.

MM HAZ-5.2: A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.

MM HAZ-5.3: Materials containing more than one percent asbestos are also subject to BAAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with BAAQMD requirements.

Implementation of these mitigation measures would reduce potential hazards to human health from ACMs to a less than significant level. [**Less Than Significant Impact with Mitigation]**

Lead-based Paint (LBP)

Based on the age of the buildings, LBP may also be present. If LBP is still bonded to the building materials, its removal is not required prior to demolition. It will be necessary, however, to follow the requirements outlined by the Cal-OSHA Lead in Construction Standard, Title 8, CCR 1532.1 during demolition activities; these requirements include employee training, employee air monitoring, and dust control. If LBP is peeling, flaking, or blistered, it should be removed prior to demolition. It is assumed that such paint will become separated from the building components during demolition activities and must be managed and disposed of as a separate waste stream. Any debris or soil containing lead paint or coating must be disposed of at landfills that are permitted to accept such waste.

Impact HAZ-6: Lead-based paint could present a risk to workers during demolition of the existing buildings. **[Significant Impact]**

MM HAZ-6.1: Prior to demolition activities, building materials shall be tested for lead-based paint. All building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed. **[Less Than Significant Impact with Mitigation]**

Polychlorinated Biphenyls (PCBs)

Since the buildings on the site were constructed before the 1979 Federal ban on the manufacture of PCBs, electrical equipment in the buildings such as light ballasts and capacitors could contain PCBs.

Impact HAZ-7: Demolition of the existing structures could expose construction workers or nearby sensitive receptors to polychlorinated biphenyls. **[Significant Impact]**

MM HAZ-7.1: Electrical equipment shall be observed for the printed statement, “No PCBs.” Any electrical equipment missing the “No PCBs” label shall be removed from the buildings and disposed as PCB-containing materials prior to the demolition of the buildings. Ballasts marked as “No PCBs” could contain land-banned dielectric fluids and also shall be disposed of in an appropriate manner. **[Less Than Significant Impact with Mitigation]**

3.10.3.4 *Airport Hazards*

Federal Aviation Regulations (FAR) Part 77 "Objects Affecting Navigable Airspace" contains standards and requirements for protecting the airspace around airports, primarily by restricting the height of proposed structures and minimizing other hazards (e.g. reflective surfaces, flashing lights, etc.). The elevation of the project site ranges from 106 to 111 feet above msl and the tallest point of the proposed buildings is 56 feet above the ground. The proposed project would reach up to 167 feet above msl and would not exceed the 382 foot above msl FAR Part 77 elevation for the site set forth in the Moffett Federal Airfield Comprehensive Land Use Plan. Therefore the project would not create a safety hazard related to airport operations, and notification to the FAA for safety review is not required.

Impact HAZ-8: The project would not result in a safety hazard associated with airport operations. **[Less Than Significant Impact]**

3.10.4 Summary of Hazardous Materials Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact HAZ-1: The project would not create a hazard to the public, schools, or environment through the routine production, use, transportation, or disposal of hazardous materials.	Less Than Significant	No mitigation required	Less Than Significant
Impact HAZ-2: The proposed project would develop a site that has been listed in a database compiled pursuant to Government Code Section 65962.5 and has the potential to create a hazard to the public during excavation and grading	Significant Impact	**MM HAZ-2.1:** The project applicant will enter into a Voluntary Cleanup Program with the DTSC to address residual PCE contamination. Under the Voluntary Cleanup Program, DTSC enters a site-specific agreement with the project proponent for DTSC oversight of site assessment, investigation, and/or removal or remediation activities. In addition, the project proponents agree to	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		pay DTSC's reasonable costs for those services. Because the project proposes to remove 73,500 cubic yards of soil for excavation of the parking garages (including the area of contamination), it is likely that the excavation will concurrently serve as the remedial strategy. Coordination with DTSC and receipt of a Certificate of Completion or No Further Action letter that confirms the acceptability of the site for occupancy by commercial and residential uses would ensure that there are no potential health risks to future residents of the site from PCE vapors. The applicant shall obtain the Certificate of Completion prior to the issuance of grading permits.	
Impact HAZ-3: Parcel Groups B and C do not contain contaminants in concentrations above typical background levels in the Bay Area. With excavation for the proposed parking garage and the import	Significant Impact	With receipt of a Certificate of Completion required by the City of Mountain View prior to issuance of grading permits (see **MM HAZ-2.1**), on-site soils and groundwater would not pose a	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
of clean engineered fill, these Parcels would not pose a health hazard to the public. Parcel Group A, however, contains residual contamination (primarily in soil vapor) that could pose a health hazard to construction workers and nearby sensitive receptors.		health hazard to future residents.	
Impact HAZ-4: Soil disturbance from demolition, excavation, and grading could result in exposure of construction workers and residents along the site's southwest boundary to elevated levels of heavy metals and to residual VOC contamination (primarily in soil vapor).	Significant Impact	**MM HAZ-4.1:** Prior to issuance of a grading permit, the applicant shall prepare a health and safety plan (HSP) to provide general health and safety guidance such that construction activities can be conducted in a safe manner. The HSP shall be submitted to the Director of Planning for review and approval. Contractors shall be responsible for the health and safety of their employees during construction activities, and this HSP shall be kept on-site during all construction activities. In addition, on-site contractors performing work on this project will be required to develop their own site-specific Health and Safety Plan. The Health and Safety Plan	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		prepared by on-site contractors shall, at a minimum, include the applicant's HSP. Each contractor will be solely responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. The contractors must verify that all on-site personnel are qualified, trained, and prepared to implement the HSP and safely perform the planned site work. Field personnel will be required to indicate in writing that they have read and understand the provisions of the HSP. A project-specific training program also will be instituted prior to site work. Attendees at meetings will be documented by signature. The project-specific training will include a discussion of the following. • The health effects (acute and chronic) of the chemical and physical hazards that may be encountered	

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		at the project. • Proper control measures for the chemical and physical hazards that may be encountered. • The importance of dust control at the site. • Proper personal hygiene procedures. • Dust removal on equipment and personnel. • Emergency procedures. • Proper management of impacted soil. **MM HAZ-4.2:** Prior to the issuance of a grading permit, the project applicant shall develop a soil management plan (SMP) and submit it to the Director of Planning for review and approval. The purpose of an SMP is to establish appropriate management practices for handling impacted soil, soil vapor and groundwater that may be encountered during construction activities. Based on the history of the site and vicinity, hazardous soil, soil vapor, and groundwater may be encountered during site construction	

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		activities. These materials require special monitoring, handling and/or disposal to ensure the safety of both the construction workers and people in the vicinity that could be exposed during ground disturbance. The SMP shall include the following elements: • Procedures for transporting and disposing the waste material generated during removal activities, • Procedures for stockpiling soil on-site, • Provisions for evaluating and/or sampling potential areas of contaminated soil, if observed during excavation activities, • Procedures to ensure that fill and cap materials are verified as clean, • Truck routes, and/or staging and loading procedures and record keeping requirements.	
Impact HAZ-5: Asbestos-containing building materials (ACMs) could present	Significant Impact	**MM HAZ-5.1:** Prior to the demolition of the property buildings, a comprehensive	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
a risk to workers and nearby sensitive receptors during demolition of the existing buildings.		asbestos survey in compliance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and all State of California asbestos requirements will be conducted. All potentially friable ACMs shall be removed in accordance with NESHAP guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. **MM HAZ-5.2:** A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above. **MM HAZ-5.3:** Materials containing	

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		more than one percent asbestos are also subject to BAAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with BAAQMD requirements.	
Impact HAZ-6: Lead-based paint could present a risk to workers during demolition of the existing buildings.	Significant Impact	**MM HAZ-6.1:** Prior to demolition activities, building materials shall be tested for lead-based paint. All building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed.	Less Than Significant
Impact HAZ-7: Demolition of the existing structures could expose construction workers or nearby sensitive receptors to polychlorinated biphenyls.	Significant Impact	**MM HAZ-7.1:** Electrical equipment shall be observed for the printed statement, "No PCBs." Any electrical equipment missing the "No PCBs" label shall be removed from the buildings and disposed	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		as PCB-containing materials prior to the demolition of the buildings. Ballasts marked as "No PCBs" could contain land-banned dielectric fluids and also shall be disposed of in an appropriate manner.	
Impact HAZ-8: The project would not result in a safety hazard associated with airport operations.	Less Than Significant	No mitigation required	Less Than Significant

3.10.5 Conclusion

With implementation of the mitigation measures listed above, the proposed project would not result in a significant impact related to hazards or hazardous materials. **[Less Than Significant Impact with Mitigation]**

3.11 CULTURAL RESOURCES

This section is based in part on a Historical Resources Records Search prepared by *Holman & Associates Archaeological Consultants* in April 2014. This report can be found in Appendix H of this EIR.

3.11.1 Existing Setting

Cultural resources are sites, buildings, structures, objects, and districts that may have traditional or cultural value for their historical significance. Cultural resources include a broad range of resources, examples of which include archaeological sites, historic roadways and railroad tracks, and buildings of architectural significance.

3.11.1.1 *Prehistoric and Historic Resources*

There are a total of 44 listed historic resources in the City of Mountain View, including two listed on the National Register of Historic Places. None of the buildings on the project site are listed on the City or National Register of Historic Resources.[56] Based on a records search by the staff of the Northwest Information Center of the California Historical Resources Information System, no historic resources are recorded on the project site (see Appendix H).

Five historical resource studies were completed along ECR/SR 82 north of the site, two by Caltrans and three for projects with Caltrans involvement. None of the studies found or reported historical or prehistorical resources.

3.11.1.2 *Archaeological Resources*

There are ten recorded archaeological resources within the City of Mountain View.[57] Areas that are near natural water sources should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is located approximately 0.3 miles northeast of Permanente Creek, 0.8 miles west of Stevens Creek, and approximately four miles south of San Francisco Bay.

Paleontological resources are a subset of cultural resources and include fossil plants and animals, and evidence of past life such as trace fossils and tracks. Fossiliferous deposits exist in the general Mountain View area.[58] The City is located on alluvial plains, which consists primarily of Quaternary Period (1,800,000 years B.P. to present) deposits. Late Pleistocene alluvium (126,000 to 10,000 years B.P.) can contain invertebrate and extinct vertebrate fossils.

[56] City of Mountain View. *Register of Historic Resources*. Accessed November 14, 2013, Available at/: http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=2266
[57] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011.
[58] Ibid.

3.11.2 Cultural Resources Impacts

3.11.2.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a cultural resources impact is considered significant if the project will:

- Cause a substantial adverse change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5; or
- Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

3.11.2.2 *Prehistoric and Archaeological Resources Impacts*

Based on the distance of the site to Permanente and Stevens creeks, and the San Francisco Bay, and the fact that the site has been previously disturbed for agricultural uses and previous construction and development, it is unlikely that buried archaeological or prehistoric resources are present on-site. Although unlikely, the disturbance of prehistoric or archaeological cultural resources (if present) during excavation and construction could be a significant impact. The project will be required to comply with the City's standard conditions of approval, which include measures to avoid or reduce impacts to unknown cultural resources.

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

- Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and

items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

Impact CR-1: With the implementation of the measures included in the project as standard conditions of approval, the project would result in a less than significant impact to unknown cultural resources. **[Less Than Significant Impact]**

3.11.2.3 *Historic Resources Impacts*

As previously discussed in the Existing Setting section, there are no historic structures on the project site. For this reason, the proposed project would not result in impacts to historic resources.

Impact CR-2: Implementation of the project would not result in impacts to historic resources. **[No Impact]**

3.11.3 Summary of Cultural Resources Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact CR-1: With the implementation of the measures included in the project as standard conditions of approval, the project would result in a less than significant impact to unknown cultural resources.	Less Than Significant	No mitigation required	Less Than Significant
Impact CR-2: Implementation of the project would not result in impacts to historic resources.	Less Than Significant	No mitigation required	Less Than Significant

3.11.4 Conclusion

The proposed project would not result in a significant impact to cultural resources. **[Less Than Significant Impact]**

3.12 UTILITIES AND SERVICE SYSTEMS

This section is based in part on a Water and Sewer Hydraulic Capacity Study prepared by *Infrastructure Engineering Corporation* in December 2013. This report is included in this EIR as Appendix I.

3.12.1 Existing Setting

The project site is located in a developed area within the City of Mountain View and is currently served by phone, electrical, natural gas, water, stormwater, wastewater, and solid waste service systems. Phone service is provided to the project site by American Telephone and Telegraph (AT&T), and energy service is provided by Pacific Gas and Electric (PG&E).

3.12.1.1 *Water Services*

The City of Mountain View owns and operates its own water utility. Most of the City's water (approximately 84 percent) comes from the City and County of San Francisco Regional Water System, operated by the San Francisco Public Utilities Commission (SFPUC). This water originates primarily in the Sierra Nevada and is transported to the Bay Area via the Hetch Hetchy Water System, but also includes treated water from facilities in Alameda and San Mateo Counties. The remainder of Mountain View's water supply comes from the Santa Clara Valley Water District System (SCVWD) (approximately nine percent), local groundwater wells (four percent), and recycled water delivered for non-potable irrigation purposes (three percent).

The City of Mountain View's *2010 Urban Water Management Plan* (UWMP) forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2035, based on general growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures, the potential increased use of recycled water, and, as the groundwater basin allows, an increase in groundwater production.

Water Conservation

As described in the 2010 UWMP, recent updates to the plumbing codes are expected to reduce Mountain View's water use by four percent in 2015, and up to nine percent in 2035. Recycled water is expected to reduce potable water use by an additional seven percent in 2015 and nine percent in 2035. The implementation of new conservation measures is projected to reduce water use by three percent in 2015 and five percent in 2035, from the base-case scenario. [59]

Current and near-term water conservation measures, as identified in the UWMP, include water waste prohibitions in the Municipal Code, system audits, leak detection and repair, metering with commodity rates and conservation pricing, public information and outreach, and education programs.

Other City of Mountain View water conservation programs include residential water surveys, turf audits, plumbing retrofits, and water-efficient washing machine incentives. Additionally, the

[59] City of Mountain View. *2010 Urban Water Management Plan.* June 2011. Page 4-6.

Mountain View City Council adopted the City's *Water Conservation in Landscaping* Regulations in May 2010.

Existing Site Development

The project site is currently developed with several retail/commercial uses, parking lots, and landscaping. The buildings are currently used as a rug retailer, car rental location, coffee shop, a restaurant, tailor/alterations shop, hair studio, and a food market/café. The existing development uses water primarily in bathrooms and in kitchens. City water mains in Castro Street include a six-inch diameter[60] distribution line and an 18-inch transmission main. There is a 12-inch water line in the west side of ECR, adjacent to the project site.

The Water and Sewer Hydraulic Capacity Study assumed that fire, domestic and irrigation services for the project site are currently served by the existing six-inch water line in Castro Street. Based on the Water and Sewer Hydraulic Capacity Study performed for the site, the potable water demand in 2010 was approximately 5,758 gallons per day (gpd) or 2.1 million gallons per year (see Table 1 of Appendix I).

3.12.1.2 *Wastewater Services*

The City of Mountain View maintains its own wastewater collection system. The City pumps its wastewater to the Palo Alto Regional Water Pollution Control Plant (PARWPCP) for treatment. The PARWPCP has a dry weather flow capacity of 39 million gallons per day (mgd). The City of Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the plant.[61] As of 2010, the average daily dry weather wastewater flow from Mountain View to the PARWPCP via the Shoreline Sewage Wastewater Lift was 8.58 mgd. This quantity is expected to increase to 10.47 mgd by the year 2030.[62]

Sanitary and storm sewers in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The project site is currently served by 10-inch sanitary sewer lines in ECR and Castro Street. In 2010, the existing uses on the project site generated 4,319.7 gallons of wastewater per day, or 1.6 million gallons per year (see Table 4 of Appendix I).

3.12.1.3 *Storm Drainage*

The City of Mountain View Public Works Department operates and maintains the storm sewer system in the City. The project site is located approximately 1,100 feet east of Permanente Creek and approximately 3.5 miles south of the San Francisco Bay. The site is not adjacent to any creek or waterway.

Approximately 85 percent of the site is covered by impervious surfaces. Stormwater runoff from the project site drains to several existing storm drain inlets and then to storm drainage pipes in the alley, Castro Street, and ECR. There are no stormwater treatment facilities currently on the site. There is a

[60] All utility measurements in this section specify the diameter of the utility, unless otherwise noted.
[61] City of Mountain View. *2010 Sewer System Master Plan.* August 2010. Page 27.
[62] Ibid, Page 55.

48-inch reinforced concrete pipe (RCP) main storm drainage pipe in Castro Street, a 12-inch RCP in the west side of ECR, and a 48-inch storm drainage RCP beneath the alley that transects the site and connects to the 48-inch RCP in Castro Street.

3.12.1.4 *Solid Waste*

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View (formerly known as Foothill Disposal). Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José, which is contracted to receive waste from the City until 2021. Additional small quantities of waste may be transported to other landfills within the area by private contractors.

The City of Mountain View is working to maintain the waste diversion goal of 50 percent set by State law in 1995. In 2006, the City achieved a diversion rate of 72 percent, which is the most recent year this rate was calculated.[63]

On March 24, 2009, the Mountain View City Council adopted an Environmental Sustainability Action Plan that calls for, among other actions, the creation of a Zero Waste Plan. The creation of this plan was one of 89 recommendations presented to the Council in the September 2008 final report of the Mountain View Sustainability Task Force. The Zero Waste Plan seeks to reduce the per capita disposal rate for both residential and commercial waste.[64] In 2011, the solid waste disposal rate was 3.7 pounds per resident per day against a target of 7.8 pounds as measured by CalRecycle's new methodology. The annual per capita disposal rate per employee was 4.7 pounds per day, compared to a target of 10.9 pounds per day.[65]

3.12.2 Utilities and Service Systems Impacts

3.12.2.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a utility and service impact is considered significant if the project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new/expanded water or wastewater treatment facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new stormwater or wastewater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Not have sufficient water supplies available to serve the project from existing entitlements

[63] CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (1995-2006).* Accessed December 24, 2013. Available at: http://www1.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversion.aspx
[64] City of Mountain View. *Zero Waste Program.* Accessed November 27, 2013. Available at: http://www.mountainview.gov/city_hall/public_works/garbage_and_recycling/zero_waste.asp.
[65] CalRecycle. *Jurisdiction Diversion/Disposal Rate Summary (2007-Current).* 2013. Accessed November 27, 2013. Available at: http://www1.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx

and resources, and would require new or expanded entitlements;

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Be inconsistent with federal, state or local statutes and regulations related to solid waste.

3.12.2.2 *Water Services Impacts*

There are different methodologies for estimating water demands. Master Plan documents evaluate hydraulic capacities and capital improvement needs to deliver water, and Urban Water Management Plans and Water Supply Assessments evaluate water supply and demand. The water capacity study prepared for the project site evaluates the project's incremental impact on the City of Mountain View Capital Improvement Program (CIP) that was developed in conjunction with the General Plan Update Utility Impact Study (GPUUIS) in October 2011. The CIP is a program to expand and improve the City's utility infrastructure using fees from projects that may not impact the system individually, but cumulatively cause the system demand to exceed capacity.

Using the potable water duty and generation factors found in Table 2-1 of the GPUUIS, the Water and Sewer Hydraulic Capacity Study calculated that the proposed project would use approximately 32,727 gallons of potable water per day, or 11.9 million gallons per year. The proposed project would use approximately 14,980 gallons per day more than the GPUUIS and CIP projected for the site under build-out of the General Plan.

Based on its 2010 Urban Water Management Plan, the City of Mountain View expects to have sufficient supplies to meet all future demand within its service area, including the project, during normal and dry years. The proposed mixed use project would intensify the demand for water use on the project site and therefore, increase the overall water demand in Mountain View. The proposed project would include sustainable and green building design features and adhere to applicable plumbing codes, as required by Mountain View policies and regulations to reduce water usage. The landscaping at the project site would be required to comply with the City's *Water Conservation in Landscaping Regulations* (May 2010).[66] Based on these factors, the proposed project would not exceed available or projected water supplies, and would have a less than significant impact on water supply.

Water Facilities

The project proposes to connect to the eight-inch water line in Castro Street via multiple lateral connections, which would provide water service for future site occupants, for irrigation systems, and for fire service. The project also proposes to construct two six-inch lateral connections for fire service at the northern site boundary, which would connect to the 12-inch water line in ECR.

Although water demands for the proposed project are based upon the increase in density on the site, domestic water demands rarely drive the sizing of a water distribution system because fire flow

[66] City of Mountain View. *Water Conservation in Landscaping Regulations.* May 25, 2010. Available at: http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=7152

requirements are typically 30 to 40 times average and peak domestic water demands. Based on this demand, the parcel's fire flow was analyzed to detect impacts to the water system. The parcel's current zoning of *CRA (Commercial/Residential-Arterial)* requires fire flow rates from 2,500 to 3,500 gallons per minute. The project proposes to rezone the project site to a *(P) Planned Community* zoning district, which would not change the fire flow requirement. Therefore, there would be no change in fire flow and no incremental impact on the City's water supply system.

Impact UTIL-1: The proposed project would not require the construction of new water facilities or the expansion of existing water facilities. **[Less Than Significant Impact]**

3.12.2.3 *Wastewater Services Impacts*

Sanitary sewer services would be provided for the project by connecting a new six-inch sanitary sewer lateral to the existing 10-inch public sanitary sewer line located in Castro Street. The project would also construct a 244-foot long six-inch diameter sanitary sewer line along the proposed driveway, which would connect to the 10-inch sewer line in Castro Street. Flows from the project site would flow north from this line towards the PARWPCP.

The sewer study found that the proposed project would generate approximately 25,679 gallons of wastewater per day, approximately 8,575 gpd more than the site currently generates and approximately 11,711 more than the CIP assumed would be generated by the site.

Flows from future approved development, including the proposed project and other 2030 General Plan build-out in the El Camino/San Antonio area, were considered in the hydraulic analysis. In addition to recommended improvements per the GPUUIS, three pipes were found to be hydraulically deficient in the 2030 model scenario with inclusion of the proposed project; sewer mains 2464, 3727, and 76. One of these pipes (3727) was recommended for upsizing in the GPUUIS, however the pipe cannot meet the City's design criteria with the diameter increase proposed in GPUUIS based on the 2030 model scenario with proposed project, so a larger diameter increase from a 12- to 15-inch pipe has been recommended. Pipe 2464 has been recommended for upsizing from a 10- to 12-inch diameter, and pipe 76 has been recommended for upsizing from a 30- to 33-inch diameter. The segments to be upsized extend along Castro Street between Victor Avenue and Church Street, and through a portion of Shoreline Park, between Garcia Avenue and the Mountain View Pump Station (See Figures 4a through 4g in Appendix I for details).

If this improvement is not implemented by 2030, sewer capacity in the area could be adversely impacted by the increase in flows from the project site and development of the surrounding area. The projected increase would be within the capacity of the PARWPCP, however, and would not require the construction of new or expanded wastewater treatment facilities at the plant. Since the City of Mountain View expects average daily dry weather wastewater flow to reach 10.47 million gallons per day (mgd) by 2030, and since its existing entitlement is 15.1 mgd, the project would not cause the City to obtain further treatment capacity entitlements.

Impact UTIL-2: While a greater quantity of wastewater would be generated at the site, the increase would be within the capacity of the PARWPCP, and would not require the construction of new or expanded wastewater treatment facilities at

the plant. Sewer system capacity in the project area, however, could be significantly impacted by the increase in flows of the planned development in the area, including the proposed project. **[Significant Impact]**

Sewer system capacity in the vicinity of the project could be significantly impacted by the increase in flows of the planned development in the area, including the proposed project. Conformance with the following mitigation measures will reduce **Impact UTIL-2** to a less than significant level.

MM UTIL-2.1: As a condition of approval, the proposed project will be responsible for payment of fees to the City of Mountain View's Capital Improvement Program (CIP) commensurate with the project's proportionate share of the facilities built to increase the capacity of the wastewater pipes serving the project site. The project's proportionate share of wastewater infrastructure demand was calculated as part of the Water and Sewer Hydraulic Capacity Study (see Appendix I), which also identified the improvements needed in order to accommodate projected wastewater system demand. Fees collected from the proposed project would be used to make the necessary improvements to wastewater facilities serving the project site, as set forth in the City's CIP and as detailed above. **[Less Than Significant Impact with Mitigation]**

3.12.2.4 *Storm Drainage Impacts*

The project site is currently developed with buildings, parking lots and landscaping. There are no visible stormwater treatment facilities on the site. Runoff from impervious surfaces on site drain untreated to storm drain inlets and are conveyed to the City's storm drain system and ultimately to Permanente Creek.

The project would replace 10,000 square feet of impervious surfaces and is therefore subject to the requirements of the Municipal Regional Stormwater Permit (MRP). The project would design and construct stormwater treatment controls to treat post-construction stormwater runoff and reduce the amount of runoff from the site, consistent with MRP requirements for the sizing and selection of post-construction treatment control measures. One of the key provisions of the MRP requires post-construction, or operational, stormwater runoff volumes not to exceed pre-construction runoff volumes. Therefore in order to comply with the MRP, the project must demonstrate that the stormwater treatment measures included would not increase stormwater runoff volumes.

As detailed in ***Chapter 3.7, Hydrology and Water Quality***, the proportion of pervious surfaces on the project site would increase from five percent to 12 percent. The conceptual stormwater management plan prepared for the project indicates that Low Impact Development (LID) features such as bioretention planters would be used to manage stormwater around the perimeter of the site. The planters would drain to 6-8 inch storm drain lines that ultimately connect via 12-inch laterals to the storm drain pipes in Castro Street. The project would also construct 170 feet of new 15-inch RCP in Castro Street, which would connect to the existing 48-inch RCP.

In the current condition, stormwater runoff from the site drains directly to curb inlets and into the City's stormwater drainage system. The current condition provides no temporary retention or on-site

treatment, both of which would be provided via the proposed bioretention planters. Therefore, since pervious surfaces would increase and since the project would include bioretention planters, the volume of stormwater runoff from the project site would decrease with construction of the proposed project. This would all be documented in a final stormwater management plan to be submitted for City review and approval prior to the issuance of building permits.

Because the project will replace one acre or more of impervious surfaces, it is also subject to the hydromodification management requirements of the Municipal Regional Stormwater Permit.

Impact UTIL-3: The project would include on-site stormwater treatment facilities to remove pollutants and reduce flows from impervious surfaces, consistent with Municipal Regional Stormwater Permit requirements. The proportion of pervious surfaces would increase and the project would construct stormwater management features where none currently exist, therefore the project will reduce the overall runoff from the site and no new off-site stormwater facilities would be required. **[Less Than Significant Impact]**

3.12.2.5 *Solid Waste Impacts*

The project would construct 164 apartment units and 10,800 square feet of commercial retail space, where approximately 377 residents would generate solid waste and recyclables. The trash enclosures for the proposed residences would be located along the west side of the alleyway and the restaurant enclosures would be located on the east side of the alleyway. All enclosures would be constructed to meet the applicable City Municipal Code requirements for vector control. Since there are existing solid waste collection facilities on the project site and the enclosure would be constructed to meet current codes, the project would not result in vector control impacts related to solid waste.

Based on the 2011 City of Mountain View solid waste disposal rate of 3.7 pounds per capita per day (for residents), future residents would be expected to generate approximately 1,395 pounds of solid waste per day. Though the size of the on-site food market/café would increase and likely increase the solid waste generation associated with it, the overall area of commercial space on the project site would decrease and one of the existing restaurants would not remain. As a result, the solid waste generated by on-site commercial development would be unlikely to increase, and the overall increase in solid waste generated by the site would be no more than 1,400 pounds per day.

In addition, at least 50 percent of construction waste generated during construction and demolition activities will be recycled, in compliance with the City Municipal Code. Through recycling measures proposed during construction and post-construction periods, the project would not adversely affect the City's compliance with the State waste diversion requirements.

The City of Mountain View has secured landfill disposal capacity for the City's solid waste until 2021 at Kirby Canyon Landfill in San José. The proposed mixed use project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity.

Impact UTIL-4: The project would be served by a landfill with sufficient permitted capacity that would accommodate the project's solid waste disposal needs. **[Less Than Significant Impact]**

3.12.2.6 *Other Utilities and Services*

Electrical and gas services for the project site are provided by Pacific Gas and Electric Company (PG&E). There are existing overhead electrical transmission lines at the project site that extend along the alleyway. Existing overhead utility lines serving the current on-site uses would be undergrounded as part of the proposed project. No off-site improvements, such as the installation of new distribution or transmission lines, are required to serve the project.

3.12.3 Summary of Utilities and Service Systems Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact UTIL-1: The proposed project would not require the construction of new water facilities or the expansion of existing water facilities.	Less Than Significant	No mitigation required	Less Than Significant
Impact UTIL-2: While a greater quantity of wastewater would be generated at the site, the increase would be within the capacity of the PARWPCP, and would not require the construction of new or expanded wastewater treatment facilities at the plant. Sewer system capacity in the project area, however, could be significantly impacted by the increase in flows of the planned development in the area, including the proposed project.	Significant Impact	**MM UTIL-2.1:** As a condition of approval, the proposed project will be responsible for payment of fees to the City of Mountain View CIP commensurate with the project's proportionate share of the facilities built to increase the capacity of the wastewater pipes serving the project site. The project's proportionate share of wastewater infrastructure demand was calculated as part of the Water and Sewer Hydraulic Capacity Study (see Appendix I), which also identified the	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		improvements needed in order to accommodate projected wastewater system demand. Fees collected from the proposed project would be used to make the necessary improvements to wastewater facilities serving the project site, as set forth in the City's CIP and as detailed above.	
Impact UTIL-3: The project would include on-site stormwater treatment facilities to remove pollutants and reduce flows from impervious surfaces, consistent with Municipal Regional Stormwater Permit requirements. The proportion of pervious surfaces would increase and the project would construct stormwater management features where none currently exist, therefore the project will reduce the overall runoff from the site and no new off-site stormwater facilities would be required.	Less Than Significant	No mitigation required	Less Than Significant
Impact UTIL-4: The project would be served by a landfill with sufficient permitted capacity that	Less Than Significant	No mitigation required	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
would accommodate the project's solid waste disposal needs.			

3.12.4 Conclusion

With implementation of the mitigation measure listed above, the proposed project would not result in a significant impact to utilities or service systems. **[Less Than Significant Impact with Mitigation]**

3.13 ENERGY

This section summarizes information on energy use in Mountain View and provides an evaluation of the effects the project would have on energy use. This section was prepared pursuant to CEQA Guidelines Section 15126.4(a)(1)(C) and Appendix F (Energy Conservation) of the Guidelines, which require that EIRs include a discussion of the potential energy impacts of proposed projects with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The information in this section is based largely on data and reports produced by the California Energy Commission, the Bay Area Air Quality Management District (BAAQMD), and the Energy Information Administration of the U.S. Department of Energy.

3.13.1 Introduction and Regulatory Background

Energy consumption is analyzed in an EIR because of the environmental impacts associated with its production and usage. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both the production and consumption phases.

Energy usage is typically quantified using British Thermal Units (Btu).[67] As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity are 123,000 Btu, 1,000 Btu, and 3,400 Btu, respectively. Utility providers measure gas usage in therms. One therm is equal to approximately 100,000 Btu.

Electrical energy is expressed in units of kilowatts (kW) and kilowatt-hours (kWh). One kilowatt, a measurement of power (energy used over time), equals one thousand joules[68] per second. A kilowatt-hour is a measurement of energy. If run for one hour, a 1,000 watt (1 kW) hair dryer would use one kilowatt-hour of electrical energy. Other measurements of electrical energy include the megawatt (1,000 kW) and the gigawatt (1,000,000 kW).

3.13.1.1 *Regulatory Setting*

Many federal, state, and local statutes and policies address energy conservation. At the Federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous products (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation. At the State level, Title 24 of the California Building Standards Code sets forth energy efficiency standards for buildings, rebates/tax credits are provided for installation of renewable energy systems, and the *Flex Your Power* program promotes conservation in multiple areas. The Title 24 standards were recently revised and became effective January 1, 2014; the Building Energy Efficiency Standards within Title 24 became effective July 1, 2014.[69]

[67] The British Thermal Unit (Btu) is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit.
[68] As defined by the International Bureau of Weights and Measures, the joule is a unit of energy or work. One joule equals the work done when one unit of force (a Newton) moves through a distance of one meter in the direction of the force.
[69] California Energy Commission. *Building Energy Efficiency Program*. 2013. Accessed November 21, 2013. Available at: http://www.energy.ca.gov/title24/

In addition, in January 2010, the State of California adopted the California Green Building Standards Code (CALGreen) that establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

At the local level, the Mountain View Green Building Code (MVGBC) amends the State-mandated CalGreen standards to include local green building standards and requirements for private development. The MVGBC applies green building requirements based on building type and size to new construction, residential additions, and commercial/industrial tenant improvements. The MVGBC includes energy efficiency standards that exceed the 2008 California Building Energy Efficiency Standards. The MVGBC does not require formal certification from a third-party organization, but requires projects to be designed and constructed to "meet the intent" of a third-party rating system.[70]

3.13.2 Existing Setting

Total energy usage in California was approximately 7,858 trillion Btu in the year 2011 (the most recent year for which this specific data was available). The breakdown by sector was approximately 19 percent (1,516 trillion Btu) for residential uses, 20 percent (1,556 trillion Btu) for commercial uses, 23 percent (1,786 trillion Btu) for industrial uses, and 38 percent (3,001 trillion Btu) for transportation.[71] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

The project site is currently developed with commercial buildings totaling 22,380 square feet, 134 parking spaces, and landscaping. The commercial buildings include a coffee shop, market, restaurant, car rental, and rug store. Existing energy use primarily consists of gasoline for vehicle trips to and from the site, electricity for lighting and cooling, and natural gas for cooking and heating. Given the nature of land uses on the site, the remainder of this discussion will focus on the three most relevant sources of energy: electricity, natural gas, and gasoline for vehicle trips.

3.13.2.1 *Electricity*

Electricity supply in California involves a complex grid of power plants and transmission lines. In 2011, California produced approximately 70 percent of the electricity it consumed; it imported the remaining 30 percent from 11 western states, Canada, and Mexico. Electricity imports from the northwest states were particularly high in 2011 due to an increase in hydroelectric generation resulting from higher precipitation in the northwest.

The bulk of California's electricity comes from power plants. In 2012, 43.4 percent the state's electricity was generated by natural gas, nine percent by nuclear, 8.3 percent by large hydroelectric,

[70] City of Mountain View, Community Development Department. *Mountain View Green Building Code (MVGBC).* 2011. Accessed November 21, 2013. Available at: http://www.mountainview.gov/city_hall/community_development/buildings/mountain_view_green_building_code.asp

[71] United States Energy Information Administration. *Table C1. Energy Consumption Overview: Estimates by Energy Source and End-Use Sector, 2011.* Accessed November 21, 2013. Available at: http://www.eia.gov/beta/state/seds/data.cfm?incfile=/state/seds/sep_sum/html/sum_btu_1.html&sid=CA

7.5 percent by coal, and 16.4 percent from unspecified sources. Renewable sources such as rooftop photovoltaic systems, biomass power plants, and wind turbines, accounted for the remaining 15.4 percent of California's electricity.[72]

Electricity consumption in California increased by approximately 4.6 percent in the last decade, from approximately 260,408 gigawatt-hours (GWh) in 2000 to approximately 272,342 GWh in 2010. Electricity consumption is forecast to increase by five to nine percent over 2010 levels by 2015, bringing total consumption to between 286,000 and 296,000 GWh.[73]

Pacific Gas and Electric (PG&E) is Mountain View's energy utility, providing both natural gas and electricity for residential, commercial, industrial, and municipal uses. In 2012, natural gas facilities provided 27 percent of PG&E's electricity delivered to retail customers; nuclear plants provide 21 percent; hydroelectric operations provide 11 percent; renewable energy facilities including solar, geothermal, and biomass provide 19 percent; and 21 percent was unspecified.[74] Under the provisions of SB 107, investor-owned utilities were required to generate 20 percent of their retail electricity using qualified renewable energy technologies by the end of 2010. PG&E's 2012 electricity mix was 19 percent renewable.

Mountain View's electricity is transmitted from power plants via high-voltage transmission lines to the Whisman and Mountain View substations, where transformers reduce the voltage[75] for local use.[76] Electricity is delivered to the project site via overhead electrical lines on the alley that connects to the project site.

Electricity usage for differing land uses varies substantially by the type of uses in a building, the type of construction materials used, and the efficiency of the electricity-consuming devices used. Electricity used in the PG&E Planning Area, within which the project is located, is consumed primarily by the commercial sector (41 percent), the residential sector (33 percent), and the industrial sector (approximately 16 percent).[77]

3.13.2.2 *Natural Gas*

Approximately 15 percent of California's natural gas supply comes from in-state production, while 85 percent is imported from other western states and Canada.[78] Mountain View contributes to PG&E's natural gas reserves by collecting methane gas from a closed landfill near Shoreline Park. PG&E supplies Mountain View with natural gas through underground high-pressure pipes.

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[72] California Energy Commission, Energy Almanac. *Total Electricity System Power*. Accessed November 21, 2013. Available at: http://www.energyalmanac.ca.gov/electricity/total_system_power.html

[73] California Energy Commission. *2011 Integrated Energy Policy Report (CEC-100-2011-001-CMF*). Page 103. Accessed November 21, 2013. Available at: http://www.energy.ca.gov/2011publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf

[74] PG&E. *Clean Energy Solutions.* Accessed November 21, 2013. Available at: http://www.pge.com/en/about/environment/pge/cleanenergy/index.page

[75] Voltage is the measure of electrical potential energy between two points.

[76] City of Mountain View. *2030 General Plan.* July 10, 2012.

[77] California Energy Commission, Energy Consumption Data Management System. *Electricity Consumption by Planning Area, 2011*. Accessed November 21, 2013. Available at: http://ecdms.energy.ca.gov/elecbyplan.aspx

[78] California Energy Commission. *Overview of Natural Gas in California*. 2013. Accessed November 21, 2013. Available at: http://www.energyalmanac.ca.gov/naturalgas/overview.html

The most recent data from the U.S. Energy Information Administration shows that between 2006 and 2011, on average, approximately 34 percent of the natural gas delivered for consumption in California was for electricity generation, 32 percent for industrial uses, 22 percent for residential uses, 11 percent for commercial uses, and less than one percent for transportation.[79] As with electricity usage, natural gas usage depends on the type of uses in a building, the type of construction materials used, and the efficiency of gas-consuming devices.

3.13.2.3 *Fuel for Motor Vehicles*

California accounts for more than one-tenth of the United States' crude oil production and petroleum refining capacity.[80] In 2010, 21.5 billion gallons of gasoline, diesel, and jet fuel were consumed in California.[81] According to the California Energy Commission's *2011 Integrated Energy Policy Report*, California is experiencing a downward trend in sales of gasoline, diesel, and jet fuel, primarily due to low economic growth and high unemployment. It is expected that this trend will continue in the future due to high fuel prices, efficiency gains, competing fuel technologies, and mandated use of alternative fuels.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970s to 23.8 mpg in 2012 (estimated).[82] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply for cars and light trucks of Model Years 2011-2020. [83,84] In 2012, the federal government raised the fuel economy standard to 54.5 miles per gallon for cars and light-duty trucks by Model Year 2025.[85]

3.13.2.4 *Existing Energy Usage*

The project site is currently developed with commercial buildings totaling 22,380 sf, of which 21,945 sf are considered to be energy-consuming (approximately 435 sf in the rear outdoor area of the coffee shop fronting ECR is excluded from the building area in this chapter because it is not a lit, energy-using portion of that business). The energy used by these buildings is estimated in Table 3.13-1

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[79] U.S. Energy Information Administration. *Natural Gas Summary*. January 31, 2013. Accessed November 21, 2013. Available at: http://www.eia.gov/dnav/ng/ng_sum_lsum_dcu_SCA_a.htm

[80] United States Energy Information Administration. *California State Energy Profile*. Accessed November 21, 2013. Available at: http://www.eia.gov/beta/state/analysis.cfm?sid=CA

[81] California Energy Commission. *2011 Integrated Energy Policy Report (CEC-100-2011-001-CMF).* Page 139. Accessed November 21, 2013. Available at: http://www.energy.ca.gov/2011publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf

[82] U.S. Environmental Protection Agency. *Light-Duty Automotive Technology, Carbon Dioxide Emissions and Fuel Economy Trends: 1975 through 2012*. March 2013. Page i. Available at: http://www.epa.gov/fueleconomy/fetrends/1975-2012/420s13001.pdf

[83] U.S. Department of Energy. *Energy Independence & Security Act.* Accessed November 21, 2013. Available at: http://www1.eere.energy.gov/femp/regulations/eisa.html.

[84] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007*. Page 1449. Accessed November 13, 2013. Available at: http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf

[85] National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards.* August 28, 2012. Available at: http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards

below based on energy consumption factors from the Mountain View Greenhouse Gas Reduction Program, which are taken from the California Energy Commission's Commercial End User Survey. The Peet's Coffee shop is treated as a restaurant use rather than a retail use because the service provided by it is closer to that of a restaurant than it is to a retail use such as a rug store. The natural gas use of the Peet's is likely overstated though because it does not use gas-powered stoves and grills like a restaurant would.

Table 3.13-1 Annual Energy Usage of Existing Development

Land Use	Building Size	Factors	Electricity (kWh)	Natural Gas (kBtu)
Rose International Market[a]	7,007 sf	44.34 kWh/sf/yr 25.77 kBtu/sf/yr	310,691	180,570
Tanya's Hair Salon and Le's Alterations[b]	1,611 sf	12.82 kWh/sf/yr 3.01 kBtu/sf/yr	20,653	4,849
Gochi Japanese Restaurant[c]	2,450 sf	35.97 kWh/sf/yr 212.55 kBtu/sf/yr	88,127	520,748
Peet's Coffee[c]	2,246 sf	35.97 kWh/sf/yr 212.55 kBtu/sf/yr	80,789	477,387
Rug Center[b]	4,750 sf	12.82 kWh/sf/yr 3.01 kBtu/sf/yr	60,895	14,298
Avis Car Rental[b]	1,494 sf	12.82 kWh/sf/yr 3.01 kBtu/sf/yr	19,153	4,497
Repair Laptop Fix Computer[b]	1,510 sf	12.82 kWh/sf/yr 3.01 kBtu/sf/yr	19,358	4,545
Sufi Coffee Shop[b]	877 sf	12.82 kWh/sf/yr 3.01 kBtu/sf/yr	11,243	2,640
TOTAL	**21,945 sf**	**-**	**610,909**	**1,209,534**

[a] Energy use factors for MIN – mini-mart/convenience store.
[b] Energy use factors for RE1 – small, standard retail.
[c] Energy use factors for RES – restaurants.
Source: City of Mountain View. *Mountain View Greenhouse Gas Reduction Program.* September 26, 2011. Appendix A, Table A-8.

Based on calculations of emissions from motor vehicles associated with the project site (see Attachment 1 to Appendix D of this EIR), the 2,265 daily vehicle trips generated by the existing land uses result in a total of 3,652,469 vehicle miles travelled (VMT) each year. Given that the vehicles going to and from the site have a wide range of fuel efficiencies, any estimate of gasoline use from existing vehicle trips will have a substantial margin of error. However, fuel economy estimates from the U.S. EPA can be used to approximate existing gasoline use and to provide a comparison with the proposed project. Assuming the average fuel economy of vehicles accessing the project site is 23.8 miles per gallon, then the current land uses account for 153,465 gallons of gasoline consumption each year.

3.13.3 Energy Impacts

3.13.3.1 *Thresholds of Significance*

Based on Appendix F of the CEQA Guidelines, and for the purposes of this EIR, a project will result in a significant energy impact if the project will:

- Use fuel or energy in a wasteful manner; or
- Result in a substantial increase in demand upon energy resources in relation to projected supplies; or
- Result in longer overall distances between jobs and housing.

3.13.3.2 *Energy Use of Proposed Project*

The project proposes the redevelopment of a 2.38-acre site with a mixed use project that would include approximately 10,800 square feet of ground-level retail and 164 residential units in three new buildings. The project would include a one-level below-grade parking lot along ECR, and a two-level underground lot along Castro Street. The project also includes an outdoor kitchen, lounge areas, walkways, and landscaping. The existing buildings, paving, and landscaping would be demolished to prepare the site for redevelopment.

Energy would be consumed during both the construction and operational phases of the proposed project. The demolition and construction phase will require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition of the existing buildings and excavation), off-haul of soil from the site, and the construction of the buildings. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The operation of the proposed residential and retail uses would consume both electricity and natural gas for building heating and cooling, lighting, cooking, and water heating. Residents, employees, and patrons of the proposed uses would primarily use personal automobiles to transport to and from the project site. Table 3.13-2 shows the estimated annual energy usage for the proposed mixed-use project.

Table 3.13-2 Estimated Future Annual Energy Use				
Land Use	**Building Size**	**Factors**	**Electricity (kWh)**	**Natural Gas (kBtu)**
Rose International Market[1]	6,254 sf	44.34 kWh/sf/yr 25.77 kBtu/sf/yr	277,302	161,166
Tanya's Hair Salon and Le's Alterations[2]	1,710 sf	12.82 kWh/sf/yr 3.01 kBtu/sf/yr	21,922	5,147
Sufi Coffee Shop[2]	922 sf	12.82 kWh/sf/yr 3.01 kBtu/sf/yr	10,820	2,540
Peet's Coffee[3]	1,987 sf	35.97 kWh/sf/yr 212.55 kBtu/sf/yr	71,472	422,337
Apartments	164 units	3,882 kWh/unit/yr 19,600 kBtu/unit/yr	636,648	3,214,400
TOTAL	**-**	**-**	**1,018,164**	**3,805,590**
Existing (from Table 3.13-1)			610,909	1,209,534
NET INCREASE			**407,255 kWh**	**2,596,056** -or- **2,596 MMBtu**

[1] Energy use factors for MIN – mini-mart/convenience store.
[2] Energy use factors for RE1 – small, standard retail.
[3] Energy use factors for RES – restaurants.
Source: City of Mountain View. *Mountain View Greenhouse Gas Reduction Program*. September 26, 2011. Appendix A, Table A-8.

It is estimated that the proposed redevelopment would increase annual electricity usage by approximately 407,255 kWh and 2,596 MMBtu of natural gas. In 2005, the most recent year for which data was available, Mountain View consumed 665.8 million kWh of electricity and 22.8 million therms of natural gas (10 therms = 1 MMBtu).[86] The project would increase annual electricity and natural gas consumption in the City of Mountain View by less than one-tenth of one percent (<0.1%) over 2005 levels. Though electricity and natural gas use in Mountain View has likely increased since 2005 along with the overall supply of energy in California, the proposed project's increase would not represent a substantial increase in demand for energy resources in relation to California, PG&E, and Mountain View's projected supplies.

Transportation-Related Energy Use

The proposed project does not include diesel generators or other gasoline-intensive uses. The project would generate approximately 858 net new daily vehicle trips (see ***Section 3.2, Transportation*** for detailed calculations). Based on Attachment 1 of Appendix D to this EIR, the annual VMT associated with the proposed project is estimated to be 5,434,213 miles. Using the EPA estimate of 23.8 miles per gallon, the overall demand for gasoline would be 228,328 gallons per year.

Though the proposed project would increase gasoline demand over the existing condition by approximately 74,863 gallons per year, it would not create a substantial increase in the demand for

[86] City of Mountain View. *Mountain View General Plan Update Current Conditions Report: Chapter 13, Sustainability.* 2009. Table 13-4.

gasoline in Mountain View. New automobiles purchased by future occupants of the proposed project would be subject to fuel economy and efficiency standards applied throughout the State of California, which means that over time the fuel efficiency of vehicles associated with the project site would improve. In addition, the project site is located adjacent to bus stops for VTA Local lines 22, 51, and Rapid 522 service, and is proximate to the Mountain View Caltrain Station. These all provide opportunities for residents of the proposed residential units to commute locally and regionally via public transit. As assessed in ***Section 3.2, Transportation***, increased demand for public transit associated with the proposed project would not require additional train or bus trips, which means that many of the residents of the project site could commute to and from work without increasing transportation-related energy use.

3.13.3.3 *Energy Efficiency*

Though the redevelopment of project site would increase overall energy usage, the proposed project would not use fuel or energy in a wasteful manner. The project is located within an area of the City that is planned for redevelopment and intensification in the City's General Plan. The Association of Bay Area Governments (ABAG) projects 90,600 residents in the City of Mountain View by 2035 (see ***Section 3.1, Land Use)***; the proposed project, which will support approximately 377 residents, is consistent with the expected growth in the area.[87]

Construction

It is estimated that construction of the project would require 16 months beginning in mid-April 2015 through mid-August 2016, for a total of 352 construction workdays. The project would require demolition, grading, and excavation of the site for construction of the proposed buildings and below-grade parking garage. Based on data provided by the project applicant, approximately 73,500 cubic yards of soil and 3,560 tons of demolished building material would be exported from the site to construct the underground parking garages. Approximately 4,500 cubic yards of soil would be imported to the site for construction, along with approximately 4,200 cement truck one-way trips. Soils to be excavated from the site cannot be used as import fill for the project because the imported fill would be engineered to certain specifications for building foundations.

The overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel are not typically used wastefully on the site because of the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for efficiency gains during construction are limited. However, the proposed project does include measures that will improve the efficiency of the construction process.

Implementation of the BAAQMD BMPs detailed in ***Section 3.4, Air Quality*** would restrict equipment idling times to five minutes or less and would require the applicant to post signs on the project site reminding workers to shut off idle equipment. The project will also comply with City of Mountain View Construction and Demolition Debris Ordinance, which mandates that at least 50 percent of the debris from construction be diverted from landfills through salvage and recycling practices. Recology, the exclusive hauler for recycling and disposal of construction and demolition materials in the City of Mountain View, will be used during construction. Because the City can

[87] Based on an average household size of 2.3 residents per unit. City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 30, 2011.

verify the hauling and processing by Recology, this will ensure that the project achieves the 50 percent debris diversion requirement.

There will be unavoidable adverse effects caused by construction because the use of fuels and building materials are fundamental to construction of new buildings. With implementation of these feasible measures to minimize the energy impacts of construction, unavoidable effects would be less than significant.

Operation

The project design includes bicycle parking and storage for retail patrons, employees, and residents. By orienting outdoor seating areas toward the sidewalks at ECR and Castro Street, the project would promote pedestrian-connectivity in the downtown Mountain View area. Also, in constructing multiple uses on one site, the project is providing important retail uses within walking distance for future residents of the site. Though the energy benefits of providing multiple uses cannot be quantified reliably, it is important to consider that when residents of the proposed building go to the on-site supermarket or Peet's Coffee, they would be doing so without using any fuels for transportation.

Alternative energy sources such as solar panels are not included in the proposed buildings. The project has varying rooflines and heights for the purpose of reducing the mass of the buildings near adjacent residential land uses. As a result, much of the buildings' roofs would shaded for some or all of the day, which can be detrimental to the effectiveness of solar panels. The need for mechanical equipment and elevator shafts on the roof also reduces the space available for solar. Since solar panels require considerable energy to produce and ship, and since partial shading would reduce the potential for solar panels to produce electricity on the proposed buildings, the proposed project does not include on-site renewable energy production.

In accordance with City guidelines and currently accepted best practices, the project would incorporate sustainable design and green building measures that promote energy efficiency and conservation. As described in ***Section 3.6, Greenhouse Gas Emissions***, the proposed project would install Energy Star-qualified appliances in the proposed apartment units and retail spaces, and would install water-efficient fixtures and landscape irrigation systems. The project would also be constructed to exceed the state energy efficiency standards (i.e., Part 6 of Title 24 of the California Code of Regulations) by 17 percent and would comply with the Mountain View Green Building Code. Therefore, not only would the proposed project comply with existing energy standards, it would exceed them. There are no swimming pools or other wasteful, energy-intensive uses proposed as part of the project.

Impact EN-1: The project would not use fuel or energy in a wasteful manner or result in a substantial increase in demand upon energy resources in relation to projected supplies. [**Less Than Significant Impact]**

The project would redevelop a site that contains older commercial uses with a 164-unit and 10,800 sf retail mixed use project in an area of Mountain View planned for future growth and development. In 2010, the City of Mountain View's jobs-to-housing units ratio was 1.74, higher than the ideal ratio of 1.5. In the same year, the jobs-to-employed residents ratio was 1.51, which is also higher than the

ideal ratio of 1.0. In providing housing for approximately 377 residents, the proposed project would incrementally decrease these ratios and potentially decrease the number of vehicle miles traveled by people working in the City of Mountain View. The benefits of providing housing in a jobs-rich environment such as Mountain View would continue for the life the proposed project, providing long-term benefits in exchange for short-term energy costs associated with constructing the project.

Impact EN-2: The proposed project would not result in longer overall distances between jobs and housing. [**Less Than Significant Impact]**

3.13.4 Summary of Energy Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact EN-1: The project would not use fuel or energy in a wasteful manner or result in a substantial increase in demand upon energy resources in relation to projected supplies.	Less Than Significant	No mitigation required	Less Than Significant
Impact EN-2: The proposed project would not result in longer overall distances between jobs and housing.	Less Than Significant	No mitigation required	Less Than Significant

3.13.5 Conclusion

The proposed project is designed and located in a way that will avoid unnecessary consumption of energy for transportation. The buildings would be designed to exceed State energy efficiency requirements, and energy used during construction would be minimized through waste diversion and minimizing unnecessary idling of equipment. Increasing the population of the City at this location would provide long-term benefits through an incremental reduction in the jobs-housing imbalance in the City. **[Less Than Significant Impact]**

3.14 PUBLIC SERVICES

3.14.1 Background

Unlike utility services, public facility services are provided to the community as a whole, usually from a central location or from a defined set of nodes. The resources base for delivery of the services, including the physical service delivery mechanisms, is financed on a community-wide basis, usually from a unified or integrated financial system. The service delivery agency can be a city, county, service or other special district. Typically new development creates an incremental increase in the demand for these services. The amount of the demand varies widely depending on the nature of the development (e.g. residential vs. industrial), the type of services, and the specific characteristics of the development (such as senior housing vs. family housing).

The impact of a particular project on public facilities and services is generally a fiscal impact. By increasing the demand for a service, a project could cause an increase in the cost of providing the service (more personnel hours to patrol an area, additional fire equipment needed to service a tall building, etc.). Analysis of fiscal impacts is not required under CEQA unless the increased demand triggers the need for a new facility such as a new school, park, or fire station, because the new facility will have a physical impact on the environment.

3.14.2 Existing Setting

3.14.2.1 *Fire Protection Services*

The Mountain View Fire Department (MVFD) provides fire protection and emergency medical services in Mountain View. In addition to participating in State-wide and mutual aid programs, the MVFD also participates in an automatic aid program with the cities of Palo Alto, Los Altos, and Sunnyvale. The MVFD has an established response time goal of six minutes from dispatch for "Medical Code Three" calls (i.e., those requiring expedited transport). During the 2010-2011 fiscal year the MVFD had 87 full-time staff and 1.5 permanent part-time staff, including 21 paramedics.[88]

The MVFD operates five fire stations that are staffed daily by a total of 21 personnel, a MVFD standard. The closest fire station to the project site is Station One located at 251 South Shoreline Boulevard, approximately one mile north of the project site. The MVFD reviews applications for new projects to ensure that they comply with the City's current codes and standards.

3.14.2.2 *Police Protection Services*

The Mountain View Police Department (MVPD) provides police services in Mountain View. The MVPD has a staff of 95 sworn and 49.5 non-sworn personnel, and conducts an active volunteer program that consists of approximately 30 non-sworn volunteers.[89] Officers patrolling the area are dispatched from the police headquarters located at 1000 Villa Street, approximately one mile north of the project site.

[88] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011

[89] City of Mountain View. *2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 2011

The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes from dispatch at least 55.5 percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. To ensure that their standards are always met, the MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

3.14.2.3 *Schools*

The project site is located within the Mountain View-Whisman School District, which comprises seven elementary schools (K-5) and two middle schools (Grades 6-8). Students generated from the proposed project would likely attend Mariano Castro Elementary School (approximately 1.4 miles northwest of the site) and Graham Middle School (approximately 0.4 miles south of the site).

The site is located within the boundaries of the Mountain View/Los Altos Union High School District, which operates three high schools and one adult school. Students from the project site would likely attend Mountain View High School, located approximately 2.5 miles southeast of the site at 1299 Bryant Avenue in the City of Mountain View.[90]

In the 2010-2011 school year, Mariano Castro Elementary School had an enrollment of 539 students and an optimum capacity of 662 students.[91] In the same year, 669 students were enrolled at Graham Middle School, which has an optimum capacity of 615 students.[92] In 2010-2011, Mountain View High School had an optimum capacity of 1,784 students and enrolled approximately 1,816 students.[93]

3.14.2.4 *Parks and Recreation*

The City of Mountain View currently owns approximately 972 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, community parks, district parks, a community garden, and a regional park (Shoreline Regional Park at Mountain View). The City maintains 10 additional parks under joint-use agreements with local school districts.

Mountain View's standard is to provide at least three acres of park land for each 1,000 residents. As discussed in the City's *Parks and Open Space Plan*, Shoreline Regional Park represents most of the City's open space and park land. When regional open space is excluded from the calculation, the City's ratio is 2.61 acres of open space per 1,000 persons (parking lots and recreational facilities are not included in the open space acreage).[94] This indicates the need for improved access to open space in neighborhoods throughout Mountain View.

The proposed project site is located within the Miramonte Planning Area identified in the City of Mountain View 2008 *Parks and Open Space Plan*, a long range planning document separate from the

[90] Mountain View/Los Altos Union High School District. *MVLA School Search.* Accessed November 14, 2013. Available at: http://sharepoint.mvla.net/_layouts/SchoolSearch/default.aspx
[91] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. November 2011.
[92] Ibid.
[93] Ibid.
[94] City of Mountain View. *Parks and Open Space Plan 2008*. Adopted June 24, 2008. Page 7.

2030 General Plan. The existing park acreage in the Miramonte Planning Area is 6.6 acres per 1,000 residents, above the City's overall standard of 3.0 acres per 1,000 residents. The area is served by one neighborhood park, a joint school/park, one school site, the Graham Reservoir and Sports Complex, two mini-parks, one community park, and an indoor sports facility. The nearest park to the site is McKelvey Park, located approximately 800 feet to the west. Park amenities at the 4.27 acre park consist primarily of baseball and softball fields.

The *Parks and Open Space Plan* notes that one area within the Miramonte Planning Area does not meet the safe and comfortable walking distance criteria. A safe and comfortable walking distance as defined in the *Plan* is less than one-half mile without crossing major traffic barriers. The project site is located within this area, which is generally bounded by Miramonte Avenue, ECR, and Castro Street. The *Parks and Open Space Plan* recommends that a safe access to Graham School be provided from this area.

3.14.2.5 *Library Services*

The City of Mountain View is served by the Mountain View Public Library located at 585 Franklin Street, approximately one mile southeast of the project site. The library serves as a space for the community to share resources and ideas. In addition to books, the library provides a variety of materials, staff, and other resources to help residents meet their information needs. The library also hosts community events and offers programs for adults, teens and children, including computer classes to learn how to use library resources and the Internet, drop-in story times, the Summer Reading Program, adult literacy programs, and tutoring opportunities. During the 2009-2010 fiscal year, the Library had 845,577 visitors and lent approximately 1.7 million items.[95]

3.14.3 Public Services Impacts

3.14.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a public services impact is considered significant if the project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

[95] Mountain View Public Library. *Annual Report for FY 09-10*. n.d. Accessed November 14, 2013. Available at: http://www.mountainview.gov/city_hall/library/about_the_library.asp

3.14.3.2 *Fire Protection Impacts*

Based on the growth assumptions in the City's 2030 General Plan, the MVFD did not anticipate the need to construct a new fire station to accommodate build-out of the General Plan.[96] The project proposes to construct 164 residential units and approximately 10,800 square feet of retail space. The project site is designated *Mixed Use Corridor* in the City's General Plan, which allows densities up to 70 units/acre. Since the project proposes 69 units/acre, the growth associated with the project is within the assumptions made for the 2030 General Plan. The project would be constructed to current Fire Code standards, and would not increase the urban area already served by the Mountain View Fire Department. Therefore, the project would not result in the need to expand or construct new fire facilities.

Impact PS-1: The project is consistent with the growth projections made for the 2030 General Plan, which found that existing fire protection facilities could accommodate the planned growth in City through 2030. **[Less Than Significant Impact]**

3.14.3.3 *Police Services Impacts*

The project would add 164 residential units to a site currently occupied by commercial enterprises, and would incrementally reduce the retail area by 11,580 square feet. The addition of residents to the site would result in an increase in the demand for police services in the project area. To ensure appropriate safety features that minimize criminal activity are incorporated into the project design, the MVPD would review the project designs for conformance with current codes.

The General Plan EIR found that growth planned in the 2030 General Plan may require additional police facilities which could have significant environmental impacts. Consequently, the General Plan EIR included measures to reduce potentially significant impacts from the expansion of police facilities to less than significant levels. The project proposes residential densities consistent with the growth assumptions incorporated into the 2030 General Plan, and would not increase the urban area already served by the MVPD. Therefore the project's incremental demand for police services would not result in the need to expand or construct new police facilities.

Impact PS-2: The project would not affect the provision of police protection or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. **[Less Than Significant Impact]**

3.14.3.4 *School Impacts*

The existing structures on-site do not generate students because they are not residences. Using the Mountain View-Whisman School District's student generation rate of 0.03 elementary/middle school students per attached single-family and multi-family residential unit, the 164-unit project would

[96] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. November 2011. Page 495.

generate approximately five new elementary/middle school students.[97] Using the Mountain View/Los Altos Union High School District student generation rate of 0.046 per apartment/attached residential unit, the project would be expected to generate eight new high school students.[98]

According to California Government Code Section 66000, a qualified agency such as a local school district may impose fees on developers to compensate for the impact that a project will have on existing facilities and services. The California Legislature passed Senate Bill 50 (SB 50) in 1998 to insert new language into the Government Code (Sections 65995.5-65997), which authorized school districts to impose fees on developers of new residential construction in excess of mitigation fees authorized by Government Code Section 66000. SB 50 also restricts the ability of local agencies to deny project approvals on the basis that public school facilities are inadequate. School districts must meet a list of specific criteria, including the completion and annual update of a School Facility Needs Analysis, in order to impose additional fees.

Under SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. Under the terms of this statute, payment of statutory fees by property owners or property developers is deemed to mitigate in full for the purposes of CEQA any impacts to school facilities associated with a qualifying project. The fees are assessed based upon the proposed square footage of the new or expanded development.

To offset the project's effect on the adequacy of school facilities to accommodate projected students, the project will pay a school impact fee in accordance with state law (Government Code Section 65996) prior to the issuance of a building permit. The school district would then be responsible for implementing the specific methods for mitigating school impacts under the Government Code. By law, payment of the school impact fee is adequate mitigation so that no further mitigation is required.

Impact PS-3: The project is expected to generate eight new high school students and five new elementary and middle school students. Payment of the school impact fee prior to issuance of building permits will offset the increased demands on school facilities resulting from the project. [**Less Than Significant Impact]**

3.14.3.5 *Parks and Recreation Impacts*

Approximately 4,200 square feet of private open space would be provided to future residents by apartment balconies and patios ranging in size from 50 to 160 square feet each. The project would also construct approximately 29,500 square feet of common outdoor space including an outdoor kitchen, gardens, lounge areas, and other landscaping.

To meet demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or to pay an open space fee to the City. Mountain View requires developers to dedicate at least three acres of park land for each 1,000 persons who will live in a new housing project (owned or rented) or pay an in-lieu fee that would be used to offset the increased demands on park facilities (Chapter 41.3 of the Mountain View Municipal Code). The project would be required to pay park land fees as a condition of project approval, therefore it would

[97] Student generation rates obtained from the Mountain View 2030 General Plan Draft EIR, November 2011.
[98] Ibid.

have a less than significant impact on parks and recreation resources.

Impact PS-4: The project would result in the increased use of local parks and recreation facilities. Payment of the parks and open space fees will offset the increased demands on park facilities resulting from the project. **[Less Than Significant Impact]**

3.14.3.6 *Impacts to Library Services*

The project would generate an estimated 377 new residents, which would represent a small increase in the number of City residents using library services.[99] The 2030 General Plan EIR found that population growth in the City would not increase demand for library services such that new facilities would be required. Based on the relatively small number of project residents and the project's consistency with the General Plan, the project would not increase demand for library services in the City such that new facilities would be required.

Impact PS-5: The project would result in the increased use of the Mountain View Public Library. This increase would not require new facilities or the expansion of existing facilities. **[Less Than Significant Impact]**

3.14.4 Summary of Public Services Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact PS-1: The project is consistent with the growth projections made for the 2030 General Plan, which found that existing fire protection facilities could accommodate the planned growth in City through 2030.	Less Than Significant	No mitigation required	Less Than Significant
Impact PS-2: The project would not affect the provision of police protection or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times,	Less Than Significant	No mitigation required	Less Than Significant

[99] Based on an average household size of 2.3 residents per unit. City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 30, 2011.

or other performance objectives.			
Impact PS-3: The proposed project would generate approximately eight new high school students and five new elementary and middle school students. The project would pay school impact fees in conformance with Government Code Section 65996, allowing the school districts to implement the specific methods for mitigating school impacts.	Less Than Significant	No mitigation required	Less Than Significant
Impact PS-4: The proposed project would increase the population in the Miramonte Planning Area by approximately 377 residents. The project would pay "Fees In Lieu Thereof" to contribute to the development of parks and open space in the City of Mountain View.	Less Than Significant	No mitigation required	Less Than Significant
Impact PS-5: The proposed project would incrementally increase the use of the Mountain View Public Library. The addition of 377 residents would not require the construction or expansion of library facilities.	Less Than Significant	No mitigation required	Less Than Significant

3.14.5 Conclusion

The proposed project would not result in any significant impacts to public services. **[Less Than Significant Impact]**

SECTION 4.0 GROWTH-INDUCING IMPACTS

As stated in the CEQA Guidelines, Section 15126.2(d), a project is considered growth-inducing if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing in the surrounding environment.
- Remove obstacles to population growth or tax community service facilities to the extent that the construction of new facilities would be necessary.
- Encourage or facilitate other activities that would cause significant environmental effects.

The project site is located within the incorporated limits of the City of Mountain View, and the redevelopment of the project site would not result in an expansion of urban services or the pressure to expand beyond the City's existing Sphere of Influence.

The project would result in additional population growth in the City, as it would introduce 164 permanent residential units on the site. The project's 164 units would create a residential population density of 2.3 persons per residential unit, which would result in a maximum population of approximately 377 residents.[100] As discussed in ***Section 3.1, Land Use*** the residential density of the project is consistent with the Mountain View 2030 General Plan, which designates the site *Mixed-Use Corridor* and allows 60-70 dwelling units per acre.

The 10,800 square feet of retail space included in the project is not anticipated to generate a sufficient number of jobs to be considered growth-inducing, as most of the existing retail uses on-site would remain under the proposed project.

The project would not open additional undeveloped land to further growth, or provide expanded utility capacity that would be available to serve future unplanned development. Instead, it would facilitate the reuse of commercial land in an existing urban setting. For these reasons, the project would not result in a significant growth-inducing impact.

Impact GRO-1: Based on the above discussion, the project would not result in significant growth-inducing impacts. **[Less Than Significant Growth-Inducing Impact]**

[100] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* November 30, 2011.

SECTION 5.0 CUMULATIVE IMPACTS

5.1 INTRODUCTION

As defined by CEQA, cumulative impacts refer to two or more individual effects that, when combined, are considerable or which compound to increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant projects taking place over a period of time. The CEQA Guidelines state that an EIR should discuss cumulative impacts "when the project's incremental effect is cumulatively considerable (Section 15130)." The discussion does not need to be in as great of detail as is necessary for project impacts, but needs to be "guided by the standards of practicality and reasonableness."

The purpose of the cumulative analysis is to allow decision-makers to better understand the potential impacts that might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the project addressed in this EIR. The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence. The effects of past projects are generally reflected in the existing conditions described in the specific sections of this EIR. Present projects are those approved but not yet built. For instance, the traffic from recently-approved but not yet constructed and/or occupied projects is reflected in the Background Conditions scenario described in ***Section 3.2, Transportation and Traffic*** of this EIR.

The discussion below addresses two aspects of cumulative impacts: 1) would the effects of all of the past, present, and reasonably foreseeable development listed result in a cumulatively significant impact on the resources in question? And, if that cumulative impact is likely to be significant, 2) would the project make a "cumulatively considerable" contribution to those cumulative impacts?

5.2 LIST OF CUMULATIVE IMPACTS

Table 5.2-1 identifies all the approved and pending projects that are considered in this cumulative analysis. These recently-approved or reasonably foreseeable projects include the development or redevelopment of sites with residential uses, as well as the development or redevelopment of sites occupied by industrial or commercial uses. This list has been assembled by the City of Mountain View.

For each environmental issue, cumulative impacts may occur over different geographic areas. For example, emissions of regional pollutants affect pollutant concentrations within the regulatory limits of the San Francisco Bay Air Basin, but the influence will be more substantial downwind of the sources. As appropriate, geographic considerations will be discussed in individual issue areas such as transportation and construction noise.

While the individual projects listed in Table 5.2-1 may result in significant impacts in particular issue areas, it is assumed that the projects will comply with existing regulations and statutes, and will incorporate mitigation and avoidance measures to reduce potential impacts to a less than significant level, if feasible and necessary. For example, all projects are required to incorporate best management practices and comply with local and regional regulations to reduce impacts to hydrology and water quality to the maximum extent feasible.

The list of projects in Table 5.2-1 was used for all cumulative impact discussions in this Draft EIR, with the exception of the cumulative traffic discussion. The cumulative traffic analysis used a combination of approved projects proximate to the proposed project and a growth factor to analyze near-term cumulative traffic impacts, as described in ***Section 5.3.2, Cumulative Transportation and Traffic Impacts***. The use of approved projects in combination with a growth rate represents a conservative estimate of traffic generated locally and from growth in adjacent jurisdictions.

Table 5.2-1 Cumulative Projects List

Address	Proposed Land Use	Size in Square Feet/ Dwelling Units
Approved Projects*		
250 Bryant Street, Mountain View	Commercial	68,000 square feet office
100 West Evelyn Avenue, Mountain View	Commercial	48,000 square feet office
575 East Middlefield Road, Mountain View	Commercial	102,419 square feet office
865 East El Camino Real, Mountain View	Residential	150 units
Fairchild Drive, Mountain View	Commercial	140,700 square feet office
902 Villa Street, Mountain View	Commercial	21,745 square feet
445 Calderon Avenue, Mountain View	Residential	19 units
209-405 West Evelyn Avenue, Mountain View	Residential	36 units
369 North Whisman Road, Mountain View	Commercial	182,600 square feet office
3445 Alma Street, Palo Alto	Mixed-Use	26,000 square feet commercial; 37 residential units
525 San Antonio Road, Palo Alto	Residential	10 units
1720/1730 West El Camino, Mountain View	Residential	162 units
365 Villa Street, Mountain View	Residential	12 units
625-685 Clyde Avenue, Mountain View	Commercial	385,730 square feet office
2650 and 2625 West El Camino Real, Mountain View	Residential	193 units
4750 El Camino Real, Los Altos	Mixed-Use	15,000 square feet commercial; 205 residential units
605 Castro Street, Mountain View	Mixed-Use	24,868 square feet commercial; 8 residential units
871-891 West Evelyn, Mountain View	Commercial	63,129 square feet office
2545 W. Middlefield Road, Mountain View	Residential	32 units
111 N. Rengstorff Avenue, Mountain View	Residential	134 units
819 N. Rengstorff Avenue, Mountain View	Mixed-Use	1,620 square feet commercial; 48 residential units
1984 West El Camino Real, Mountain View	Mixed-Use	3,000 square feet commercial;

		124 residential units
1740 West El Camino Real, Mountain View	Commercial	32 room in an existing hotel
1581 West El Camino Real, Mountain View	Residential	26 units
525-569 East Evelyn, Mountain View	Residential	70 units
Pending Projects*		
700 East Middlefield Road, Mountain View	Commercial	600,000 square feet office
Former Safeway, 2580/2590 California Street, Mountain View	Residential	303 units
1616 West El Camino Real, Mountain View	Residential	66 units
100/190 Moffett Boulevard, 178/190 Stierlin Road, Mountain View	Residential	18 units
870 East El Camino Real, Mountain View	Mixed-Use	333 units; 6,000 square feet commercial
4214 El Camino Real, Palo Alto	Commercial	178 room hotel
405 San Antonio Road, Mountain View	Mixed-Use	121,000 square feet of commercial; a 70,000 square foot cinema; 397,000 square feet of office; and a 167-room hotel
600 National Avenue, Mountain View	Commercial	140,000 square feet office
1101 West El Camino Real, Mountain View	Residential	52 units
1991 Sun Mor Avenue, Mountain View	Residential	13 units
Updated 11/1/13		

5.3 ANALYSIS OF CUMULATIVE IMPACTS

Given the nature of the pending and approved projects (Table 5.2-1), their locations within Mountain View and the impacts and scale of the proposed project, the issue areas for which cumulative impacts could be significant include: land use, traffic, noise, air quality, biological resources, and hazardous materials. These cumulative impacts are addressed in more detail below. Individual projects may have significant impacts on other issues (i.e., geology and soils, cultural resources, utilities and service systems, and aesthetics), but the cumulative projects, including the proposed project, would incorporate mitigation and avoidance measures and comply with existing regulations and statutes, resulting in either no impacts or less than significant impacts for those issues. In addition, the project's contribution to cumulative greenhouse gas emissions is discussed in ***Section 3.6, Greenhouse Gas Emissions***.

The thresholds of significance used throughout the analyses of cumulative impacts are the same as those listed in ***Section 3, Environmental Setting, Impacts, and Mitigation*** of this Draft EIR. In terms of the cumulative analysis, impacts can be divided into short-term and long-term impacts. Short-term impacts occur during construction and primarily affect existing sensitive land uses, such as hospitals, schools, and residential development near the construction sites. These impacts include the noise and dust generated by demolition, grading and excavation activities and the use of heavy equipment, all of which would result from the project. In the long-term, the project would increase

the overall number of vehicle trips, ambient noise, air pollution, utility use, and greenhouse gas emissions in the area.

5.3.1 Cumulative Land Use Impacts

Construction of the cumulative projects would be within the City of Mountain View, and like the proposed project, generally would consist of redevelopment of developed sites. Development on a number of these sites would result in a change of uses and/or an intensification of development.

The compatibility of new development with adjacent land uses, and the general character of surrounding areas are considered as a part of the City of Mountain View's architectural and environmental review processes. Through appropriate site design and review of these urban projects, land use compatibility impacts such as visual intrusion and noise are avoided.

All projects listed in Table 5.2-1 have been or would be subject to General Plan goals, policies, and action statements that require appropriate buffers, edges, and transition areas between dissimilar land uses. In addition, the setback, design, and operational requirements of the Mountain View Municipal Code minimize land use compatibility issues. Through conformance with the applicable General Plan goals, policies, and action statements and with the implementation of mitigation measures, the proposed project would not result in significant land use compatibility impacts or conflict with a policy or regulation adopted for the purpose of avoiding or mitigating an environmental impact. The project, therefore, in combination with the other cumulative projects, would not result in significant land use impacts.

Impact C-LU-1: The cumulative projects, including the proposed project, would not result in significant cumulative land use impacts. **[Less Than Significant Cumulative Land Use Impact]**

5.3.2 Cumulative Transportation and Traffic Impacts

5.3.2.1 *Cumulative Traffic Levels of Service*

A cumulative impact analysis was conducted to analyze the project's effect on cumulative traffic conditions. The intersection lane configurations under cumulative conditions were assumed to be the same as described under *Background* and *Background Plus Project* conditions. The *Cumulative No Project* (or cumulative baseline) traffic volumes were based on the assumption of a two percent growth factor per year for five years applied to existing traffic volumes, then background project trips were added. This growth factor is included in addition to background traffic volumes generated by specific projects as a method of accounting for other, less tangible growth in the City. Examples of such growth are increasing popularity of existing businesses and retail destinations, lower vacancy rates in rental apartments, and small developments not subject to CEQA.

The project trip estimates were then added to the *Cumulative No Project* traffic volumes to yield *Cumulative With Project* traffic volumes. Intersection operations were evaluated with level of service calculations under *Cumulative No Project* and *Cumulative With Project* conditions, and the results are summarized in Table 5.3-1.

Table 5.3-1 Cumulative Intersection Level of Service							
		Cumulative Conditions					
		No Project		With Project			
Intersection	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Increase in Crit. Delay[1]	Increase in Crit. V/C[2]
El Camino Real & Miramonte Avenue*	AM	39.9	D	40.1	D	0.4	0.005
	PM	53.2	D	53.8	D	0.8	0.003
Miramonte Avenue & Sonia Way	AM	13.2	B	13.6	B	0.4	0.004
	PM	7.7	A	8.1	A	0.5	0.004
Miramonte Avenue & Castro Street	AM	19.8	B	20.0	C	0.2	0.003
	PM	23.1	C	23.1	C	0.1	0.001
Central Expressway & Castro Street*	AM	44.6	D	44.8	D	0.2	0.003
	PM	46.7	D	47.0	D	0.5	0.005
El Camino Real & Castro Street*	AM	34.3	C	34.9	C	0.7	0.009
	PM	46.7	D	49.2	D	3.7	0.028
Calderon Avenue/Phyllis Avenue & El Camino Real	AM	27.4	C	27.4	C	0.0	-0.001
	PM	39.2	D	39.2	D	0.1	0.002
El Camino Real & Grant Road/SR-237*	AM	**80.2**	**F**	**80.7**	**F**	1.0	0.002
	PM	**82.4**	**F**	**83.7**	**F**	2.8	0.008

[1] Change in average critical movement delay between Cumulative Without and Cumulative with the Project.
[2] Change in critical volume to capacity ratio between Cumulative Without and Cumulative with the Project.
* Denotes CMP Intersection
Bold values=substandard LOS

The results of the analysis show that all of the non-CMP signalized study intersections would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic. The results of the level of service analysis show that the CMP study intersections would continue to operate at an acceptable LOS E or better during both the AM and PM peak hours of traffic, with one exception. The intersection of ECR and Grant Road/SR 237 would operate at an unacceptable LOS F during the AM and PM peak hours under both no project and with project conditions. However, since the project would not increase the critical-movement delay by four or more seconds and increase the V/C by one percent or more, the project is not considered to have a significant impact at this intersection. Based on the above analysis, cumulative traffic impacts from the project would be less than significant.

5.3.2.2 *Cumulative Impacts to Transit, Bicycle, and Pedestrian Facilities*

As discussed in ***Section 3.2.2.4***, the project would not result in adverse effects on existing or planned transit, bicycle, or pedestrian facilities. Therefore, the project would not make a cumulatively considerable contribution to any impacts to transit, bicycle, or pedestrian facilities from the cumulative projects.

Impact C-TRAN-1: The project would not result in a significant near-term cumulative traffic or transportation impact, including impacts to local intersections, transit, bicycle, or pedestrian facilities. **[Less Than Significant Near-Term Cumulative Transportation Impact]**

5.3.3 Cumulative Noise Impacts

5.3.3.1 *Ambient Noise Levels*

Some of the cumulative projects would be located in areas where existing noise levels exceed the City's General Plan Noise/Land Use Compatibility standards. Such locations are typically adjacent to railroads, arterials, expressways, and freeways, and beneath or near aircraft flight paths.

Where noise-sensitive uses are proposed at locations with elevated ambient noise levels, such impacts are typically mitigated through the use of noise-reducing building materials (e.g., noise-rated windows, insulation, etc.) and through site design (e.g., setbacks , shielded outdoor use areas, etc.) The City requires that specific building design measures be identified during the design review process. Existing laws and policies ensure that interior noise levels meet relevant standards. For these reasons, the cumulative projects, in addition to the proposed project, would not result in cumulative noise impacts to sensitive receptors.

Impact C-NOISE-1: The cumulative projects, including the proposed project, would not result in significant cumulative noise impacts. **[Less Than Significant Cumulative Noise Impact]**

5.3.3.2 *Traffic-Generated Noise*

The project would result in a significant cumulative traffic noise impact if existing sensitive receptors would be exposed to cumulative traffic noise level increases greater than three (3) dBA L_{dn} above existing traffic noise levels and if the project would make a "cumulatively considerable" contribution to the overall traffic noise increase. A "cumulatively considerable" contribution would be defined as an increase of one dBA L_{dn} or more attributable solely to the proposed project.

Cumulative traffic noise levels, with or without the proposed project, are not anticipated to increase substantially along roadways serving the project site. Based on the calculations in Appendix C of this EIR, the *Cumulative With Project* traffic noise increase would be less than one dBA L_{dn} along Castro Street and El Camino Real West and less than two (2) dBA L_{dn} along Victor Way. This cumulative traffic noise increase would not be considered substantial, and the project would not make a cumulatively considerable contribution to increased noise levels.

Impact C-NOISE-2: The project would not result in a considerable contribution to cumulative traffic-generated noise. **[Less Than Significant Cumulative Traffic Noise Impact]**

5.3.3.3 *Construction Noise*

The construction of the cumulative projects listed in Table 5.2-1 would result in short-term noise impacts at various locations throughout Mountain View. Although some of the cumulative projects are located adjacent to or in the vicinity of the project, construction schedules of the cumulative project sites are different, and their construction is likely to occur over the next several years. In addition, projects are required to implement standard City requirements such as limiting hours of construction to reduce construction noise impacts.

Given these factors, the cumulative construction noise associated with the cumulative projects would not result in a significant cumulative impact.

Impact C-NOISE-3: The proposed project, along with the other pending cumulative projects, would not result in significant cumulative construction noise impacts. **[Less Than Significant Cumulative Construction Noise Impact]**

5.3.4 Cumulative Air Quality Impacts

5.3.4.1 *Cumulative Air Quality*

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for both the Federal and State ozone standards as well as the State standards for PM_{10}. The region is also classified as a nonattainment area for State annual $PM_{2.5}$ standards and National 24-hour $PM_{2.5}$ standards; however it is in attainment for the National annual $PM_{2.5}$ standard. The SFBAAB's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant under CEQA.

In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As described in ***Section 3.4, Air Quality*** of the EIR and Appendix D, the project would not exceed daily or annual significance thresholds for criteria pollutants and, therefore, would not make a cumulatively considerable contribution to regional air quality impacts.

Impact C-AQ-1: The project would not result in significant cumulative criteria air quality impacts. **[Less Than Significant Cumulative Air Quality Impact]**

5.3.4.2 *Cumulative Construction Air Quality*

Construction activities associated with all of the cumulative projects would temporarily affect local air quality. Construction activities such as demolition, earthmoving, construction vehicle traffic, and

wind blowing over exposed earth would generate diesel exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. However, the cumulative projects are scattered throughout the City, and their schedules for construction are different and likely to occur over the next several years. In addition, construction mitigation measures to control dust and emissions are required by the City for each project, especially large development and public projects.

As discussed in ***Section 3.4, Air Quality***, the proposed project would implement BMPs to minimize its construction-related dust impacts. Based on this, the project, along with all the other cumulative projects, would not result in a significant short-term cumulative construction air quality impact.

Impact C-AQ-2: The proposed project would not result in a significant short-term cumulative air quality impact. **[Less Than Significant Short-term Cumulative Air Quality Impact]**

5.3.5 Cumulative Hydrology and Water Quality Impacts

The cumulative projects involve redevelopment of existing developed sites that contain primarily impervious surfaces. These projects would be required to conform to General Plan goals, policies, and action statements regarding surface runoff and flooding, applicable requirements in the City of Mountain View Municipal Zoning Code, and the Municipal Regional Stormwater Permit.

Compliance with these regulations would avoid hydrology and water quality impacts or reduce them to a less than significant level (refer to ***Section 3.7, Hydrology and Water Quality*** for a discussion of proposed project's compliance). In addition, projects would be required to implement construction-period storm water pollution prevention best management practices (BMPs) to comply with the Statewide Construction General Permit. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative impacts to hydrology and water quality.

Impact C-HYDRO-1: The cumulative projects, including the proposed project, would not result in significant cumulative hydrology impacts. **[Less Than Significant Cumulative Hydrology and Water Quality Impact]**

5.3.6 Cumulative Biological Resources Impacts

5.3.6.1 *Special-Status Species*

The project area does not currently contain habitat for special-status species, and apart from baylands and creek areas, habitat for special-status species within the developed areas of Mountain View is limited. Typically, individual projects would be required to incorporate mitigation measures to reduce impacts to special-status species to a less than significant level. As described in ***Section 3.9, Biological Resources***, though there is a potential for nesting migratory birds to occur on the project site, the project would implement mitigation measures that would avoid impacts and reduce them to a less than significant level. Such would be the case for other cumulative projects that remove existing mature trees. For these reasons, the cumulative projects, including the proposed project, would not result in significant impacts to special-status species.

Impacts of Indirect Nitrogen Deposition

The Santa Clara Valley Habitat Plan (SCV Habitat Plan) identified nitrogen deposition as an indirect cause of impacts to rare species in southern Santa Clara County, particularly those located on serpentine soils. Nonpoint air pollution sources such as automobiles emit nitrogen compounds into the air. Because serpentine soils tend to be nutrient poor, and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition from vehicle traffic and other sources facilitates the spread of invasive plant species. Non-native annual grasses grow rapidly, enabling them to out-compete serpentine species. The displacement of these species, and subsequent decline of the several federally-listed species, including the Bay Checkerspot butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County (the last remaining major population of these butterflies). The invasion of native grasslands by invasive and/or non-native species is now recognized as one of the major causes of the decline of the federally endangered Bay Checkerspot butterfly.

Modeling completed as a part of the development of the SCV Habitat Plan identifies cumulative effects to serpentine habitats and serpentine species on Coyote Ridge and other areas in central and southern Santa Clara County. As discussed in ***Section 3.9, Biological Resources***, nitrogen deposition on the effected serpentine habitats from areas of Santa Clara County not covered by the SCV Habitat Plan is about 17 percent. The proposed project would represent an extremely small portion of these emissions. Conservation strategies included in the adopted SCV Habitat Plan account for the indirect impacts of nitrogen deposition (existing and future) and identify measures to conserve and manage serpentine areas over the term of the SCV Habitat Plan such that cumulative impacts to this habitat and Bay Checkerspot butterfly would not be significant and adverse.[101]

A mitigation program for indirect impacts on Bay Checkerspot butterfly habitat is being implemented independently by others (i.e., SCV Habitat Agency) and there is no requirement for an individual project outside of the area covered by the SCV Habitat Plan to pay impact fees to this mitigation program.[102]

Impact C-BIO-1: The cumulative projects, including the proposed project, would not result in significant cumulative impacts to special status species, nesting birds, and migratory birds. **[Less than Significant Cumulative Impact]**

5.3.6.2 *Heritage Trees*

The City of Mountain View Tree Preservation Ordinance defines "Heritage" trees based on their size, species, or special designation. A tree removal permit is required from the City for the removal of any Heritage trees, and it is unlawful to willfully injure, damage, destroy, move, or remove a Heritage tree. Each of the cumulative projects in Mountain View would be required to mitigate the removal of Heritage trees, and protect any trees that remain from potential construction damage. These projects would entail removal of most of the existing trees on their respective sites, however,

[101] The Santa Clara Valley Habitat Plan Final EIR/EIS (August 2012) identifies a beneficial cumulative effect of implementing the Santa Clara Valley Habitat Plan.

[102] The CEQA Guidelines recognize in Section 15190 (a)(2) that a finding regarding significant environmental effects can be made that "…changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency."

the trees are typically parking lot or landscape trees planted in connection with the current development on each site. These types of trees generally do not provide substantial habitat value in that for the most part, they are not native trees and plants critical to survival of special status species. For this reason, the cumulative projects would not result in a significant cumulative loss of Heritage trees.

Impact C-BIO-2: The cumulative projects, including the proposed project, would not result in significant cumulative loss of Heritage trees. **[Less Than Significant Cumulative Biological Resources Impact]**

5.3.7 Cumulative Hazardous Materials Impacts

Some of the projects included in the cumulative analysis are proposed on properties that were previously developed with industrial or commercial uses. It is likely that hazardous materials may have been stored and used on, and/or transported to and from some of these properties as part of activities on the sites. These hazardous materials (such as gasoline, oil, propane, and various chemicals used in commercial services and manufacturing) may have been stored on these sites in aboveground or underground tanks. Storage tanks can leak, often resulting in soil and/or groundwater contamination. If groundwater is affected, it can impact properties down-gradient of the spill.

In addition, as many of the properties in Mountain View and surrounding cities were used for agricultural purposes prior to their development for industrial and residential uses, agricultural chemicals such as pesticides and fertilizers may have been used on the sites in the past. The results of widespread use of agricultural chemicals can be residual soil contamination, sometimes in concentrations that exceed regulatory thresholds. In addition, development and redevelopment of some of the sites would require demolition of existing buildings that may contain asbestos-containing materials (ACMs) and/or lead-based paint. Demolition of these structures could expose construction workers or other people in the vicinity to harmful concentrations of asbestos or lead.

Based on these conditions, which are present on most project sites to varying degrees, potentially significant environmental impacts could occur under the cumulative development scenario since such conditions can lead to the exposure of residents and/or workers to substances that have been shown to adversely affect health. For each of the projects that are under consideration, various mitigation measures will be implemented as a condition of development approval for the risks associated with exposure to hazardous materials. Measures would include incorporating the requirements of applicable existing local, state, and federal laws, regulations, and agencies such as the State Department of Toxic Substances (DTSC) and the California Occupational Safety and Health Administration (Cal/OSHA), during all phases of project development. Soil management plans and health and safety plans such as those described in ***Section 3.10, Hazards and Hazardous Materials,*** are also frequently implemented to protect human health.

If chemical releases have occurred on these sites, and depending upon the extent of the release, contaminated soils could be excavated and transported to appropriate landfills or treated on-site. If groundwater is affected, remediation and ongoing groundwater sampling both on the site and on surrounding down-gradient properties could be warranted. Finally, determining the extent of asbestos and lead paint contamination would also be required prior to building demolition and site

grading and, if present, such substances would be handled and disposed of in a manner that minimizes human exposure. These measures are included in the project for hazardous materials impacts relating to contaminated soil and hazardous building materials; groundwater beneath the project site has not been found to be contaminated (refer to ***Section 3.10, Hazards and Hazardous Materials***). Therefore, with the inclusion of required mitigation measures, the cumulative projects, including the proposed project, would not result in significant cumulative hazardous materials impacts.

Impact C-HAZ-1: The cumulative projects, including the proposed project, would not result in significant cumulative hazardous materials impacts. **[Less Than Significant Cumulative Hazardous Materials Impact]**

SECTION 6.0 CONSISTENCY WITH RELEVANT PLANS

In conformance with Section 15125(d) of the CEQA Guidelines, this section of the EIR discusses how the project complies with existing, relevant regional plans and policies, the City's General Plan, and applicable plans and policies.

6.1 REGIONAL PLANS

6.1.1 Clean Air Plan

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin, and assures that the federal and state ambient air quality standards are maintained. Air quality standards are set by the federal and the state government, and regional air quality management districts such as BAAQMD must prepare air quality plans specifying how state standards will be met. BAAQMD has adopted the 2010 Clean Air Plan (2010 CAP), which provides an updated comprehensive plan to improve Bay Area air quality and protect public health, taking into account future growth projections to 2035. The 2010 CAP serves to:

- Update the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone;
- Provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures.

Consistency: As discussed in ***Section 3.4, Air Quality*** of this EIR, development of the project would not result in significant and unavoidable air quality impacts. The project site is located along ECR, which is served by public transit and includes a range of goods and services within walking and cycling distance. The project would not interfere with the implementation of control measures in the 2010 Clean Air Plan, and includes the provision of bicycle parking, and pedestrian and transit facilities. Therefore, the project is consistent with the 2010 Clean Air Plan.

6.1.2 San Francisco Bay Basin Water Quality Control Plan

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Basin Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulations in the San Francisco Bay region. The Regional Board first adopted a water quality control plan in 1974 and the last update to the Basin Plan was in July 2013.

The Basin Plan provides a program of actions designed to preserve and enhance water quality, and to protect beneficial uses based upon the requirements of the Porter-Cologne Act.

It meets the requirements of the U.S. Environmental Protection Agency (USEPA) and established conditions related to discharges that must be met at all times.

Consistency: As discussed in ***Section 3.7, Hydrology and Water Quality*** of this EIR, the project would be required to comply with the requirements of the RWQCB by implementing Best Management Practices (BMPs) and other measures to reduce pollutants in storm water discharge during and post-development. The project would construct and maintain on-site stormwater treatment features to treat post-construction runoff, consistent with current RWQCB requirements under the Municipal Regional NPDES Permit. Therefore, the project is consistent with the San Francisco Bay Basin Plan.

6.1.3 Santa Clara County Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the *Santa Clara County Congestion Management Program* (CMP). The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain the following five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis program element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and data base element, an annual monitoring and conformance element, and a deficiency plan element.

Consistency: The project would allow redevelopment of an existing commercial site to a higher density residential and retail mixed use project that is located near a major roadway, and is served by local and regional transit. As described in ***Section 3.2, Transportation***, the proposed project would not result in significant level of service impacts on any CMP intersections. The project also includes bicycle racks and an outdoor public plaza, which would promote pedestrian use of the site. For these reasons, the project is consistent with the Santa Clara County Congestion Management Program (CMP).

6.2 LOCAL PLANS AND POLICIES

6.2.1 Mountain View 2030 General Plan

The General Plan provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances, and provides a guide for future land use decisions. The current Mountain View 2030 General Plan was adopted by the City Council in July 2012.

The project is located within the ECR Change Area of the Mountain View General Plan. The vision of the ECR Change Area is that ECR will become a revitalized grand boulevard with a diverse mix of commercial and residential uses and public improvements. The City is in the process of

developing a Precise Plan for the ECR Change Area, as defined in the 2030 General Plan. Design standards and zoning for the ECR corridor will be updated following the future adoption of the Precise Plan.

The following General Plan goals and policies are applicable to the project. The proposed project would be consistent with the General Plan and with its goals and policies, as further described below.

Goal LUD-20: A vibrant, transit- and pedestrian-oriented corridor with a mix of land uses.

LUD 20.1: Increased redevelopment. Encourage private properties along El Camino Real to be redeveloped and enhanced.

The project would redevelop a private property that currently includes small commercial and retail uses that were originally developed in the 1950s. The project would provide both residential and commercial land uses in buildings that meet current design standards. The project would provide public enhancements in the form of an outdoor dining area at the corner of Castro and ECR. The proposed project would therefore be consistent with this General Plan policy.

LUD 20.2: Focused intensive development. Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, proximity to transit facilities and opportunities to improve a site.

The project site is designated *Mixed-Use Corridor* in the Mountain View General Plan, a designation which allows residential densities of 60-70 du/ac and building heights of four stories (or five stories in key development locations). The project would develop the site at 69 du/ac with four-story buildings. The project site is adjacent to regional-serving bus stops and within walking distance of Mountain View's downtown commercial district and Caltrain station. Therefore the proposed project would be consistent with this policy.

LUD 20.3: Building height variation. Support a variety of building heights along El Camino Real to create a varied and interesting streetscape.

As shown in Figures 2.0-6, 2.0-7, and 2.0-8, the proposed buildings would range in height from two to four stories. In addition, the project is designed to include varying rooflines and an open pedestrian-oriented outdoor dining area at the corner of Castro/ECR. The project includes new landscaping and sidewalks along ECR and Castro Street. The project's combination of varying building heights and rooflines, as well as the inclusion of pedestrian enchantments would be consistent with this policy.

LUD 20.4: Residential design transitions. Require sensitive design transitions between El Camino Real development and surrounding residential neighborhoods.

There are single- and two-story residences and multi-family apartments adjacent to the project site's western boundary. As shown in Figure 2.0-5, the proposed landscape plan includes trees, landscaping, and a walkway to serve as a buffer between the existing residential units and the proposed buildings. In addition, the building proposed closest to the residences would be stepped down from four to two stories at the project site's frontage with the residences on Park Drive. The

scale and density of the proposed project is consistent with the existing office building across ECR to the north and is consistent with the Mountain View General Plan land use designation for the site. Therefore the proposed project would be consistent with this policy.

LUD 20.5: Landscaped pedestrian amenities. Encourage development to provide landscaped pedestrian amenities and gathering places.

The project would construct a public plaza at the main pedestrian entryway at the intersection of ECR and Castro Street. The plaza would include tables and benches for public use along with landscape trees for shade. The project would provide a landscaped pedestrian amenity and open gathering space and would therefore be consistent with this policy.

LUD 20.6: Parcel assembly. Support the assembly of parcels that fosters new development projects.

The project site includes nine parcels of varying sizes for a combined project site size of 2.38 acres. The assembly of parcels allows for the development a larger comprehensive project, and is therefore consistent with this policy.

The General Plan envisions a citywide transportation system with an increasing focus on walking, bicycling, and public transit. The policies established in the Mobility chapter of the plan address these goals by promoting the connectivity of residential areas to public amenities and village centers, avoiding street widening, improving pedestrian and cyclist safety, and reducing greenhouse gas emissions via travel demand reduction. Specific policies within the Mobility chapter that apply to the proposed project are listed below:

MOB 4.4: Bicycle parking standards. Maintain bicycle parking standards and guidelines for bicycle parking and storage in convenient places in private development to enhance the bicycle network.

The project includes one bicycle parking locker space per residential unit for a total of 164 bicycle parking spaces. Bicycle lockers for the residents would be located in the below-grade parking garage. In addition to the 164 bicycle parking spaces, the project would also provide 15 ground-level public bicycle parking spaces for patrons of the proposed retail uses. The proposed project would therefore be consistent with this policy.

MOB 7.2: Off-street parking. Ensure new off-street parking is properly designed and efficiently used.

The project would include a total of 299 parking spaces, including 202 residential and 90 commercial spaces, as well as seven extra spaces. The surface parking lot would accommodate 34 retail parking spaces and would be accessed from the alleyway. The below-grade parking structures would accommodate 248 parking spaces, including 56 retail spaces. The below-grade parking for retail would be accessed via a ramp from the alleyway near the northwest corner of the project site. The residential below-grade parking would also be accessed via a separate ramp from the alleyway, which would be located adjacent to the west side of the proposed building along ECR. The proposed

project would therefore be consistent with this Mobility chapter policy.

MOB 9.2: Reduced vehicle miles traveled. Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.

The project would be located within walking distance of local and regional bus and rail transit and is in walking distance to downtown Mountain View (Castro Street between Central Expressway and ECR). By providing additional residential units within Mountain View, the project would help balance the ratio of jobs to housing, which could help reduce per capita vehicle miles traveled. The proposed project would therefore be consistent with this Mobility chapter policy.

MOB 10.2: Reduced travel demand. Promote effective TDM programs for existing and new development.

The project would include bicycle parking for residents and visitors and would be located within walking distance of local and regional bus and rail transit. The proposed project would therefore be consistent with this policy.

6.2.2 Mountain View Greenhouse Gas Reduction Program (GGRP)

The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012, along with the 2030 Mountain View General Plan. The GGRP is intended to meet the mandates outlined in the BAAQMD CEQA Guidelines and the recent standards for "qualified plans" as set forth by BAAQMD. The GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals.

The following mandatory GGRP Measures are applicable to the project. The project would be consistent with these GGRP measures as further described below. Refer also to ***Section 3.6, Greenhouse Gas Emissions*** for additional detail about the project's consistency with both mandatory and voluntary measures from the GGRP:

Mandatory Measure E-1.6: Exceed State Energy Standards in New Residential Development

Consistency: The residential portion of the proposed project would exceed Title 24 requirements for energy efficiency by 17 percent. The project, therefore, would be consistent with this measure.

Mandatory Measure E-1.7: Exceed State Energy Standards in New Non-Residential Development

Consistency: The retail portion of the proposed project would exceed Title 24 requirements for energy efficiency by 17 percent. This includes the installation of high efficiency lighting and the use of Energy Star-qualified appliances. The project, therefore, would be consistent with this measure.

SECTION 7.0 ALTERNATIVES TO THE PROPOSED PROJECT

7.1 INTRODUCTION

The CEQA Guidelines give direction on identifying and evaluating alternatives to a proposed project in an EIR (Section 15126.6). The purpose of analyzing alternatives in an EIR is to identify ways to substantially lessen or avoid the significant effects that a proposed project may have on the environment. The range of alternatives selected for analysis is governed by the "rule of reason," which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice. Although the alternatives do not have to meet every goal and objective set for the proposed project, they should "feasibly attain most of the basic objectives of the project."

The CEQA Guidelines (Section 15126.6) do not require that all possible alternatives be evaluated, only that a range of potentially feasible alternatives be discussed so as to encourage both meaningful public participation and informed decision making. Section 15126.6(f) states that the alternatives "shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." Therefore, since the proposed project would not result in any significant unavoidable environmental impacts, this analysis focuses on those impacts for which mitigation measures were adopted in order to reduce the impacts to less than significant levels. In addition, based on part II(E) of Appendix F of the CEQA Guidelines, the energy consumption of each Alternative is compared with the proposed project.

The three critical factors to consider in selecting and evaluating alternatives are, therefore: (1) the significant impacts from the proposed project which could be reduced or avoided by an alternative, (2) the project's objectives, and (3) the feasibility of the alternatives available. Each of these factors is described below.

7.1.1 Significant Impacts of the Project

As mentioned above, the CEQA Guidelines advise that the alternatives analysis in an EIR should be limited to potentially feasible alternatives that would avoid or substantially lessen any of the significant effects of the project, and would achieve most of the project objectives. The significant impacts identified in this EIR as resulting from the proposed project include, noise, hazardous materials, and utility impacts. All of these impacts would be reduced to a less than significant level through the incorporation of the mitigation and avoidance measures identified in this EIR. The EIR does not identify any significant and unavoidable impacts.

7.1.2 Objectives of the Project

The applicant's primary objective for this project is to develop an economically viable, high-quality residential and mixed-use infill development in the El Camino Real Change Area and the Grand Boulevard Initiative area of Mountain View. The stated primary objectives of the project proponent, Greystar, are to:

1. Construct new residential units to help the City of Mountain View better balance the jobs/housing ratio.
2. Retain important neighborhood-serving retail businesses within the development, and

revitalize the site with a mix of commercial and residential uses to create a vibrant community.

3. Develop an economically-viable mixed use infill project in the El Camino Real Change Area and Planning Area, as well as the Grand Boulevard Initiative area, particularly to achieve General Plan Goal LUD-20: *A vibrant transit-and pedestrian-oriented corridor with a mix of land uses.*
4. Develop residential units that are close to transit and services, and include transportation demand management amenities that reduce vehicle trips and promote increased walking, biking, carpooling, and transit use.
5. Provide residential units that are built substantially in compliance with the Mountain View green building ordinance and promote energy efficiency and resource conservation.

7.1.3 Feasibility of Alternatives

CEQA, the CEQA Guidelines, and the case law on the subject have found that feasibility can be based on a wide range of factors and influences. The CEQA Guidelines [Section 15364] define feasibility as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The Guidelines advise that the factors to be taken into account when addressing the feasibility of alternatives *can* include (but are not necessarily limited to) the suitability of an alternate site, economic viability, availability of infrastructure, consistency with a general plan or with other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent can "reasonably acquire, control or otherwise have access to the alternative site" [Section 15126.6(f)(1)].

Notably, the inclusion of an alternative in an EIR requires only that the alternative be "potentially feasible." The ultimate determination of "actual feasibility" can only be made by final agency decision-makers, who have the discretion under CEQA to reject as "infeasible" alternatives that embody what the decision-makers believe to be unacceptable policy tradeoffs. After weighing "economic, environmental, social, and technological factors," such decision-makers "may conclude that an alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground." Similarly, "an alternative 'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record.'" (*California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001.)

The feasibility of alternatives does not always need to be considered, however. Though an environmental impact report must identify both feasible mitigation measures and feasible project alternatives, (§§ 21002, 21002.1, subds. (a), (b).), "if the feasible mitigation measures substantially lessen or avoid generally the significant adverse environmental effects of a project, the project may be approved without resort to an evaluation of the feasibility of various project alternatives contained in the environmental impact report." (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515). The opinion goes on to state, "As we see it, the fundamental purpose of CEQA is to prevent avoidable damage to the environment from projects. (See § 21000, subd. (g).) If this end can be accomplished essentially by the imposition of feasible mitigation measures alone, there is no need to resort to a consideration of the feasibility of environmentally superior project alternatives identified in the environmental impact report." As detailed in ***Section 3, Environmental Setting, Impacts, and Mitigation*** of this EIR, the proposed project incorporates mitigation measures to reduce all potential environmental impacts to less than significant levels. Therefore, although the feasibility

of Alternatives is discussed, it is not imperative to determine whether the environmentally superior alternative is feasible.

7.1.4 Selection of Alternatives

In addition to the "No Project Alternative," the CEQA Guidelines advise that the range of alternatives discussed in the EIR should be limited to those that "would avoid or substantially lessen any of the significant impacts of the project" [§15126.6(f)]. The discussion below addresses several alternatives which could reduce project impacts.

The components of these alternatives are described below, followed by a discussion of their impacts and how they would differ from those of the proposed project.

7.2 PROJECT ALTERNATIVES

This section considers alternatives that would further reduce impacts that are less than significant because of required or proposed mitigation. The components of these alternatives are described below, followed by a discussion of their impacts, relationship to the project objectives, and how they would differ from those of the proposed project.

7.2.1 No Project Alternative

The CEQA Guidelines stipulate that an EIR specifically include a "No Project" Alternative, which should address both " the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services." When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the "No Project" alternative will be the continuation of the plan, policy, or operation into the future. Thus, the projected impacts of the proposed plan or alternative plans are compared to the impacts that would occur under the existing plan. [Section 15126.6(e)(3)(A)].

The 2.38-acre site is bounded by Castro Street to the east, ECR to the north, and residential uses to the south and west. The project site is relatively flat and is currently developed with five commercial buildings totaling approximately 22,380 square feet, 134 parking spaces, and landscaping. Three commercial buildings are located along ECR, and two buildings are located along Castro Street. There is a vacant lot at the east end of the project site, at the corner of Castro Street and ECR. The buildings along ECR are currently used as a rug retailer, car rental location, laptop repair and sign printing, a coffee shop, a hair studio, and an aroma therapy shop. The buildings along Castro Street currently contain a coffee shop, a restaurant, a tailor/alterations shop, a hair studio, and a food market/cafe.

Under the No Project Alterative, the site would continue to be designated *Mixed-Use Corridor*, which allows 60-70 dwelling units per acre. Therefore, in the near-term, the No Project Alternative would likely involve the site remaining as it is, developed with the existing commercial uses.

However, the project site is located within the El Camino Real Change Area of the Mountain View General Plan. The vision of the El Camino Real Change Area is that ECR will become a revitalized

grand boulevard with a diverse mix of commercial and residential uses and public improvements. The City is in the process of developing a Precise Plan for the El Camino Real Change Area, as defined in the 2030 General Plan. Design standards and zoning for the ECR corridor will be updated following the future adoption of the Precise Plan. As described in ***Section 3.1.1.1*** of this EIR, the main goals of the El Camino Real Change Area are to support future redevelopment and enhancement to create a transit and pedestrian-friendly corridor with a mix of commercial and residential land uses compatible with surrounding neighborhoods. Therefore, under the No Project Alternative, the site could be proposed for redevelopment in the future with a mix of residential and commercial uses under the parameters of the El Camino Real Precise Plan, should the Precise Plan be adopted by the City.

7.2.1.1 *Comparison of Environmental Impacts*

Noise

The No Project Alternative would not construct new development on the project site, therefore operational exposures of future sensitive receptors to traffic noise from ECR would not occur under this scenario. In addition, the land uses surrounding the project site would not be exposed to increased noise from the project site. Any future construction completed consistent with the ECR Precise Plan or other plans and policies would still be subject to environmental review, and mitigation would be incorporated to maintain adequate interior noise levels in the new building.

Hazards and Hazardous Materials

Since the No Project Alternative would not require any demolition, there would be no significant impacts resulting from exposure of construction workers and nearby sensitive receptors to potentially hazardous building materials (asbestos-containing materials and lead-based paint). Although this Alternative would avoid temporary construction-related health impacts, residual soil vapor contamination would remain on the site and would not be cleaned up as is currently proposed. The proposed project, then, could be considered beneficial compared to the No Project Alternative because the proposed project would need to address residual contamination on the site by completing a Voluntary Cleanup Program with DTSC prior to occupancy.

Utilities and Service Systems

The No Project Alternative would not increase wastewater or stormwater generation from the project site, nor would potable water demand increase. Therefore, the potentially significant impacts to the City's sanitary sewer system would be avoided. However the proposed project includes biotreatment measures to treat stormwater runoff and moderate flows prior to discharging to the City's storm drainage system. The No Project Alternative would not result in any improvement in stormwater runoff treatment.

Energy

Existing retail and restaurant uses on the site would continue to operate under the No Project Alternative. The existing businesses use electrical energy for lighting, cooling, and in some cases cooking, and natural gas for heating and cooking. Based on the analysis in ***Section 3.13, Energy***, the proposed project would increase annual electrical energy and natural gas consumption by

approximately 407,255 kWh and 2,596 MMBtu, respectively, over the existing condition. As described in ***Section 3.2, Transportation***, there are approximately 2,265 daily vehicle trips associated with the existing development on the project site. Since vehicle trips are expected to increase by 858 as part of the proposed project, the No Project Alternative would result in less gasoline use than the proposed project. However, the existing buildings are older and new buildings would be built to modern building code standards, which would improve the efficiency of the retail uses on the project site. All energy use associated with project construction would be avoided if the No Project Alternative were selected.

Other Environmental Issues

There would be no new environmental impacts associated with the No Project Alternative.

7.2.1.2 *Feasibility of the No Project Alternative*

The No Project Alternative would be feasible in that the existing uses on the project site could continue to operate into the foreseeable future.

7.2.1.3 *Relationship to Project Objectives*

While the No Project Alternative would avoid the identified environmental impacts of the proposed project, at least in the near-term, it would not meet any of the project objectives of providing an economically viable, high-quality residential and mixed-use infill development in the El Camino Real Change Area and the Grand Boulevard Initiative area of Mountain View.

7.2.2 Reduced Development Alternative

A Reduced Development Alternative to the proposed project would be a lower density development, representing a less intense use of the site. The Reduced Development Alternative assumes 127 units and assumes that parking would be provided in a below-grade garage.

The Reduced Development Alternative would provide housing on the site at a lower density and could be constructed in buildings with lower heights; however, this alternative would not maximize the use of the site. Development of fewer units at a lower density in this area may not meet the goals of the El Camino Real Change Area in the General Plan, and could increase pressure on surrounding areas to develop more residential units as the City promotes residential development consistent with the housing growth projections contained within the General Plan.

7.2.2.1 *Comparison of Environmental Impacts*

Noise

The Reduced Development Alternative would have no effect on the exposure of future residents of the project site to noise generated by traffic on ECR and Castro Street. Design-level acoustical studies and implementation of measures recommended in the studies for the units fronting the roadways would still be necessary under this Alternative. Though reduced building heights would reduce noise from mechanical equipment, a design-level study and noise controls would still be

required under this scenario, and both the Reduced Development Alternative and the proposed project would result in less than significant impacts from operational noise. This Alternative would provide incremental reductions in project-generated traffic and the associated noise, however the project-generated traffic noise was already found to be less than significant. The duration of construction would also be shorter compared to the proposed project, but standard construction noise reduction measures would still be implemented per City of Mountain View requirements.

Hazards and Hazardous Materials

Since it would still involve subsurface excavation and demolition of existing buildings, the Reduced Development Alternative would not provide substantial reductions in hazardous materials impacts compared to the proposed project. All of the mitigation measures included in the proposed project would likely be included in a Reduced Development project as well.

Utilities and Service Systems

The Reduced Development Alternative would generate less demand on the City's potable water supplies, wastewater treatment facilities, and sewer pipes. This Alternative would include on-site stormwater treatment features, thereby providing the same stormwater benefit as the proposed project. It is possible that the significant impact to the sanitary sewer system would be avoided by reducing the scale of the project.

Energy

The Reduced Development Alternative would use less energy in operation than the proposed project would because 37 fewer residential units would be constructed. Therefore, based on the energy use factors included in ***Section 3.13, Energy***, the energy use would decrease with the Reduced Development Alternative by approximately 143,634 kWh and 725,200 kBtu for electricity and natural gas, respectively. Gasoline use would also decrease as the number of vehicle trips associated with this alternative would be lower than the proposed project. Energy used during construction would be comparable to the proposed project because this alternative would still use underground parking, demolish existing buildings, and develop the whole site. The efficiency of this Alternative would be similar to the proposed project because all new buildings would be built to modern building codes.

Other Environmental Issues

Other impacts associated with the Reduced Development Alternative, such as biological resources, cultural resources, land use, visual and aesthetics resources, hydrology and water quality, geology and soils, public services, and air quality would be similar to the proposed project.

7.2.2.2 *Feasibility of the Reduced Development Alternative*

Overall, the Reduced Development Alternative would be environmentally superior to the proposed project because it would incrementally reduce the project's construction-related and operational impacts. If fewer units were built, the overall scale and impacts of construction would be reduced, though mitigation would still be necessary. Most impacts resulting from construction and

redevelopment of the site, including land use compatibility, water quality, noise, and hazardous materials impacts, would generally be comparable to the proposed project. The Reduced Development Alternative would not produce the same number of units on the site, but is feasible from a construction and development standpoint.

7.2.2.3 *Relationship to Project Objectives*

This Alternative would achieve the objectives of retaining the existing neighborhood-serving retail businesses, constructing residences close to transit, and providing residential units that are in compliance with the Mountain View Green Building code. However, development of fewer units at this site may not be compatible with the vision of the General Plan El Camino Real Change Area as a revitalized grand boulevard, and could increase pressure on surrounding areas to develop more residential units as the City promotes residential development consistent with the housing growth projections contained within the General Plan. In addition, this Alternative would not achieve the objective for the City to better balance the jobs/housing ratio as well as the proposed project.

7.2.3 Land Use Alternative

Another alternative to the proposed project would be development of the project site with a use other than the proposed mixed-uses of residential and retail.

The Land Use Alternative could include development of the project site with commercial uses, with retail on ground floor level and office uses above, similar to development on Castro Street between ECR and Central Expressway. This scenario assumes full build-out of the project site, which would include full demolition and removal of the existing commercial uses. Development of the project site with solely retail and office uses would generally be compatible with the existing uses in the site area.

7.2.3.1 *Comparison of Environmental Impacts*

Noise

Constructing office and retail uses on the project site would result in construction noise and vibration impacts to surrounding land uses similar to those that would result from the proposed project. Also comparable to the proposed project, office and retail uses do not generate excessive noise in operation. The primary operational noise generators from the Land Use Alternative would be vehicle traffic to and from the site and rooftop mechanical ventilation equipment, neither of which would be significant. In terms of noise impacts to future occupants of the site, the noise coming from ECR West and Castro Street exceed the normally acceptable 67.5 dBA L_{dn} standard for office uses, therefore noise analysis and building treatments would likely be required. For these reasons, the noise-related impacts of the Land Use Alternative would not substantially increase or decrease compared to the proposed project.

Hazards and Hazardous Materials

The Land Use Alternative would require subsurface excavation for parking and demolition of existing buildings, therefore the same mitigation measures would be needed for this Alternatives as

are needed for the proposed project. The Land Use Alternative would not avoid any potentially significant impacts that result in association with the proposed project.

Utilities and Service Systems

This Alternative would include on-site stormwater treatment features, thereby providing the same stormwater benefit as the proposed project. Like the proposed project, office and retail development on the project site would increase the demand on City-owned water and wastewater facilities. Potable water demand from an office building would likely be less than water demand from the proposed project because although an office may have a few showers for employee use, it would not have the quantity of showers and bathing facilities necessitated by a residential development. Since wastewater generation is very closely correlated with potable water demand, in that used potable water is frequently discharged to the sanitary sewer system, the volume of wastewater generated by the office development would be less than the proposed project. However as described in ***Section 3.12, Utilities and Service Systems***, some of the wastewater pipes serving the project site were recommended for capacity upgrades in the Mountain View General Plan Update Utility Impact Study. Like the proposed project, the Land Use Alternative would likely require improvements to wastewater infrastructure and would contribute a fair share payment to the City's Capital Improvement Program as mitigation. Therefore, the utility impacts of this Alternative are comparable to the proposed project.

Energy

Energy is used in offices as electricity for lighting, electronic devices, and ventilation, and as natural gas for heating and cooling. Any restaurants included in the retail spaces provided by the Land Use Alternative would use natural gas and/or electricity for cooking as well. Due to the fact that: 1) office and retail energy use is estimated based on the square footage of the uses, 2) residential energy use is estimated based on the number of units, and 3) the Land Use Alternative could result in a wide range of office square footage and types of tenants depending on a specific development proposal, it is difficult to ascertain whether a Land Use Alternative would use more or less energy than the proposed project. An office use would demand less natural gas because there is less demand for water heating in an office building, but electricity demand could increase because offices generally have more devices (e.g. computers, network servers, copiers, etc.). The number of vehicle trips to and from the site, and the associated gasoline demand, would also vary. However based on the jobs-housing imbalance in the City of Mountain View, it is likely that employees of an office use would commute from outside Mountain View, which could increase distances between jobs and housing and result in increased transportation energy demand. Energy required for construction of this Alternative would be comparable to the energy required for construction of the proposed project.

Other Environmental Issues

As described in ***Section 3.2, Transportation,*** the proposed project would not result in any significant traffic or transportation impacts. Though the traffic impacts of an office development would ultimately depend on the size of that development, based on the trip generation rates for office uses, peak-hour traffic generated by offices is higher in the AM than it is in the PM.[103] On the other hand,

[103] Institute for Transportation Engineers. *Trip Generation, 9th Edition.* 2012. Pages 1250-1265.

residential developments have higher PM peak-hour traffic volumes than they do AM traffic.[104] The most congested intersection that would be affected by development on this site is the intersection of ECR West and Grant Road/State Route 237. As shown in the project TIA (Appendix B of this EIR), the average vehicle delay at this intersection is greater in the AM than it is in the PM. It is important to note that due to the different travel demand characteristics of office development versus residential development, along with the fact that office uses would result in different directionality of trips (more trips arriving at the site in the AM and leaving the site in the PM) as compared to residential uses, the Land Use Alternative could introduce traffic impacts that would not result from the proposed project.

All other impacts associated with the Land Use Alternative, such as biological resources, cultural resources, land use, visual and aesthetics resources, hydrology and water quality, geology and soils, public services, and air quality would be similar to the proposed project.

7.2.3.2 *Feasibility of the Land Use Alternative*

Development of the site with retail or office uses would result in the same construction-related impacts as the proposed project, and would require mitigation measures for noise and utility impacts similar to those required of the proposed project. However the noise standards for office buildings are not as stringent as for residences, and offices would not increase demand on City utilities as much as the proposed project would. The Land Use Alternative would be consistent with the General Plan and is feasible on the project site.

7.2.3.3 *Relationship to Project Objectives*

The Land Use Alternative would not meet the project's objective of providing an economically-viable, high-quality housing community within the General Plan El Camino Real Change Area of Mountain View and would not meet the City's goal of providing a mix of residential and retail uses on the site.

7.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the above discussion, the environmentally superior alternative is the No Project Alternative; because all of the project's environmental impacts would be avoided. However, CEQA Guidelines Section 15126.6(e)(2) states, "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Therefore, based on previous discussion, the Reduced Development Alternative would be the environmentally superior alternative, because some of the environmental impacts would be less than the proposed project, and the other alternative options. This alternative, however, would not meet the project objectives, may not be economically feasible, and would not be consistent with the City's goals for the El Camino Real Change Area.

[104] Ibid. Pages 332-359.

SECTION 8.0 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would not result in any significant unavoidable impacts. All impacts of the proposed project would be mitigated to a less than significant level with incorporation of applicable project-level mitigation measures identified in this EIR.

SECTION 9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

This section was prepared pursuant to CEQA Guidelines Section 15126.2(c), which requires a discussion of the significant irreversible changes that would result from the implementation of a proposed project. Significant irreversible changes include the use of nonrenewable resources, the commitment of future generations to similar use, irreversible damage resulting from environmental accidents associated with the project, and irretrievable commitments of resources.

The demolition of the existing buildings on the project site and construction of new buildings supporting mixed uses would require the use and consumption of nonrenewable resources. Nonrenewable resources include fossil fuels and metals, and cannot be regenerated over time.

As discussed in ***Section 3.13, Energy***, energy will be consumed during both the construction and operational phases of the mixed use project. The demolition and construction phase will require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition of the existing buildings and grading), and the actual construction of the buildings. The operation of the proposed uses would consume energy (in the form of electricity and natural gas) for building heating and cooling, lighting, water heating, and the operation of appliances, electronic equipment, and commercial machinery. Operational energy will also be consumed during each vehicle trip associated with these proposed uses.

SECTION 10.0 NOP COMMENTS AND RESPONSES

The City of Mountain View received a total of 31 comment letters in response to the NOP circulated for the project. Comments that raised environmental issues are included below along with responses directing readers where or how particular environmental-related issues are addressed in this Draft EIR. This section does not contain comment letters in their entirety and focuses mainly on CEQA-related issues raised in the letters. Complete copies of the letters are provided in Appendix A of this EIR.

10.1 California Department of Transportation, December 23, 2013

Comment 1: ***Traffic Impact Study***

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. We recommend using the Caltrans *Guide for Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address: http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics (i.e., lane configurations) for the scenarios described above.

5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.

6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Response 1: A Transportation Impact Analysis (TIA) was prepared for this project in accordance with applicable requirements and guidelines, and can be found in Appendix B of this EIR. A discussion of the project's traffic impacts and proposed mitigation measures, which are based on the TIA, is provided in ***Section 3.2, Transportation and Traffic*** of this EIR. All identified mitigation measures will be included in the Mitigation, Monitoring or Reporting Plan as required by CEQA.

Comment 2: ***Lead Agency***

As the lead agency, the City of Mountain View (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Response 2: All identified mitigation measures will be included in the Mitigation, Monitoring or Reporting Plan as required by CEQA. If an encroachment permit is required for this project, the City and applicant will coordinate with Caltrans and adhere to the applicable requirements.

Comment 3: ***Transportation Management Plan (TMP)***

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction TIS may be required of the developer for approval by Caltrans prior to construction. Traffic Management Plans must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices.* Further information is available for download at the following web address: http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office of Traffic Management Plans at (510) 286-4647.

> ***Response 3:*** If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP will be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*. See ***Section 3.2, Traffic and Transportation*** of this EIR for additional information regarding the traffic effects during project construction.

Comment 4: ***Vehicle Trip Reduction***

Caltrans encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

We also encourage you to develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

> ***Response 4:*** As described in ***Section 3.2, Transportation and Traffic***, the project site is located next to stops for VTA Local bus lines 22, 51 and Rapid 522 service. Please see ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR for a discussion of the project's relationship and effects to pedestrian/bicycle safety and accessibility.

Comment 5: ***Cultural Resources***

Caltrans requires that a project's environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. Caltrans requires the record search, and if warranted, a cultural resource study by a qualified, professional archaeologist; and evidence of Native American consultation to ensure compliance with California Environmental Quality Act (CEQA), Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (http://www.dot.ca.gov/ser/vol2/vol2.htm).

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

> ***Response 5:*** As described in ***Section 3.11, Cultural Resources,*** an archaeological records search was completed for the project in April 2014.

Comment 6: ***Traffic Impact Fees***

Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research's (OPR) 2003 General Plan Guidelines, page 163, which can be accessed online at the following website: http://www.opr.ca.gov/index.php?a=planning/gpg.html. Scheduling and costs associated with planned improvements on State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

> ***Response 6:*** Please refer to ***Section 3.2, Transportation and Traffic*** for a discussion of the project's potential traffic impacts and proposed mitigation measures. The proposed project would not have any significant congestion impacts on local, regional, or State transportation facilities.

Comment 7: ***Regional Impact Fees***

State Route 82 (El Camino Real) and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic and are among the most congested regional freeway facilities. Given the scale of the proposed project, the traffic generated will have significant regional impact to the already congested state highway system. Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary regional transportation fee program to mitigate and plan for the impact of future growth on the regional transportation system. The fees would be used to help fund regional transportation programs that improve the add capacity increasing improvements to the transportation system to lessen future traffic congestion.

Reducing delays on State facilities will not only benefit the region, but also reduce any queuing on local roadways caused by highway congestion. The purpose of regional impact fee program would improve mobility by reducing time delays and maintaining reliability on major roadways throughout the San Francisco Bay Area.

> ***Response 7:*** Please refer to ***Section 3.2, Transportation and Traffic*** for a discussion of the project's potential traffic impacts and proposed mitigation measures. The proposed project would not have any significant congestion impacts on local, regional, or State transportation facilities.

Comment 8: ***Encroachment Permit***

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District-Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. Sec this website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits

> ***Response 8:*** If an encroachment permit is required for this project, the City and applicant will coordinate with Caltrans and adhere to the applicable requirements.

10.2 Santa Clara Valley Transportation Authority, December 23, 2013

***Comment 1*:** Land Use

VTA supports the proposed land use intensification on El Camino Real, identified as a Corridor in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county. The project site is located adjacent to stop for VTA Local lines 22, 51 and Rapid 522 service, and across the street for Bus Rapid Transit (BRT) service along El Camino Real which would enhance the Rapid 522 line.

> ***Response 1:*** Transit options for future residents are discussed in ***Section 3.2, Transportation and Traffic***, as well as in the project-specific Transportation Impact Analysis (TIA) found in Appendix B of this EIR.

***Comment 2*:** Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated March 2009 version of the VTA CMP TIA Guidelines should be used when preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from http://www.vta.org/cmp/technical-guidelines. For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at 408-952-4224.

> ***Response 2:*** A TIA was prepared for this project in accordance with applicable requirements and guidelines, and can be found in Appendix B of this EIR. A discussion of the project's traffic impacts and proposed mitigation measures is provided in ***Section 3.2, Transportation and Traffic*** of this EIR.

Comment 3: Trip Generation Assumptions

The assumptions about the project's trip generation and any trip reductions for the existing use should be clearly documented. The NOP notes that the proposed project site is currently developed with commercial buildings totaling 22,380 square feet, to be replaced by 164 apartments and 10,800 square feet of commercial. The *TIA Guidelines* provide guidance on trip generation assumptions for vacant and underutilized development in Section 6.3 – Methodology for Future Scenarios (page 23).

> ***Response 3:*** Trip generation and the methodology used for the traffic analysis are discussed in the TIA found in Appendix B and summarized in ***Section 3.2, Transportation and Traffic*** of this EIR.

***Comment 4*:** Transportation Demand Management – Transit Incentives

VTA encourages the City to work with the applicant to identify Transportation Demand Management (TDM) measures that can help reduce the transportation impacts of the proposed project that may be identified in the DEIR and TIA. One such measure could be the provision of VTA Eco Passes or similar discounted bulk transit passes, on an ongoing basis, to residents and employees of the project. The VTA Eco Pass provides unlimited rides on VTA Bus and Light Rail seven days a week. VTA sells Eco Passes at a discount to employers and housing developments such as condominiums, apartments, townhouses, and neighborhood and community associations, as well as employers and educational institutions. For more information about VT A's Eco Pass program, please contact Angela Sipp of VTA at 408-321-7519.

> ***Response 4:*** A discussion of project-related traffic can be found in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

***Comment 5*:** Pedestrian and Bicycle Accommodations

VTA requests that the DEIR and TIA address Pedestrian and Bicycle Accommodations in its analysis of Transportation/ Circulation impacts of the project. We encourage the City to work with the applicant to improve pedestrian conditions along the project frontage where feasible, such as widening the sidewalk and/or providing a buffer strip between pedestrians and automobiles with landscaping elements such as closely planted trees, shrubs, or light posts. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations (which are sometimes called a 'continuous barrier') improve pedestrian perceptions of comfort and safety on a roadway. Another potential improvement to pedestrian accommodations in the site plan would be to tighten the curb radius to improve pedestrian safety at the southwest comer of El Camino Real and Castro Street.

VIA also recommends inclusion of conveniently located bicycle parking for the project, both in the residential and retail components. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from http://www.vta.org/bike information/bicycle technical guidelines.html.

Response 5: The project includes 164 underground bicycle storage spaces for residents as well as 15 ground-level bicycle spaces for guests and patrons of the retail businesses. Bicycle and pedestrian accommodations are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

Comment 6**:** Bus Service

There is a VTA Line 51 bus stop on Castro Street, south of El Camino, adjacent to the project site. The bus stop has good passenger activity and it is a transfer location for bus service on El Camino. VTA recommends inclusion of the following improvements for the existing bus stop:

- Minimum 22' wide curb lane or bus duckout
- Minimum 10' X 55' PCC concrete bus pad constructed to VTA standards
- 8' X 40' sidewalk adjacent to the bus stop
- 7' X 25' bus shelter pad, or minimum 12' X 25' sidewalk area to accommodate the shelter
- Trees and landscaping placed outside of the bus stop area

Response 6: Please see ***Section 3.2, Transportation and Traffic*** for a discussion of the disposition of the VTA Line 51 bus stop.

10.3 County of Santa Clara, Roads and Airports Department, December 6, 2013

Comment 1**:**

A Transportation Impact Analysis (TIA) should be prepared for the proposed project following the latest adopted Congestion Management Program (CMP) TIA Guidelines to identify significant impacts for the DEIR. The TIA should include, but not be limited to, all signalized, unsignalized, CMP and non CMP intersections on Central Expressway between San Antonio Road to Corvin Drive/Oakmead Parkway. The analysis should be conducted using County signal timing for County study intersections and the most recent CMP count and LOS data for CMP intersections. The County will provide the correct signal timing settings for the TIA upon request.

Response 1: A TIA was prepared for this project in accordance with applicable requirements and guidelines, and can be found in Appendix B of this EIR. A discussion of the project's traffic impacts and proposed mitigation measures is provided in ***Section 3.2, Transportation and Traffic*** of this EIR. The trip generation and applicable TIA methodologies included two CMP intersections and seven non-CMP intersections.

Comment 2**:**

The *Comprehensive County Expressway Planning Study - 2008 Update* adopted by the Board of Supervisors in March 2009 should be consulted for a list of mitigation measures for significant impacts to the expressways. Should the *Expressway Study* not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document.

Response 2: As detailed in ***Section 3.2, Transportation and Traffic*** and Appendix B of this EIR, the proposed project would not impact any Expressways.

10.4 Sula Bloore, December 12, 2013

Comment 1:

Sorry to see the "wings" lost on the fourth floor. Design is now more pedestrian. I enjoyed the more modern approaches to the architecture previously submitted.

Response 1: Project architectural and aesthetic features are discussed in ***Section 3.5, Visual and Aesthetic Resources*** of this EIR.

Comment 2:

I live next door to the project. I appreciate the new set backs of the higher stories but would have accepted earlier less aggressive transition. I look forward to the reduced number of vehicle entrances to Castro. Also the visibility of those entrances will be improved. Aligning housing parking entrance with Victor Way should work well.

Response 2: Project features are discussed in ***Section 2.2, Project Description*** and ***Section 3.5, Visual and Aesthetic Resources*** of this EIR.

Comment 3:

Underground electric lines would be nice.

Response 3: The electrical lines on the project site are discussed in ***Section 3.12, Utilities and Service Systems***.

10.5 Linda Curtis, December 12, 2013

***Comment 1*:**

No construction on weekends (ever) or before 8am or later ever!

Response 1: As described in ***Section 3.3, Noise and Vibration***, the project would comply with Section 8.70.1 of the City's Municipal Code, which includes restrictions on the hours of construction. This section also describes measures to reduce construction-related noise impacts to nearby residents.

Comment 2:

How will dust be controlled?

Response 2: Best Management Practices for dust control will be implemented as part of the project. Please see ***Section 3.4, Air Quality*** for a list of dust control measures to be

implemented during construction.

Comment 3:

Can power lines be underground? Now would be a good time to do it!

> ***Response 3:*** The electrical lines on the project site are discussed in ***Section 3.12, Utilities and Service Systems***.

Comment 4:

More parking is needed.

> ***Response 4:*** Parking accommodations proposed as part of the project are evaluated in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

Comment 5:

Redwood trees need to be planted all along the back fence of the complex to shield us in the neighborhood from noise and eyes of our hundreds of new neighbors. Planted closely together, please!

> ***Response 5:*** Please see Figure 2.0-5 for the project's Conceptual Landscape Plan. Tree removal, planting, and species are also discussed in ***Section 3.9, Biological Resources*** as well as Appendix F of this EIR.

Comment 6:

Traffic should go "in" only from Castro (to underground parking and to the Alley). Otherwise the alley will congest and back up out onto Castro, plus any exiting traffic on Castro would endanger students going to schools down Castro and will further endanger them on Sonia Park, Harpster, Victor, etc. as traffic will cut through these streets and will park on them to save time exiting their own parking garage, due to the extreme congestion on the alley, especially with retail deliveries, garbage and recycling pick-up, retail customers, etc. It is dangerous for all pedestrians along Castro for cars to pop up from underground. Let all underground traffic exit onto the 2 lane, one way alley that exits to ECR and Miramonte as it presently does, but improved.

> ***Response 6:*** Site access, circulation, and pedestrian safety are described in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

Comment 7:

The end of the middle building that sit atop what is now a public lot should be reduced by one floor to improve the transition into the neighborhood. There are one story residences immediately along the fences on two sides of what is now a public parking lot. The 100 Moffett project removed one whole floor from one of their 3 buildings to make a better transition to the neighborhood immediately beside especially this one building. This Greystar project should follow suit. This is important for

privacy issues in the homes and yards of those many residences adjacent. We don't need windows and balconies that can look right down on us in what were private yards (completely) plus into our windows that never had other windows lining up with them.

Response 7: Land use, building height restrictions, neighborhood compatibility and transitions are discussed in ***Section 3.1, Land Use.***

10.6 JoAnne Hammer, December 12, 2013

***Comment 1*:**

I am still concerned about the high volume of traffic this project will create and the impact it will have on the surrounding neighborhood. Since there is presently no entrance/exit in the proposed plans to El Camino Real directly, it will create a traffic problem down the narrow alleyway. In addition, the proposed plans of having the enclosed loading decks and garbage areas in the interior of the site with access only through the alley way will add to the congestion. Poorly designed parking lots are already in existence in Mountain View.

Response 1: Parking, traffic, and circulation are discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

10.7 Richard Woolley, December 12, 2013

***Comment 1*:**

I'd like to see the EIR come back with "too high density for this neighborhood" because that's what it looks like to me.

Response 1: Density and land use are discussed in ***Section 3.1, Land Use*** of this EIR.

Comment 2:

Especially with Graham Middle School nearby, the development's increased traffic load will likely increase the congestion on Castro going past the school. This also poses a safety risk for children (and adults) walking to school or along that stretch of Castro. Same comment for bicyclists.

Response 2: Traffic and pedestrian safety are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

10.8 John V. D'Ambrosio, property owner of 1015-1023 W. El Camino Real, dba: E-Z Cabinets and 939 W. El Camino Real dba: Frankie, Johnnie & Luigi, Too!, December 23, 2013

***Comment 1*: Traffic, Circulation and Access**

Delivery and Large Trucks - The large delivery trucks, garbage trucks and traffic in general will be using our private property as public access and exiting; for there is no other functioning lateral drive thru to the El Camino Real. The lateral ingress and egress by the car wash is not adequate enough for large trucks and any traffic in general will likely not find it or even know it is there.

Response 1: Traffic, access, and circulation are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

***Comment 2*: Traffic, Circulation and Access (cont.)**

Traffic Circulation and Access - Now, being informed of the "car wash" site project, which will add more high density, all the more, the alley way which connects Castro St. and Miramonte, must be a major artery. In your future plans you may wish to consider trading that lateral to the El Camino which adjoins the car wash for a little more property to widen that portion of drove thru from the end of the alley to Miramonte. This will create a major functioning two-way traffic for car's and especially trucks. Also consider strategically placed signs with dual arrows pointing the way to Castro St. and Miramonte.

Response 2: Traffic, access, and circulation are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

***Comment 3*: Traffic, Circulation and Access (cont.)**

Garbage Pick-Up - The "proposed garbage vault" is not user friendly for refuse pick up and I have several concerns related to how this will function and that it also be studied from a circulation perspective:

There is no way for the garbage trucks to turn around. To enter and exit it will be one direction only, which will force them to enter either thru Castro St entrance and then continue driving north or exiting through my lot or entering thru my lot and exiting south to Castro St.

I was told by Grey Star, that they will in advance of pick up; roll all the cans out for the garbage man.

A) Is Grey Star going to have an on-site two full time 7 days a week maintenance men on duty? – I never heard of this!

B) Where are they going to put them for the truck to pick up?? In the alley way?? For how long??

C) Does the garbage man unload the bins one at a time for the garbage truck and then roll them back in the vault? The garbage company does not do that, they just drop the cans and the cans stay there until someone (or maintenance) moves them back in. This

will block traffic for who knows who long!

Response 3: The proposed project would comply with Mountain View design requirements to allow adequate access for solid waste services. Circulation and access are discussed in ***Section 3.2, Transportation and Traffic***.

***Comment 4*: Traffic, Circulation and Access (cont.)**

Loading/unloading zone which will service the commercial tenants is unclear and may block the drive thru for long periods of time while loading or unloading.

Response 4: Circulation and access are discussed in ***Section 3.2, Transportation and Traffic*** and in Appendix B of this EIR.

***Comment 5*: Parking**

Is there adequate Parking for both the proposed apartment and commercial development and the existing businesses on El Camino Real including outdoor café space?

[*Refer to Appendix A for full contents of this comment*]

At 3:50pm (considered down time) on the 9/24 meeting day of the 138 Parking Stalls available from the combined lots of the Market, Peet's Coffee and City Lot, 86 stalls were taken. At 8:10pm that evening there were over 100 stalls taken.

Response 5: A discussion regarding the project's parking can be found in ***Section 3.2, Transportation and Traffic*** and in Appendix B of this EIR. Parking counts were taken on multiple occasions at the project site for the project parking analysis.

***Comment 6*: Parking (cont.)**

Outdoor Cafes Parking

Please note, they are not only proposing outdoor patio seating of approximately 36 seats, (which is not in any of the above equations) they are considering a small restaurant. I have been clocking the parking at Peet's Coffee and Rose's Market only 3 times a week for the last 2 weeks and has found never less than 80 cars and well over 100 at busier times. The required commercial parking will definitely increase from this number will all this additional retail and services. To summarize they are proposing 59 stalls for 10,400 sqft of retail, while today there is the same amount of retail space and there are over 100 cars on the lot at any given time.

Response 6: A discussion regarding the project's parking can be found in ***Section 3.2, Transportation and Traffic*** and in Appendix B of this EIR. Parking counts were taken on multiple occasions at the project site for the project parking analysis.

10.9 Sakae Motouji, owner of Gochi, January 3, 2014

Comment 1:

No environmental issues were raised in this comment letter, refer to Appendix A for the contents of this letter.

> ***Response 1:*** No environmental issues were raised in this comment letter; therefore no response is required. Please refer to Appendix A for a copy of this letter.

10.10 Konrad Sosnow, January 3, 2014

***Comment 1*:**

The 170 one, two, and three bedroom apartment units will have only 176 underground parking spaces for residents only. In addition, the current 162 parking spaces for existing retail would be reduced by 59 spaces, about 1/3 less, and shared by retail customers and employees, apartment employees, and residents of the 170 units and their guests. Also, there is no designated guest parking for the development.

The result will be tenants of 801 Camino Real, and their guests will be forced to park in the streets of the Cuesta Park Neighborhood, destroying the quality of life for the residents of Cuesta Park.

> ***Response 1:*** A discussion regarding the project's parking can be found in ***Section 3.2, Transportation and Traffic*** and in Appendix B of this EIR.

Comment 2:

The proposed development is 4 stories next to single story residences. How would you like this mammoth project next to your home? How would you like your neighbors to be able to look into your backyard?

> ***Response 2:*** Visual and aesthetic features associated with the proposed project, including a discussion of setbacks and landscape buffers, are discussed in ***Section 3.5, Visual and Aesthetic Resources*** of this EIR.

Comment 3:

The development at 801 El Camino Real will add 176 cars to the already congested El Camino Real, thus increasing congestion along this important route. All retail traffic in and out of the development will be forced into the existing alley, which will be shared by delivery truck traffic and garbage pickup for the businesses and residents. Increased traffic in the area will pose safety issues for pedestrians, school children, bicyclists, and even drivers.

> ***Response 3:*** Traffic, access, and circulation are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

Comment 4:

Gochi's Japanese Fusion Restaurant will be excluded from the development and forced to close or relocate. Rose Market will not be accommodated during the 2 year construction phase so they can actually remain in business. There is no guarantee that they will not permanently relocate or even close.

> ***Response 4:*** This comment does not raise any potential environmental issues associated with the project that will be discussed in the EIR. Therefore, no response is required.

Comment 5:

The 2030 General Plan, in the Quality of Life section, states that "The General Plan seeks to maintain this high-quality environment by preserving the land uses within most neighborhoods and establishing policies to help enhance and support their distinct characters. Most of the General Plan change in the city is focused in the North Bayshore area and along transit corridors in the East Whisman, El Camino Real and San Antonio areas"

801 El Camino Real is actually a project that is primarily along Castro Street and not El Camino Real. Thus, it should not be zoned as along a transit corridor per the 2030 General Plan, el camino real change area, LUD 20.2: Focused intensive development. Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, distance to transit facilities and opportunities to improve a site.

> ***Response 5:*** A discussion of the project's consistency with the Mountain View General Plan and zoning designation can be found in ***Section 3.1, Land Use*** of this EIR.

Comment 6:

Rather, it should be zoned as part of the Cuesta Park neighborhood and this high-quality environment should be maintained by preserving the land uses within the neighborhood.

> ***Response 6:*** The current and proposed zoning designations for the project site are discussed in ***Section 3.1, Land Use.***

10.11 Asami Kasuya, January 4, 2014

***Comment 1*:**

I'm friend of Junko/Gen at Gochi2 restaurant next to Peets. I hate to see their life go astray because of this Apartment development plan at El Camino/Castro. Please have some kind of assisting plan for those businesses that currently reside in this apartment development plan area if this plan cannot be avoided.

> ***Response 1:*** This comment does not raise any potential environmental issues associated with the project that will be discussed in the EIR. Therefore, no response is required.

10.12 Sanae Nakahara, January 4, 2014

Comment 1:

No environmental issues were raised in this comment letter, refer to Appendix A for the contents of this letter.

> ***Response 1:*** No environmental issues were raised in this comment letter; therefore no response is required. Please refer to Appendix A for a copy of this letter

10.13 Rita Nutile, January 4, 2014

Comment 1:

I live in the Varsity Park area. There is already an increase in traffic on Miramonte extending into the Y at Castro.

> ***Response 1:*** Existing and projected future traffic conditions associated with the proposed project are discussed in ***Section 3.2, Transportation and Traffic***, as well as Appendix B of this EIR.

10.14 Yoshi Takebuchi, January 5, 2014

***Comment 1*:**

I have a few friends running a business at the current location, and for them to lose the business will be catastrophic. Is it possible for the complex to at least have the ground floor be the business floor?

> ***Response 1:*** The project features are described in ***Section 2.2, Project Description*** and would include approximately 10,800 sf of retail/commercial space on the ground floor (see Figure 2.0-4 for the proposed Site Plan). This comment does not raise any potential environmental issues associated with the project that will be discussed in the EIR. Therefore, no response is required.

10.15 Larry Voytilla, January 5, 2014

Comment 1:

This monstrosity will be as a wall blocking our views, and our early morning sunlight. With certain nearby apartments and homes their views will be totally blocked.

> ***Response 1:*** A shade and shadow analysis was completed for the proposed project and is discussed in ***Section 3.5, Visual and Aesthetic Resources***.

Comment 2:

Daily noise from all the vehicles of its residents and service trucks will be much louder than we

should accept. And with more than 160 apartments of, most likely, youthful people, there will be numerous parties. Vehicle noise and exhaust fumes will detrimentally affect the nearby apartments and houses, that presently do not need to rely on HVAC systems, but natural cooling instead, as we all mostly keep our windows open for air flow. The ramp to below parking right against the fence is especially offensive with the obvious car noise and exhaust fumes emanating from it at all hours. This is completely unacceptable.

> ***Response 2:*** Noise impacts resulting from the project are discussed in ***Section 3.3, Noise and Vibration,*** as well as Appendix C of this EIR. Air quality impacts are discussed in ***Section 3.4, Air Quality,*** as well as Appendix D of this EIR.

Comment 3:

Traffic will be worsen by the added vehicles from its residents. Especially when new residents learn the ropes of how to get around. Overall safety in this neighborhood will decline. This is a price to be paid mostly by our youth and elderly.

> ***Response 3:*** Traffic, safety, and circulation are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

Comment 4:

It is a proven fact that neighborhood crime will increase exponentially as populations rise. And with many of the residents being temporary, background checks of them and whomever they bring in to help pay the rent is unlikely to be sufficient.

> ***Response 4:*** This comment does not raise any potential environmental issues associated with the project that will be discussed in the EIR. Therefore, no response is required.

Comment 5:

There are rodents and pests in the area which would enjoy the garbage a building as large as this will generate. Their populations will rise with the feast and move on to other areas.

> ***Response 5:*** Solid waste is discussed in ***Section 3.12, Utilities and Service Systems.***

Comment 6:

Sure, he [*project applicant*] has decreased the number of apartments, but they are in the same space which makes them larger and can charge more money for each. Limit the structure to 2 stories, or do not allow it in our neighborhood.

> ***Response 1:*** The proposed project features are described in ***Section 2.2, Project Description.*** Figures 2.0-6 through 2.0-8 show the anticipated scale of the proposed project.

10.16 Kavita Aiyar, January 6, 2014

***Comment 1*:**

I understand that only one parking space is being allocated for each apartment unit (although the apartments might be shared by 3+ people), that the parking spaces for existing retail are being reduced by one-third, and that there is no guest parking for the development.
…
However, the rental price point of 801 El Camino will be such that the residents can and will own cars – the fundamental desire for vehicle ownership has not decreased with this generation, just the means to do so. Please don't get swayed by this misguided line of reasoning - rather demand that there are at least 2 parking spaces per unit.
…
I am also honestly confused why would the city approve a plan where retail parking and guest parking are not accounted for.
…
It is my belief that with the current plans for development, our streets will become an urban nightmare of congested parking and traffic, and will not be a pleasant place for my young child and his neighborhood pals to be out and about.

> ***Response 1:*** Parking and traffic are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

10.17 Jean Myer, January 5, 2014

Comment 1:

Traffic on 6-lane-wide El Camino Real already backs up at stoplights. You propose to narrow this from 6 lanes to 4. You propose to allow 3, 4, 5 story buildings along its entire length to a depth of a half mile on both sides of this street. You expect these new buildings to house more businesses and countless many more residents in the upstairs apartments.

Does this sound like a hare-brained scheme to you? It does to me.

> ***Response 1:*** Traffic is discussed in ***Section 3.2, Transportation and Traffic,*** as well as Appendix B of this EIR.

10.18 Elizabeth Reily, January 5, 2014

***Comment 1*:**

I do have one big concern about the new development which is planned for construction on the corner of Castro and El Camino. My concern is air pollution.

I know that presently there is a little shop which cooks their meat, and I see all of the tremendous plumes of smoke coming out of the Rose Market, into the neighborhood behind them. I feel very sorry for the people who live there, who are subjected to this smoke on a weekly basis. In this day

and age of trying to avoid every cancer that we can think of, having smoke blowing into our homes is not the best way to avoid lung cancer. We already live in an area surrounded by freeways and high tech businesses. So, I hope that when the new construction occurs, there is ample planning for trees, and also trees which can reach maturity and not be cut down the second some sidewalk or cement path gets a little crack. Many people freak out and want trees removed at the drop of a hat, but trees are our first defense against the air pollution from our environment.

> ***Response 1:*** Please refer to the Conceptual Landscape Plan (Figure 2.0-5) for the proposed tree planting plan. Trees are also discussed in ***Section 3.9, Biological Resources***.

***Comment 2*:**

Two, I hope that there is no business that is allowed to pollute the air any more than it already is. We have Clark's burgers on El Camino, which I know is very popular, and I have heard that they make great burgers. However, they do also put smoke into the air on a daily, year round basis. With Rose Market and Clark's, we have more than our fair share of air pollution in the neighborhood. Please do what you can to see that the new development doesn't allow more air polluters, and that a very good amount of trees and greenery, which will be allowed to live and mature is planned for.

> ***Response 2:*** Odor and air quality are discussed in ***Section 3.4, Air Quality,*** as well as in Appendix D of this EIR

10.19 Kristi Allen, January 6, 2014

***Comment 1*:**

I am concerned by the fact that as I reviewed the map which defines the El Camino Real "change area" the up-zoning of Castro Street (at the Corner of El Camino Real) is the ONLY place on the west side of ECR where this up-zoning extends over 1,000 feet up Castro Street butting up to and across from R-1 (single family residences) zoning.

I am very concerned by the fact that the city has up-zoned the area and is evidently poised to approved up to 175 residential units literally ON TOP of single family and mostly single story homes. At the VERY LEAST this development should NOT extend so deeply down Castro Street -- literally up to the lot lines of single family residences.

> ***Response 1:*** Zoning consistency and land use compatibility with the surrounding neighborhood are discussed in ***Section 3.1, Land Use.*** Proposed setbacks and landscape buffers are also discussed in ***Section 3.5, Visual and Aesthetic Resources***.

***Comment 2*:**

I am very concerned about the increased traffic and parking will have on the immediate neighborhood as well as on the already congested intersection of El Camino Real and Castro Street. 175 residential units plus at least 225 residential cars, plus 65+ guest cars, plus X number of cars added in daily retail use. ... so, we're looking at 300++ cars (many of them multiple times a day) making their way thru the intersection of El Camino Real and Castro Street - which will soon be

"dieted" down to ONE lane in each direction. If the city allows Greystar to underpark the development (and/or de-couple parking) as well as not mandate that there be adequate dedicated retail parking, then it is clear that parking will spill over on to the nearby residential streets.

> ***Response 2:*** Project-related traffic and parking are discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of the EIR.

***Comment 3*:**

It is also clear that the combination of traffic created by the addition of 175 residential units combined with inadequate parking for these units will result in increased traffic congestion and create a serious safety concerns for pedestrians and nearby residents. Pedestrian safety is especially concerning when considering that there are *two* schools and a very busy recreation center in very close proximity to this proposed development.

> ***Response 3:*** Parking, circulation, traffic, and safety are discussed in ***Section 3.2, Transportation and Traffic,*** as well as Appendix B of this EIR.

***Comment 4*:**

I am very concerned about the increased traffic congestion, especially during the "peak hours"? Where are the cars coming & going from this development going to go when trying to avoid the guaranteed traffic congestion on Castro Street (in front of Graham middle School!) between Miramonte and El Camino? How about the backups on ECR caused by cars waiting to turn on to or off of Castro Street...where do you think those cars will go? They are not going to just sit there and wait and wait and wait...

It seems to me that when you choke down an artery - any type of artery - as the amount of pressure on the artery increases and it becomes severely clogged, the arterial flow is redirected onto secondary and tertiary avenues of flow...and in context of Castro Street west of ECR, what that means is this overflow of traffic pouring onto (and very likely speeding thru) quiet residential streets. In essence by choking down traffic on streets DESIGNED to be main arterial flow streets and deliberately impeding the flow of traffic on these streets...well, the traffic is not going to magically disappear, it's going to spread like a malignancy thru the quiet, safe streets of the surrounding residential neighborhood, and that scenario is extremely concerning.

> ***Response 4:*** Traffic is discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

***Comment 5*:**

I am imploring city council to please, PLEASE...

1) Reduce the overall size of this development - in both number of residential units and overall height of the project.
2) Provide generous setbacks and increase sidewalk widths.
3) Provide adequate parking for all residents, their guests and retail businesses.

4) Design traffic flow in/out of this development in a fashion that does not result in the nearby residential streets becoming "cut thru" streets.

Response 5: Proposed building heights and setbacks are described in ***Section 2.2, Project Description*** and ***Section 3.5, Visual and Aesthetic Resources***. Parking and traffic are discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

10.20 Stacy Brittain, January 6, 2014

***Comment 1*:**

I live on Harpster Drive -- two blocks away. From what I can tell there is not enough parking in the plans and I can foresee coming home from work and not being able to park in front of my house. I also don't want to see the building higher than three stories.

Response 1: Parking proposed as part of the project is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR. Proposed building heights are described in ***Section 2.2, Project Description.***

***Comment 2*:**

The street will get darker and more congested. We've already had a couple of accidents with kids and cars due to Graham School.

Response 2: Traffic and safety are discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR. Lighting associated with the proposed project is described in ***Section 3.5, Visual and Aesthetic Resources.***

10.21 Lyla Catlady, January 6, 2014

***Comment 1*:**

Not nearly enough parking for the amount… And, I received a letter stating I would maybe have to have a parking permit to park in front of my own house.

Response 1: Parking proposed as part of the project is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

10.22 Kuor-Hsin Chang, January 6, 2014

***Comment 1*:**

I think it will negatively affect the landscape of the area and discourage people to visit Castro Street.

Response 1: Proposed landscape and aesthetic features are discussed in ***Section 3.5, Visual and Aesthetic Resources*** of this EIR.

***Comment 2*:**

It will congest parking and traffic at the corner of Castro/El Camino.

> ***Response 2*:** Parking and traffic are discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

10.23 Bill Foley, January 6, 2014

***Comment 1*:**

For us, the major draws to the area are its aesthetics (single-to-two level buildings), restaurants and walk-ability. This will obviously change with the new apartment complex, i.e. an increase in traffic and accompanying congestion. I suppose this is the price of progress, unfortunately for us though, enjoying and dining in the area (3~5 times p/week) will be an activity which we'll more than likely need to forego in the future.

> ***Response 1*:** Traffic is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR. Proposed project features and aesthetics are discussed in ***Section 3.5, Visual and Aesthetic Resources***.

***Comment 2*:**

I noticed that Gochi restaurant is targeted for closure as part of the construction. This is one of the restaurants which we frequent and as opposed to closing them down, surely someone in the city's planning department should be able to come up with a more creative approach to keeping this restaurant in the area. I believe they're a relatively new restaurant and closing them down would be a loss to both diners and I would imagine also to the individual(s) / owner(s) who invested monies and time to open the business in Mountain View.

> ***Response 2*:** This comment does not raise any potential environmental issues associated with the project that will be discussed in the EIR. Therefore, no response is required.

10.24 Louise Katz, January 6, 2014

***Comment 1*:**

1. In addition to the density, loss of valuable businesses and parking, I do not believe there has been any planning consideration regarding safety and traffic issues.

> ***Response 1*:** Traffic, safety, and parking are discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

Comment 2:

2. I would ask you to focus on the fact that the **single garage entrance and exit for the planned apts. will force several hundred cars to make either unprotected left turns across 4 lanes of Castro Street traffic to access El Camino and places beyond, amidst the incoming commuter and school traffic for Graham, St. Francis, St. Joseph and Bubb, OR make a right turn onto Castro and another right turn onto Miramonte to get to El Camino and access Shoreline etc. I live in the Eichler neighborhood (on Miramonte) and it is already difficult for us to make the unprotected left turn onto Miramonte in the mornings. That is, unfortunately, the only way out of our neighborhood to get onto Shoreline. With this development, we will be turning into the path of hundreds more cars.**

> ***Response 2:*** Site access and traffic circulation are discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

***Comment 3*:**

3. This development is the proverbial square peg in the round hole. The property was never meant to serve the purposes for which it is now being used, given the lack of infrastructure such as alleys, access to El Camino, traffic control. It was designed as a low density commercial strip on both El Camino and Castro and is now being "planned" for high density use without addressing the reality of what is needed to sustain such a plan.

> ***Response 3:*** Land use compatibility is discussed in ***Section 3.1, Land Use*** of this EIR. Traffic and site access are discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B.

10.25 Kimiko, January 6, 2014

Comment 1:

I see bad traffic every time I go there. I overheard about the new apartment construction, which I believe will further deteriorate the traffic.

> ***Response 1:*** Project traffic is described in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

10.26 Saturo Miyoshi, January 6, 2014

Comment 1:

It will reduce the chance for us to enjoy great restaurants and the coffee shops currently in business!

> ***Response 1:*** This comment does not raise any specific environmental issues associated with the project that will be discussed in the EIR. Land use and site access are addressed in ***Section 3.1, Land Use*** and ***Section 3.2, Transportation and Traffic***.

10.27 Sakae and Junko Motouji, owners of Gochi, Mtn. View, January 6, 2014

Comment 1: *No environmental issues were raised in this comment letter, refer to Appendix A for the contents of this letter.*

> ***Response 1:*** No environmental issues were raised in this comment letter; therefore no response is required. Please refer to Appendix A for a copy of this letter.

10.28 Jerry Ogaz, January 6, 2014

***Comment 1*:**

Currently there are approximately 300 dwellings within this neighborhood bordering from Miramonte and El Camino intersection (Jiffy Lube) to the Miramonte/Castro intersection (Graham Sports Complex/Gym) back down Castro to Sonia and then east down Sonia to Lane Ave down to Clarke's and up El Camino back to Jiffy Lube at the Miramonte and El Camino intersection. This current project looks to increase the population of this neighborhood by 57%. Of course as residents we are highly concerned and opposed to this high density project but we are not generally opposed to all development. Additionally, there is a proposal for a 52 unit Condominium complex at 1101 El Camino Real where the Car-Wash is currently located in this very same neighborhood which would increase the population 18% with a total neighborhood increase of 75%. So yes, the vast majority of the neighborhood is very concerned about things that come close to doubling the population of the neighborhood. Are we wrong to be concerned? This project will materially damage and eroded our quality of life in this neighborhood.

> ***Response 1:*** Population and housing are discussed in ***Section 3.1, Land Use*** and traffic generated by the proposed project is discussed in ***Section 3.2, Transportation and Traffic*** as well as Appendix B of this EIR.

Comment 2:

The FAR for this project is so uncharacteristic and "beyond the pale" of the surrounding neighborhood it is no wonder that the neighborhood is gravely concerned with the size, scope, density, and ambition of the project.

Response 2: Land use compatibility with the surrounding neighborhood is discussed in ***Section 3.1, Land Use.***

Comment 3:

The City's General Plan for El Camino requires "sensitive design transitions between El Camino Real development and surrounding residential neighborhoods." I would count a project with an FAR that is more than double the neighborhood's average, that drastically increases the population, and could potential double the traffic in the neighborhood especially when combined with a road diet to be the epitome of insensitive.

Response 3: The proposed project's consistency with the General Plan and zoning for the site is discussed in ***Section 3.1, Land Use.*** Traffic is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

Comment 4:

In addition to the above objections, I note that the parking proposed for the project is insufficient as there are currently 162 parking spaces for the retail in the area and just over 100 proposed to be used by both guests and retail. This begs for parking spillage into the surrounding neighborhood.

Response 4: Parking proposed as part of the project is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

Comment 5:

Another short coming is that there is no play area for children (this encourages a sedentary life style & could lead to obesity) and…

Response 5: Parks and recreation facilities available in the project area are discussed in ***Section 3.14, Public Services***. Proposed project features are described in ***Section 2.2, Project Description.***

Comment 6:

…the Project is inconsistent with the design & density of the surrounding neighborhood.

Response 6: Land use compatibility with the surrounding neighborhood is discussed in ***Section 3.1, Land Use.*** Proposed project design and aesthetic features are discussed in ***Section 3.5, Visual and Aesthetic Resources.***

Comment 7:

EL Camino is often extremely congested at rush hour. This development & others like it will just add to congestion in the city.

Response 7: Traffic is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

10.29 John and Masako Staulo, January 6, 2014

Comment 1:

I do believe that the area needs to be redeveloped but parking is already an issue and I am very concerned that there will not be adequate parking for residents and their guests as well as for the retail parking. Stamm Ave already has overflow parking from the apartments on Victor Way. We are constantly have flow in and out of our cul de sac and without adequate parking for the new development it will get worse. Permit parking is not the answer. Where will our guests park when

they come to visit as well as our out of town guests.....will they be subject to overnight parking fines?

> ***Response 1:*** Parking proposed as part of the project is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

10.30 Davy Yoshida, January 6, 2014

***Comment 1*:**

I am living about a block from there and I am very concerned about the traffic congestion and possible negative affect to the environment. Since I moved to my current location 10 years ago, there have been many changes and I think that traffic conditions and environment have been getting worse.

> ***Response 1:*** Traffic is discussed in ***Section 3.2, Transportation and Traffic*** as well as in Appendix B of this EIR.

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People Contacted:

Thill, Michael. Senior Consultant, Illingworth & Rodkin, Inc. July 17, 2014.

SECTION 12.0 LEAD AGENCY AND CONSULTANTS

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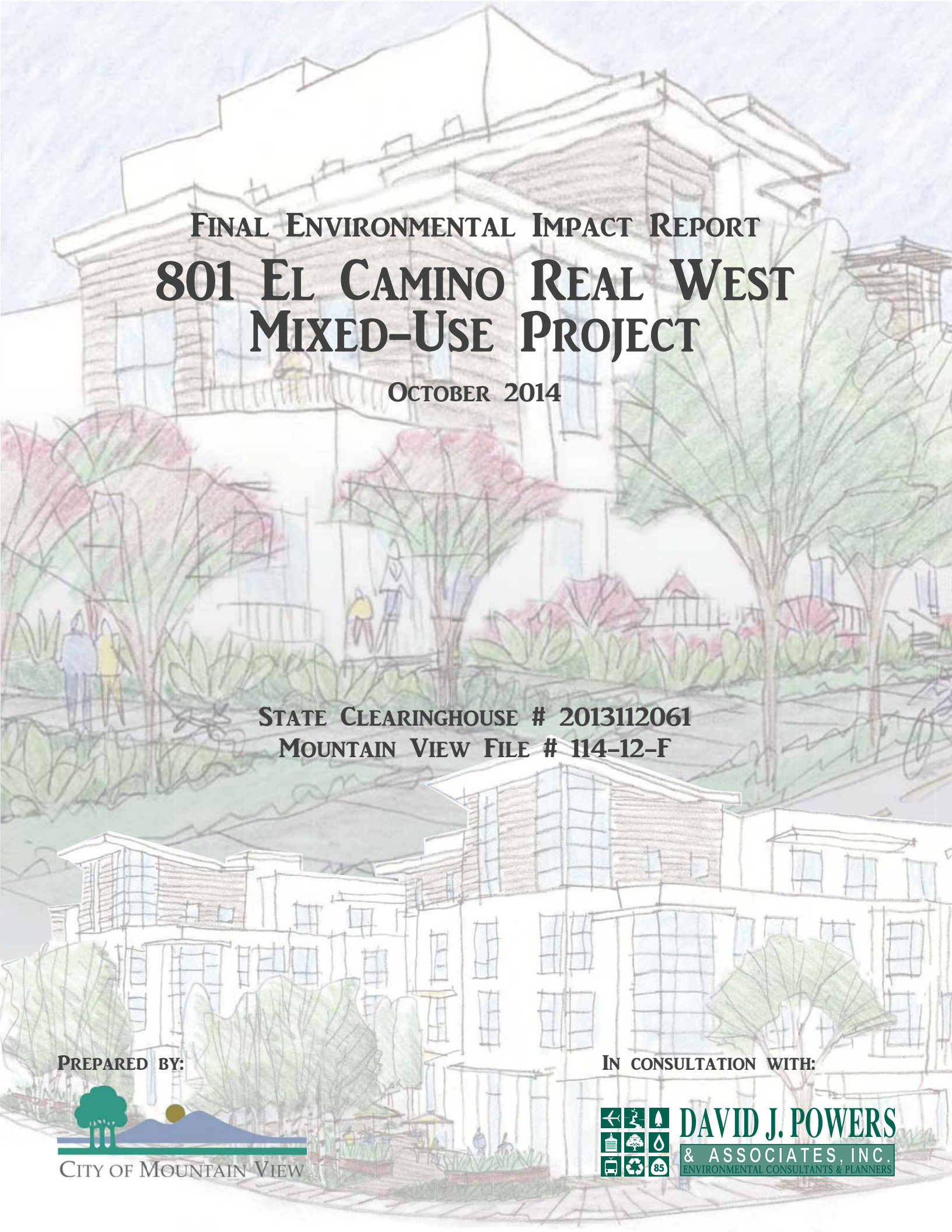

Final Environmental Impact Report

801 El Camino Real West Mixed-Use Project

October 2014

State Clearinghouse # 2013112061
Mountain View File # 114-12-F

Prepared by:

City of Mountain View

In consultation with:

David J. Powers & Associates, Inc.
Environmental Consultants & Planners

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SECTION 1.0 OVERVIEW AND PURPOSE OF THE FINAL EIR

This document, together with the Draft Environmental Impact Report (DEIR), constitutes the Final Environmental Impact Report (FEIR) for the proposed *801 El Camino Real West Mixed-Use Project* in Mountain View, California. Under the California Environmental Quality Act (CEQA), the Lead Agency is required, after completion of a DEIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the DEIR. The City of Mountain View, as the Lead Agency, is then required to respond to significant environmental issues raised in the review and consultation process, as described in CEQA Guidelines Section 15132.

The DEIR was circulated to affected public agencies and interested parties for a 45-day review period from July 30, 2014 through September 15, 2014. Comments on the DEIR were to be received in writing by no later than Monday, September 15, at 5:00 p.m.

1.1 FORMAT OF THE FINAL EIR

This document, which includes responses to comments and text revisions, has been prepared in accordance with Section 15088 of the CEQA Guidelines. In addition to Section 1.0, which provides an overview of the purpose and format of the FEIR, the FEIR includes the following sections:

Section 2.0 **List of Agencies, Organizations and Individuals Receiving the Draft EIR**
The agencies, organizations, and individuals who received copies of the DEIR are listed in this section. The locations where the DEIR could be reviewed during the public circulation period are also included in this section.

Section 3.0 **List of Agencies, Organizations and Individuals Commenting on the Draft EIR**
This section contains a list of all parties who submitted written comments on the DEIR.

Section 4.0 **Responses to Written Comments Received on the Draft EIR**
This section contains the written comments received on the DEIR and the responses to those comments.

Section 5.0 **Revisions to the Text of the Draft EIR**
Section 5.0 contains text revisions to the DEIR. Text revisions can be made as a result of comments received during the DEIR public review process, corrections or clarifications to the text to reflect modifications that have been made to the project, or other information added by the Lead Agency.

Section 6.0 **Copies of Comment Letters Received**
Section 6.0 contains copies of the complete comment letters received on the DEIR during the circulation period.

1.2 PURPOSE OF THE FINAL EIR

In conformance with the CEQA Guidelines (Section 15151), EIRs should be prepared with a sufficient degree of analysis to provide decisions-makers with information which enables them to make a decision on the project that takes into account environmental consequences. The FEIR also is required to examine mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts.

The FEIR is used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the FEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the DEIR by making written findings for each of those effects. According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

All documents referenced in this FEIR are available for public review in the City of Mountain View's Community Development Department, City Hall, 1st Floor, 500 Castro Street, Mountain View, during business hours, Monday through Friday, 8:00 a.m. to Noon, 1:00 p.m. to 4:00 p.m.

The FEIR will also be available for review on the City's website, http://mountainview.gov/depts/comdev/planning/activeprojects/default.asp, and at the Mountain View Public Library, 585 Franklin Street, Mountain View. In accordance with the CEQA Guidelines, the FEIR will be made available to the public and commenting agencies a minimum of ten days prior to the EIR certification hearing.

SECTION 2.0 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS RECEIVING THE DRAFT EIR

Federal and State Agencies

California Air Resources Board
California Department of Fish and Wildlife, Region 3
California Department of Parks and Recreation
California Department of Toxic Substances Control
California Department of Water Resources
California Department of Transportation, District 4 (Caltrans)
California Highway Patrol
California Native American Heritage Commission
California Emergency Management Agency
California Office of Historic Preservation
California Public Utilities Commission
California State Clearinghouse
California State Lands Commission
California Natural Resources Agency
Regional Water Quality Control Board, Region 2

Regional and Local Agencies

City of Palo Alto
City of Los Altos
City of Sunnyvale
Bay Area Air Quality Management District (BAAQMD)
Santa Clara Valley Transportation Authority (VTA)
Mountain View/Los Altos Union School District
Mountain View Whisman School District
NASA Ames Research Center

Businesses and Organizations

Santa Clara Valley Audubon Society
Mountain View Library
Greenbelt Alliance
Carpenter's Local 405 Counties Conference Board
Northern California Carpenter's Regional Council
Plumber's & Steamfitters Union, Local 393
Sheet Metal Workers, Local 104
International Brotherhood of Electrical Workers, Local 332

Additional individuals and groups were notified of the availability of the DEIR by email and postal mail, and the DEIR has been posted on the City's website and filed in the Mountain View Library.

SECTION 3.0 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

Shown below is a list of agencies, organizations, and individuals who submitted comments on the Public DEIR. The table below also identifies the date of the letter received, and whether the comment submitted requires substantive responses in the FEIR, in accordance with CEQA Guidelines Section 15132(d). Comments that raise questions regarding the adequacy of the EIR or analyses in the EIR require substantive responses. Comments that contain only opinions regarding the merits, or lack thereof, of proposed project do not require substantive responses in the FEIR. Complete copies of all the letters received are included in *Section 6.0* of this FEIR.

	Comment Received From	Date of Letter	Response Required	Response on Page
State Agencies				
A.	California Department of Transportation	September 12, 2014	Yes	5
Regional and Local Agencies				
B.	Santa Clara Valley Transportation Authority	September 15, 2014	Yes	8
Individuals				
C.	Richard Woolley	August 20, 2014	Yes	10
D.	Louise Katz	August 26, 2014	Yes	17
E.	Kristi Allen	September 15, 2014	Yes	21
F.	Ken & Vicki Haukom	September 15, 2014	Yes	25

SECTION 4.0 RESPONSES TO WRITTEN COMMENTS RECEIVED ON THE DRAFT EIR

The following section includes all of the comments requiring responses contained in letters received during the advertised 45-day review period by the City of Mountain View regarding the DEIR. The comments are organized under headings containing the source of the letter and its date. The specific comments have been excerpted from the letter and are shown as "Comment" with each response directly following ("Response"). The letters submitted to the City of Mountain View on the DEIR are contained in their entirety in *Section 6.0* of this document.

A. RESPONSE TO COMMENT LETTER A FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED SEPTEMBER 12, 2014.

Comment A1: Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the DEIR and have the following comments to offer. Please also refer to our comments on the Notice of Preparation in a letter dated December 23, 2013.

Traffic Impacts

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. The following are comments on the Traffic Impact Analysis (TIA):

1. Forecasting: In the TIA, Table 5 Project Trip Generation, note "/b/" states that the estimates for the apartments are "based on Fitted Curved Equation for Apartments (220)" from the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Upon checking the referenced source, the Daily Trips and the AM and PM Trips for all three of the counts in the table are slightly larger than the counts we computed with the curve equations. Please clarify why the counts computed by the City of Mountain View (City) are larger.

   Response A1: The trip generation estimate included in the Traffic Impact Analysis (TIA), which is Appendix B of the DEIR, was initially calculated for a 175 unit apartment complex, versus the 164 units that are currently proposed. The analysis included a larger amount of units than is being proposed, therefore, the analysis is considered conservative.

Comment A2: To calculate the trips generated by the Retail development, the TIA states that trip counts for the existing retail development at this site were used. The trip counts were then multiplied by the square footage of the new retail development divided by the square footage of the old retail development. This is a reasonable approach, as long as the old and the new development have similar trip generation characteristics. Using this method, we would expect that the Table 5 ratio of the trips generated by the old retail development to the trips generated by the new retail development would be constant. However, the ratios for Daily Trips and the AM and PM Trips vary widely. Please explain why the trips are not constant, as would be expected.

Response A2: Most of the existing retail uses on the site are proposed to remain as part of the new development. Vehicle trips were calculated for the existing retail based on actual

driveway counts completed at the site in February 2014. With the exception of the Peet's coffee, the existing retail trips included in ***Section 3.2 Transportation and Traffic*** and Appendix B (TIA) were not scaled to determine the proposed trips. Instead, trips from existing retail generators that are not expected to remain with the proposed project were omitted from the proposed retail trips. This was possible because the parking counts conducted as part of the analysis included a separation of vehicles by the business visited.

Comment A3: The project area has a number of intersecting local streets so travelers coming from or going to the same destination can take a number of different routes in the project area. The TIA explains this in some detail. However, it is not clear how the project traffic was assigned to the local roads in the project area. Please explain how the traffic was assigned to the local roads.

Response A3: Local access to the project site is provided via Castro Street, Miramonte Avenue, Victor Way, and Sonia Way. Figures 7 and 8 in the TIA show the inbound and outbound routes of traffic on local streets surrounding the project site, and Figures 9 and 10 show the project trip distribution and assignment on local roads

Trip distribution was estimated based on travel patterns in the vicinity of the site, the locations of complementary land uses in the region, and prior traffic analyses completed in the study area. Trip assignment, by comparison, is a much more detailed estimation of the routes that project-related vehicle trips will take in the vicinity of the project site. For example, the TIA estimates that approximately 20 percent of the project's vehicle trips would *distribute* to the northwest via ECR. The *assignment* of those trips, however, details two routes that are likely to be used to go that direction: cars exiting the proposed residential driveway could turn left on to Castro Street and then left on ECR, or they could turn right on Castro Street and make two more rights on Sonia Way and Miramonte Avenue before turning left on ECR. A detailed discussion of the vehicle trip distribution and assignment, including a description of all likely routes to and from the project site, is included in Chapter 3 of Appendix B.

Comment A4: Operations: Caltrans recommends the City include in the TIA an analysis of the level of service (LOS) under demand volumes for the State Route (SR) 82 (El Camino Real)/SR 237. It appears as though only the output volumes were used for the analysis, as this intersection is congested and operates at LOS F.

Response A4: The intersection of SR 237 and El Camino Real is an intersection monitored in the CMP. The CMP traffic study analysis requirements were followed in the analysis of this intersection. The analysis guidelines require the use of output volumes and not demand volumes. Demand volume is the number of vehicles that could get through the intersection if it were not congested. Output volume is the number of cars that actually do get through the intersection.

Comment A5: ***Lead Agency***

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Response A5: As required by CEQA (Guidelines Section 15097), the Mitigation Monitoring and Reporting Program (MMRP) for the EIR will include the City's implementation and monitoring responsibilities related to the mitigation measures included in the project to reduce impacts. The timing of implementing mitigation measures shall also be identified. Funding or financing strategies need not be included in the MMRP.

Comment A6: ***Vehicle Trip Reduction***
Caltrans commends the City for its ongoing progress in locating needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking. By doing so, the City promotes mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

We also encourage you to further develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include further lowering of parking ratios, expanding existing car-sharing or shuttle programs, adding more bicycle parking, installing showers for residents and employees, and providing transit passes to residents and employees, among others.

Response A6: As described in ***Section 3.2, Transportation and Traffic*** of the DEIR, the project site is located next to stops for VTA Local bus lines 22, 51 and Rapid 522 service. The proposed project would also include 179 bicycle parking spaces, ten more than required by the City of Mountain View Municipal Code requirements, through a combination of surface bicycle racks for public access and bicycle storage for residents in the underground parking garage. This opinion will be considered by the City Council when evaluating this project. It should be noted that the project proposes a mix of housing and retail uses, which will encourage future residents to walk to the on-site retail uses.

Comment A7: ***Traffic Impact Fees***
Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Response A7: Please see response A5 above regarding project mitigation. The proposed project would not have any significant congestion impacts on local, regional, or State transportation facilities.

Comment A8: ***Voluntary Contribution Program***
State Route 82 (El Camino Real) and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic and are among the most congested regional facilities. Given the location of the proposed project and the traffic generated, along with other projects in the vicinity, this project is likely to have a cumulatively significant regional impact to the already congested State Highway System. Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional

transportation system.

Response A8: ***Section 5.3.2.1*** of the DEIR included an analysis of the project's effect on cumulative traffic conditions. The results of the analysis show that the intersection of El Camino Real and Grant Road/SR 237 would operate at an unacceptable LOS F during the AM and PM peak hours under both "no project" and "with project" conditions. However, since the project would not increase the critical-movement delay by four or more seconds and would not increase the V/C by one percent or more, the project would not have a significant impact at this intersection. Therefore, based on the analysis, cumulative traffic impacts from the project would be less than significant and mitigation is not required under CEQA.

Comment A9: ***Encroachment Permit***
Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans.

Response A9: If an encroachment permit is required for this project, the City and applicant will coordinate with Caltrans and adhere to the applicable requirements.

B. RESPONSE TO COMMENT LETTER B FROM THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, DATED SEPTEMBER 15, 2014.

Comment B1: Santa Clara Valley Transportation Authority (VTA) staff have reviewed the DEIR (DEIR) for 164 apartment units and 10,800 square feet of commercial space on 2.38 acres at the southwest corner of El Camino Real and Castro Street. We have the following comments.

Land Use
VTA supports the proposed land use intensification on El Camino Real, located adjacent to a stop for VTA Local line 51, and across the street from stops for VTA Local lines 22 and 52 and Rapid line 522. VTA is in the process of environmental review for Bus Rapid Transit (BRT) service along El Camino Real which would enhance the Rapid 522 line. In addition, the project's close proximity to retail and services in Downtown Mountain View will increase opportunities for residents and employees to accomplish daily tasks by walking and bicycling, leading to a reduction of automobile trips and greenhouse gas emissions associated with the project. El Camino Real is identified as a Corridor in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Response B1: This comment states that VTA supports the proposed land use intensification on El Camino Real. This comment will be considered by the City Council when evaluating the project. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment B2: Pedestrian and Bicycle Accommodations
VTA commends the project sponsor and the City for incorporating pedestrian and bicycle

improvements on the project frontages, including a wider sidewalk on El Camino Real, the addition of a planter strip and street trees on Castro Street, and the addition of a bicycle lane on Castro Street (as shown in the Conceptual Site Plan in the DEIR). Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

Even with these improvements, the intersection of El Camino Real and Castro Street adjacent to this project still poses a significant barrier to safe and comfortable pedestrian and bicycle travel, due to the very long crossing distances and large curb radii that encourage relatively high-speed right turns at the intersection. This development project presents an opportunity to improve the pedestrian and bicycle crossing experience at this intersection, through potential improvements such as curb extensions, tightened curb radii, and/or median refuge islands. VTA recommends that the City work with the developer to incorporate such improvements on this project's corner of the intersection. VTA notes that the proposed El Camino Real Bus Rapid Transit (BRT) project, if implemented with a median BRT lane through this segment, would present an opportunity to improve the pedestrian and bicycle crossing experience across the entire intersection.

Response B2: This comment states that VTA supports the proposed pedestrian and bicycle improvements included in the project and the addition of a planter strip and street trees on Castro Street, and that this project presents an opportunity to improve access for pedestrians and bicyclists. The Castro Street Road Diet improvements will evaluate potential pedestrian and bicycle improvements for the entire stretch of Castro Street between El Camino Real and Miramonte Avenue such as a median island refuge, curb extensions, and tightened curb radii.

Section 3.2.2.6 of the DEIR includes an analysis of bicycle and pedestrian impacts associated with the proposed project. The proposed project would not cause any impacts to bicycle facilities and would be designed to be compatible with the bicycle lanes for Castro Street. This includes insuring that landscaping and driveways along the Castro Street frontage provide adequate sight distance to avoid hazards among bicyclists, pedestrians, and drivers. The proposed project would also reduce the driveway entrances/curb cuts down to two along Castro Street, which would improve pedestrian safety.

Section 3.2.2.7 of the DEIR includes a discussion of sight distance and safety for pedestrians and bicyclists. The proposed project would reduce the driveway entrances/curb cuts along Castro Street from five to two, which would decrease current sight distance issues at the driveways. Given that Class II bicycle lanes are planned for Castro Street as part of the road diet, ensuring adequate sight distance for vehicles entering and exiting the project site, as well as for the pedestrians and bicyclists passing the site, is critical. Figure 2.0-4 of the DEIR includes dashed lines delineating the 'sight triangles' for vehicles exiting the site along Castro Street. These sight triangles would be unobstructed and would allow vehicles and pedestrians/bicyclists to be aware of one another. In addition, parking would be prohibited on Castro Street along the project frontage, which would support unobstructed views for drivers, bicyclists, and pedestrians. Since parking is currently allowed along Castro Street at this location, prohibiting parking would reduce the potential hazards to pedestrians, bicyclists, and motorists that arise from vehicles entering and exiting the site.

For these reasons, the project would improve the pedestrian and bicycle access and safety in the vicinity of the site.

Comment B3: Transportation Demand Management - Transit Incentives
VTA encourages the City to work with the applicant to explore Transportation Demand Management (TDM) measures that would reduce the number of single-occupant vehicle trips generated by the project and increase transit ridership. VTA encourages the City to require the project applicant to provide transit fare incentives to residents of the development, such as free or discounted transit passes on a continuing basis, as a Condition of Approval of the project.

Response B3: This comment suggests that the applicant be required to provide transit fare incentives to future residents. The project will be required to provide transit fare incentives through conditions of approval of the project. As described in ***Section 3.2, Transportation and Traffic*** of the DEIR, the project site is located next to stops for VTA Local bus lines 22, 51 and Rapid 522 service. The proposed project would also include 179 bicycle parking spaces, ten more than required by the City of Mountain View Municipal Code requirements, through a combination of surface bicycle racks for public access and bicycle storage for residents in the underground parking garage.

C. RESPONSE TO COMMENT LETTER C FROM RICHARD WOOLLEY, DATED AUGUST 20, 2014.

Comment C1: General Comments

There is no analysis of the intersections in and out of Graham School at AM drop off and PM pick up times. I have observed, and have videos to illustrate, significant traffic backups for SB traffic turning left into the Graham driveway, and NB traffic turning right into the same driveway. The patterns are similar for AM and PM, and include cars parking along Castro in the NB direction to either drop off or pick up their children, and cars exiting the Graham driveway, often making a left turn.

There is also no analysis mentioned of the effect of St. Joseph and Bubb Schools on the traffic patterns, again at AM and PM drop off and pick up times.

In addition to school AM and PM traffic, Miramonte has the Little League field which creates traffic, wall to wall parking, and neighborhood children crossing over to it all afternoon through the evening rush hours. The Graham campus has the same intensive usage after school hours for soccer practices, track events, football, and basketball, etc. at the Sports Pavillion.

Response C1: As described in ***Section 3.2, Transportation and Traffic*** and Appendix B of the DEIR, the study intersections were selected so as to include locations where the proposed project will generate 10 or more peak-hour trips per lane. Impacts of less than 10 peak-hour vehicles per lane are considered insignificant. This methodology is consistent with the CMP TIA Guidelines, which are developed and administered by the Santa Clara Valley Transportation Authority. The project is not expected to contribute more than 10 peak-hour trips to the Graham Middle School driveways, therefore the driveways were not included as study intersections in the project's traffic analysis.

School-related traffic is, however, reflected in the existing condition of the project's traffic congestion analysis. All traffic congestion data was collected during morning and evening peak-hour commutes, on school days and during the school year. Project traffic impacts are evaluated based on existing as well as anticipated traffic conditions, which include the effects of all school-related traffic in the vicinity of the project.

Comment C2: With the road diet limiting the traffic further, these intersections, and Castro Street itself, could become much more congested when the SB left turn lane (I'm assuming there will be one) into Graham backs up beyond its extent, blocking SB through traffic trying to get to the Miramonte intersection. In the NB direction, how will the traffic be routed to the school? Unless there is a "right turn lane" extending into the school driveway, this traffic will just backup towards Miramonte when the school driveway is clogged as is currently the case. In addition, without any temporary parking along Castro by the school, those cars will add to the NB backup trying to get into the school driveway. Cars exiting the Graham driveway will add to the NB traffic towards ECR, or if a left turn is permitted with the road diet, will add to the SB traffic already backed up.

Increased congestion around the school means that children walking or biking to school are at increased risk of an accident. I know the Graham parents want the road diet to make the school safer for these kids, but have you considered that it may not improve the situation, and could make it worse?

Response C2: The effects of the road diet on the design of Castro Street, primarily the reduction from four to two lanes and the addition of bicycle lanes, were studied as part of the traffic analysis in the EIR, under the *Existing Plus Project* condition. The Castro Street road diet is a separate project, however it was included in the traffic analysis in order to evaluate whether the proposed project would create significant traffic congestion if the road diet were also implemented. The analysis determined that the proposed project, even with the reduced road capacities associated with the planned road diet, would not create significant traffic congestion. Since the project site is within three blocks of Graham School, it is likely that students would walk to school from the proposed residential units and would not add substantial traffic volumes to the Graham School driveways.

Comment C3: I didn't see any mention or analysis of the road diet's effects on traffic, only that the study intersections will change due to the median blocking the alley entrance from Castro NB and that left turn lanes will be added to the Victor Way intersection. But how was the road diet figured into the LOS computations? There's no mention of that, only that it was somehow included in the Project Conditions for the LOS computations. This needs to be spelled out since in my opinion it's a major omission.

Response C3: For the reasons described in Response C2 above, the road diet was included in the *Existing Plus Project* level of service (LOS) computations in the traffic study. The road diet would affect the lane configurations of two of the study intersections: Castro Street/Victor Way and Castro Street/Sonia Way. In order to describe how this is reflected in the project's traffic analysis, some background regarding the traffic modeling is included below.

Hexagon Transportation Consultants completed the project's TIA using the TRAFFIX modeling software, which is required by the Santa Clara VTA for study of CMP-intersections such as the El Camino Real/Castro Street intersection. The City of Mountain View and Santa Clara VTA maintain a circulation model for all City streets, which incorporates the geometry of the roads in the project area (e.g. number of lanes, intersection locations, lengths and widths, etc.) as well as the volume of vehicles on the roads. Traffic volumes are measured using cable sensors, which are placed on roads and count vehicles each time they drive over the sensors. Project-related vehicle trips are then calculated and distributed based on regional travel demand and locations of likely destinations for project residents. The ensuing level of service is then calculated based on existing delay at each intersection, the number of cars in each lane, and the number of cars that would be added to each lane as a result of the project.

In order to evaluate the Castro Street road diet, Castro Street was reduced in the circulation model from four lanes to two, though it would still be four lanes at its intersections with Miramonte Avenue and ECR. Other geometric changes such as closing medians and modifications to left turn lanes were also included. Existing traffic volumes were then assumed to only use one lane in each direction on Castro Street, and were considered in addition to project-generated traffic. Changes in traffic congestion associated with the road diet are therefore reflected in the *Existing Plus Project* LOS calculations.

Comment C4: The report does not cite the lack of sidewalks and the loss of sightlines due to parked cars on Sonia, Harpster etc., and the effect that will have on pedestrians/school children whom we are encouraging to walk and bike. Sonia is the only street with a traffic control light. The study says 89 cars will use it but at least 100+ is a more realistic minimal number. Sonia is the only street for school children in that area to cross Miramonte with a light. You are adding at least 100 cars on a small street without sidewalks that dead ends onto two busy streets: Miramonte and Castro; where Miramonte is the only safe crossing with a light. Cars are already using Sonia after they drop off kids at St. Joseph, and to pickup at the Little League fields and schools. It does not sit empty. Why is this situation acceptable to anyone?

Response C4: The comment raises concerns about child safety due to traffic on Sonia Way. This would primarily be a concern during the morning and evening peak-hours when kids are going to and from school or other youth sports-related activities. The TIA estimates that the project will only cause a net addition of eight and six vehicles on Sonia Way during the AM and PM peak hour, respectively (see Figure 10, "Net Project Trip Assignment"). There are existing sidewalks on both sides of Sonia Way between Miramonte Avenue and Castro Street for pedestrians. The section of Sonia Way east of Castro Street is not expected to be used by any project traffic.

Potential pedestrian and bicycle safety concerns caused by cars are minimized with low speed limits, pedestrian signals at crosswalks, and at Sonia Way/Miramonte Avenue, signal controls for cars. These features already exist at the Sonia Way intersections. The road diet will include additional striping and flashing pedestrian lights, which will improve safety for pedestrians and cyclists at Sonia Way/Castro Street.

Comment C5: Specific Comments on the TIA: LOS Calculations:
What are the assumptions for the effects of the road diet on the LOS calculations? It's not part of the

"Existing LOS" since that is Castro as it is now. In Table ES1 Intersection LOS Summary on page vi, the PM LOS for Castro and El Camino goes from 40.2 Existing to 49.2 Cumulative. If the road diet is figured into the Cumulative number, where is the explanation and method of computation in the report?

49.2 seconds is only 5.8 seconds away from a LOS E delay, and 14 seconds into the D level which starts at 35.1; e.g.,

D = 35.1 …….. 55.0. E = 55.1 …….. 80.0.

^ Castro and ECR

So it's much closer to an E level than D. Although this intersection is rated as a CMP intersection which qualifies E as acceptable, shouldn't this intersection be non-CMP with Castro at 2 lanes on either side of El Camino? In this case, the LOS, while still under the E rating, could easily exceed it when developments planned at Harv's Car Wash and Grant and El Camino are approved and built. In other words, this intersection will get worse and worse over the next 5 years. This should be considered in the report.

> **Response C5:** Please see Response C3 for an explanation regarding incorporation of the road diet into the LOS calculations. Intersections are designated as CMP-intersections for multiple reasons, not just the size of the intersection. The Santa Clara VTA, in coordination with local agencies, designates key intersections in Santa Clara County as CMP intersections.
>
> It is true that traffic congestion is expected to increase with time. The future growth is included in the "*Cumulative Conditions With Project*" scenario, which includes traffic generated by the proposed project, projects that have already been approved by the City, *and* a two percent per year growth factor, which accounts for other future growth. The list of approved projects expected to contribute to cumulative traffic volumes can be found in ***Section 3.2.1.5, Background Conditions*** of the DEIR.

Comment C6: Project Trip Generation:
The Trip Generation calculations are based on the number of people inhabiting one and two bedroom apartments and the number of cars per apartment. Instead of assuming one car for one bedroom apartments and two cars for two bedrooms, the report should look at Craigslist and see if they can find any two bedroom apartments in Mountain View inhabited by only two adults to justify saying that two cars per unit is realistic, and similarly for one bedroom apartments inhabited by just one person. Alternatively, canvas anyone who is a landlord and ask how many one and two bedroom apartments are inhabited by only one or two persons and not a working couple or roommates to justify saying that there will be only one car per bedroom.

> **Response C6:** Trip generation is not based on a number of cars per apartment as is described above. It is assumed the commenter is referring to the City's parking standard of one parking stall per one bedroom apartment, and two stalls per two bedroom and three bedroom apartment. Trip generation calculations for the project's residential units were based on data from the Institute for Transportation Engineers' (ITE) manual, *Trip Generation, 9th Edition.* The ITE rate for Apartments (ITE #220) is based on 88 different vehicle trip generation

studies for apartments, which had an average of 210 dwelling units. These average rates are derived from actual counts done at apartments. The City considers these to be the most accurate, evidence-based metric to estimate trip generation from apartments given the large sample size and that the use of these rates for traffic analysis is sanctioned by transportation agencies such as Caltrans and the Santa Clara VTA.

Comment C7: Beyond the number of cars used in the calculations, the report uses ITE estimates for the apartment trips, but actual numbers for the existing retail. This affects the computations for net trips in that the actual numbers for retail are subtracted from the ITE numbers to get the net trips. This can be like mixing apples and oranges if the numbers are very different.

The numbers used should be from the same source, or adjusted for differences in the sources. What are the ITE numbers for the existing and project retail densities? If these are different from the actual numbers, then the computations should be adjusted for the difference, or the ITE numbers should be used for both and the net trips computed using only the ITE numbers.

Response C7: Although the ITE rates provide an accurate estimate for trip generation, measured, site-specific data is preferred if it is possible to obtain because it is the most accurate. This option is not feasible for the proposed residential uses because there are none currently located on the site, but it is for the retail uses proposed to remain. Because most of the existing retail businesses are proposed to remain on the site, vehicle trip counts were collected in February 2014 to calculate the trips generated by each of the retail uses expected to remain. Rather than combine two estimates derived from the ITE rates to compute trip generation, one for the residential vehicle trips and one for the retail trips, a more accurate representation of the project trip generation is to combine the residential estimate with retail trip data collected from the project site for the businesses that are proposed to remain.

Comment C8: Referring to Table 5 on page 20, Project Trip Generation Estimates, the numbers show that the Existing retail trips are greater than the Project retail trips. Since Existing is subtracted from Project for the net added trips, this reduces the net Project trips. You base the retail trips on the square feet of retail for the Project vs. Existing. This is a poor assumption, since trips to Peet's, for example, are really based on demand, not square feet. There is no reason to assume the Peet's demand will decrease according to its square feet, unless the traffic and parking are congested enough that people will avoid this location. Since you are trying to avoid traffic and parking congestion, you should assume the same demand for Peet's and the other retail, with only a secondary effect of the retail area in cases where it's markedly reduced. Retail area comparisons between Existing and Project should not directly affect the trip generation calculations.

Response C8: Vehicle trip generation rates for retail uses are calculated based on size because for most retail stores, the volumes of trips increase with the size of the retail store. Regarding the Peet's coffee shop, although a smaller Peet's at this location will still generate demand, it is reasonable to assume that a smaller store will generate less traffic than a larger store. Customer load is typically proportional to the size of the store. It would be unreasonable to assume that any Peet's would have the same number of customers regardless of the size of the shop. Therefore, the trips from the Peet's were scaled for the relatively small reduction in size. The traffic trips to the other retail uses were not scaled. Rather, trips from existing on-site businesses that are not expected to remain were omitted from the

proposed project's retail trips, therefore the EIR shows a reduction in retail vehicle trips.

Comment C9: I would also argue that the 5% trip reduction for retail due to the mixed-use design has limited validity. This may be true for a Senior complex where the apartment dwellers don't go to work or travel during non-peak hours, but for younger, non-retired, workers it should not apply, at least at the 5% rate. Any "trips" from an apartment renter to Peet's, for example in the morning, would be followed by a trip to work, and similarly in the PM hours returning from work.

Response C9: The five percent reduction was based on the Santa Clara VTA's TIA Guidelines, which apply to traffic analyses for all types of development projects in the County. The maximum trip reduction allowed is 15 percent, whereas only five percent was used as the reduction in order to provide a conservative traffic analysis. In addition to Peet's, there will be other businesses on-site that will be used by residents that will contribute to internalization of traffic trips. It is also worth noting that the internalization reduction is applied to both the apartment vehicle trips *and* the retail vehicle trips, therefore, the vehicle trips to work following an apartment tenant's trip to Peet's are reflected in the project's trip generation and the associated LOS calculations.

Comment C10: Are there any assumptions regarding apartment dwellers or retail customers using transit or bikes for trips? If so, what type of transit is assumed; for ex., BRT or existing busses? For bikes, are specific routes assumed?

Response C10: Transit and bicycle ridership is discussed in ***Section 3.2.2.6, Transit, Bicycle, and Pedestrian Impacts*** of the DEIR. Transit ridership is estimated to be nine percent of the peak-hour vehicle trips of the project, or seven riders during the morning peak-hour and eight during the evening peak-hour. This percentage is based on CMP methodology for applying vehicle trip reductions for projects near transit, though, to be conservative, no transit reductions were applied for the project's estimated trip generation. It is assumed that riders would use a combination of VTA Local bus lines 22, 51 and Rapid 522 service, Caltrain, and the VTA light rail.

There were no assumptions made about how many bicyclists would be generated by the project. The project was evaluated against the City of Mountain View standards, which require the provision of bicycle parking at five percent of the required vehicle parking for retail space in addition to one bicycle parking space per residential unit. The project exceeds this standard by providing 179 parking spaces through a combination of surface bicycle racks for public access and storage for residents in the underground parking garage. It is generally assumed that bicyclists will use the Class I Steven's Creek Trail and Class II bicycle routes available on Miramonte Avenue, Shoreline Boulevard, California Street, and Phyllis Avenue.

Comment C11: Vehicle Queuing:
The same argument that I stated above in the Project Trip Generation section regarding the number of cars per bedroom also applies to Vehicle Queuing. The number of cars added by the development must be a realistic number as a starting point for both sets of calculations.

On pages 34-35 and Table 9 describing the Castro and ECR NB intersection, it states that "…During the PM peak hour, under existing and background no project conditions, the calculated 95th

percentile queue is 350 feet. Field observations also indicate that the vehicle queues for the subject movement are heavy under existing conditions. Traffic from the proposed project would add up to 25 feet (or one vehicle) to the 95th percentile queue…"

The text goes on to argue that one vehicle added requires no improvements. First, the analysis makes little mention of the road diet on the calculations; only that the median will block NB traffic exiting from the alleyway (right turn only). Again, how is the road diet figured into the computations for Vehicle Queuing??

> **Response C11:** Please see Responses C2 and C3 regarding the inclusion of the road diet in the analyses and see Responses C6 and C7 regarding the number of cars generated by the proposed development. Queueing was analyzed for the intersection of Castro Street and El Camino Real, which will be mostly unaffected by the road diet because there would still be four lanes on Castro Street at the intersection with El Camino Real. The existing two southbound lanes would reduce to one lane before Victor Way, and the existing lane configuration on northbound Castro at ECR would remain the same, with the addition of a bicycle lane.

Comment C12: The statement that the traffic from the proposed project would only add 25 feet or one vehicle to the 95th percentile queue is not supported by any calculations. In addition, the first sentence I highlighted in italics above, "*Field observations also indicate that the vehicle queues for the subject movement are heavy under existing conditions*," contradicts the arguments that the vehicle queues are insignificant except under 95th percentile conditions. What does the italicized sentence refer to?

> **Response C12:** The queue length results were obtained from the TRAFFIX software, which uses the standard 2000 *Highway Capacity Manual* method to calculate queue lengths. In the italicized sentence referenced by the commenter, the TIA is acknowledging that the existing total queues are heavy and significant. The TIA and DEIR find that the project's average contribution to existing heavy queues is not significant. Response C13 below provides more detail on how vehicle queues were evaluated.

Comment C13: It's very difficult to believe that the Project traffic for 164 apartments, which could be 200 cars daily, much of it during peak hours, would only add 1 car to the existing queue! Especially when the number has no supporting computations. There is also the Recommendation that Castro Street/Victor Way and /Sonia Way should be signed with "Keep Clear". This statement leads me to believe that the queuing situation is worse than described in the text. In addition, the "Keep Clear" sign means don't enter the roadway and block traffic, which means that the merging traffic will not be moving well and creating a backup of its own.

> **Response C13:** An increase of 25 feet in the 95th percentile queue is not unreasonable considering that the project is expected to add 29 vehicles and 18 vehicles to the shared through-left lane on Castro Street in the AM and PM peak hours, respectively. As described in the footnote under ***Section 3.2.2.10, Vehicle Queueing*** of the DEIR, the 95th percentile queue length is the longest queue that will exist for 95 percent of the peak hour signal cycles.
>
> There are many factors that contribute to the determination that the additional queue from the

project could only be one vehicle. Primarily, not all of the vehicles will leave the project site within the same hour. The trip generation calculations estimate that overall, there will be 858 net trips caused by this project per day. Vehicle trips will be the most concentrated during the AM and PM peak hour, which is 56 and 79, respectively. Using the AM peak hour trips as an example, an estimated 29 out of the 56 total AM peak-hour vehicles will be added to the northbound Castro Street shared through-left lane per hour, which is an average of less than one car per signal cycle assuming a cycle length of two minutes. Therefore, the project would add approximately one car, or 25 feet including the space left in front and behind the car, to the existing queue for each signal cycle in the AM peak hour.

Comment C14: At the same time, children are on the street/walking/biking where cars are backed up, increasing safety risks for children/pedestrians/bicyclists on Castro between ECR and Graham School/Miramonte.

Response C14: There are sidewalks available on Castro Street between ECR and Graham School/Miramonte. As detailed in ***Section 3.2.2.6, Transit, Bicycle, and Pedestrian Impacts*** of the DEIR, the proposed project would reduce the number of driveways on Castro Street at the project site, which would improve pedestrian safety at this location. The planned road diet, which is separate from the proposed project, includes a lane reduction and the addition of designated bicycle lanes to Castro Street as well as flashing crosswalk lights**.**

D. RESPONSE TO COMMENT LETTER D FROM LOUISE KATZ, DATED AUGUST 26, 2014.

Comment D1: The study that we were assured would be done for the 801 ECR project has not been realized. I urge you to advise the City to reject it and require an effort that addresses the actual impact of the proposed project, or to use the alternative lower building density which I believe is 127 units.

Response D1: The comment expresses concern regarding the analysis for the project's impacts but does not specify which impacts are of concern. This comment also supports the Reduced Development Alternative. This opinion will be considered by the City Council as part of the project decision process. No additional response to this comment is required because it does not raise any environmental issues or details about the adequacy of the DEIR. Responses to specific comments are provided below.

Comment D2: Specifically: 1. This is study lacks support for its conclusions regarding the numerical increase of traffic and parking and uses totally unrealistic numbers which are based upon other unrealistic numbers. For example, the parking guidelines which were developed when housing was not so increasingly expensive posit one car per bedroom and we all know that multiple roommates/partners/spouses will share both one and two bedroom units in today's economy. I see no studies or data in the study which illustrate how this scenario will affect parking and traffic.

Response D2: The methodology utilized to obtain the numbers for the increase in traffic are described in the TIA and the DEIR. Existing conditions are based on recent traffic counts from 2012 (for CMP intersections) and 2013 (for non-CMP intersections). Project-generated

vehicle trips are based on trip generation rates, which are based on either recent vehicle counts or rates from the ITE *Trip Generation* manual. The ITE apartment trip generation rates are based on 88 separate studies of apartment buildings and complexes. The calculations used to determine the increase in traffic are based on evidence, methods, and circulation models sanctioned by the Santa Clara VTA, Caltrans, and the City of Mountain View. Such methods are set forth in the *2000 Highway Capacity Manual*, the Santa Clara VTA TIA Guidelines, the ITE's *Trip Generation, 9th Edition* (2012), and the latest version of the TRAFFIX modeling software. The Mountain View parking code of one parking space per bedroom is based on recent parking counts at apartment complexes in Mountain View.

Comment D3: 2. We were assured that the effect on the neighborhood would be part of this study. It is not. This study is basically a recitation of the effect of cars at intersections and only select intersections. There is no mention of spillover parking onto to Sonia, Harpster and Miramonte due to the developer charging for parking and efforts by renters to avoid such fees.

Response D3: The analysis in the EIR focuses on the impacts of the project upon intersection operations, transit, pedestrian and bicycle access, and safety, in accordance with the City's and applicable regulatory agency's adopted CEQA thresholds. The traffic analysis included in Appendix B provides the most detailed analysis of other transportation and operational issues such as cut-through traffic, parking spillover, and other neighborhood impacts.

At this time, there is no indication that the project applicant will charge additional fees to residents for parking. Per ***Section 3.2.2.9*** of the DEIR and Chapter 6 of the TIA, two methodologies were used to analyze the potential impacts to parking supply and demand on the project site and in the surrounding area: 1) compare the proposed parking supply to the amount required by the City of Mountain View's municipal code (Chapter 36, Article X); and 2) use the City's parking requirements for the proposed residences but estimate the parking demand for the retail portion based on observed parking counts of the existing on-site retail.

The project proposes a mix of land uses which have different peak hours for parking demand. Based on the shared parking analysis, the peak parking demand would occur on weekdays around 6:00 PM and would require 258 parking spaces including the demand from the existing City-owned lot. When compared to the shared parking demand, the proposed 299 parking spaces provide 41 more spaces than needed to accommodate the demand of the project and the City-owned parking lot. When compared to the City's parking requirements, which were established based on parking counts at apartments in Mountain View, the project exceeds the requirement by 10 spaces. In either scenario, the project is expected to provide more parking than necessary and spillover parking is not anticipated to be significant.

Comment D4: There is no mention of the impact of traffic and overflow parking on Sonia and Harpster which lack sidewalks, are thoroughfares for school children and that Sonia is the only street with a light for crossing that part of Miramonte. The inadequate focus of this study is embodied in the recommendation that of the approx. 100 cars that will use Sonia trying to get onto ECR/Miramonte/Shoreline, and the only concern is that the intersection be blocked and so we just need a "keep clear" sign. Well, that may keep the cars safe (let's be sure to worry about those cars) but can you or your staff seriously tell the City Council that children walking and on bikes will be

safe threading their way past approx. 100 extra cars every morning on streets w/out sidewalks thanks to a "Keep Clear" sign?

Response D4: The comment raises concerns about child safety due to traffic on Sonia Way. This would primarily be a concern during the morning and evening peak-hours when kids are going to and from school or other youth sports-related activities. As described in ***Section 3.2.2.5, Neighborhood Traffic*** as well as Appendix B of the DEIR, the proposed project is expected to add 69 *daily* vehicle trips to Sonia Way. The TIA estimates that the project will only cause a net addition of eight and six vehicles on Sonia Way during the AM and PM peak hour, respectively (see Figure 10, "Net Project Trip Assignment"). There are existing sidewalks on both sides of Sonia Way between Miramonte Avenue and Castro Street for pedestrians. The section of Sonia Way east of Castro Street is not expected to be used by any project traffic. Very few, if any, project trips will use Harpster Drive because there are more direct routes available to Miramonte Avenue, Castro Street, and ECR.

The purpose of adding the 'Keep Clear' striping to Castro Street at its intersections with the less congested neighborhood streets is to prevent cars from blocking crosswalks and disturbing traffic patterns. Potential safety concerns caused by cars are further minimized with low speed limits, pedestrian signals at crosswalks, and at Sonia Way/Miramonte Avenue, signal controls for cars. These features already exist at the Sonia Way intersections. The road diet will include additional striping and flashing pedestrian lights, which will improve safety for pedestrians and cyclists at Sonia Way/Castro Street.

Comment D5: 3. There is no mention of the fact that this development is within blocks of St. Joseph, Bubb, Graham, and that the traffic generated from 801 and the Peets will all funnel onto streets also which are the main routes for the thousands of students going to St. Francis and MV High School. The unique problems caused by the proximity to schools and school traffic, and El Camino Hospital staff traffic during the same hours is never mentioned. How is this a traffic study if they don't consider the existing traffic and street configuration?

Response D5: Existing traffic volumes were measured during the busiest times of the morning and evening commutes during the school year, and existing street configurations were used in the analysis of the project's traffic impacts. Therefore school-related traffic is included as part of the existing condition in the traffic congestion analysis. Project traffic impacts are evaluated based on existing as well as anticipated traffic conditions, which include the effects of all school-related traffic in the vicinity of the project. There is no need to distinguish between which traffic on the roads is school-related, hospital-related, or otherwise, as all traffic on City roads was counted through the measurement of traffic volumes in 2012 and 2013 during morning and evening peak-hours during the school year.

Comment D6: 3. The study we were promised would address those who must exit Trophy Drive onto Miramonte. Those of us who live on Miramonte/Eichler/Eichler Ct and Trophy can only get to ECR/Shoreline eastbound by turning left onto Miramonte. We cannot turn right onto Miramonte as there is no legal U turn at the light at Castro/Marilyn. The overflow parking from the new homes recently built uses Miramonte. Our sightlines for oncoming Miramonte traffic is extremely limited, yet we must cross two lanes of oncoming westbound traffic and merge into two more lanes of fast moving eastbound traffic. In the morning the cross traffic is extremely heavy as it encompasses

school traffic for the above-named five schools, and the hospital and local traffic accessing Foothill College, Foothill Expy and 280.

What we have been given is a study of the intersection of ECR and Miramonte which the study acknowledges is already bad and will become worse.

Why is a so-called 'traffic study' allowed to exclude the addition of traffic that affects our safety by ignoring intersections where there are no traffic controls and focus instead on the intersections with traffic controls?

> **Response D6:** This comment expresses concerns about traffic safety at the intersection of Trophy Drive and Miramonte Avenue. The traffic analysis completed for the EIR was done so in accordance with Santa Clara VTA's TIA Guidelines as well as the 2000 *Highway Capacity Manual*. The project's TIA does not evaluate this intersection because the project is highly unlikely to add any traffic to this intersection or to this segment of Miramonte Avenue. The inbound and outbound routes for traffic to and from the proposed project are shown in Figures 7 and 8 of the TIA. None of the anticipated routes involve vehicles traveling on Miramonte Avenue past Trophy Drive because there are more direct routes available to ECR, Castro Street, and Miramonte Avenue. Therefore, the project would not have any effects on the delay or safety at the intersection of Miramonte Avenue and Trophy Drive.

Comment D7: 4. The study fails to even mention that the same Sonia/Harpster/Miramonte traffic problem is compounded by the fact that this area includes the Little League fields which are in use after school through the evening hours, the non-school hours usage of the Graham sports fields and the sports pavilion through the evening hours. Children walk and bike to these places and this project basically makes them compete for space on the streets (where there are no sidewalks) and provides no accommodation for safer street crossing, sight lines and right of way structures for the hundreds of cars this development will add to the neighborhood.

> **Response D7:** As shown in Figure 10 in the project TIA (see Appendix B of the DEIR), the proposed project is estimated to add a total of eight and six cars to Sonia Way during the AM and PM peak hours, respectively. The project is not expected to add any vehicle trips to Harpster Drive because more direct inbound and outbound routes are available via Castro Street's intersections with ECR and Miramonte Avenue, as well as Sonia Way. Sonia Way has sidewalks between Castro Street and Miramonte Avenue, and there are crosswalks at both Miramonte Avenue and Castro Street. The planned road diet for Castro Street would include flashing crosswalk lights at the intersection with Castro Street, and there is a signal at Sonia Way/Miramonte Avenue to provide adequate pedestrian crossing protection.

Comment D8: I urge your staff to focus on what is NOT in this study, and make a realistic assessment that it does not reflect the actual problems created by allowing this high density and by such omissions does NOT offer a single solution. We cannot add sidewalks, we cannot stop the flow of traffic on Miramonte to 5 schools and a hospital, we cannot make bridges to get children safely to and from the sports fields and we are not going to get a traffic light at Trophy and Miramonte so the only possible solution is decreased density.

Response D8: This comment expresses an opinion regarding the size of the proposed project and supports decreasing the density. This opinion will be considered by the City Council as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

E. RESPONSE TO COMMENT LETTER E FROM KRISTI ALLEN, DATED SEPTEMBER 15, 2014.

Comment E1: Please submit to relevant parties, including Mayor Chris Clark and all city council members. Also, could you please reply to let me know that you received this email, which was submitted prior to the 5PM September 15th deadline. Thank you.

To whom it may concern,

I am writing to express my concerns regarding the Draft Environmental Impact Report for 801 El Camino Real West, Mixed-Use Project. I have reviewed the entire DEIR linked on the city's website. I have also attended several city council meetings and planning sessions in order to learn more about this development proposal, as well as express my concerns about this development proposal.

Regarding the DEIR, my primary ongoing concerns are as follows:

The developer (Greystar) is requesting a zoning change prior to the final approval of the completion of the El Camino Real Precise Plan, stating that the development proposal fits within the parameters of the city of Mountain View's General plan. I have reviewed the city's General Plan as well as the current iteration of the El Camino Real Precise Plan, and there are significant differences between the two, particularly in reference to the Castro/Miramonte & El Camino Real development area. I hope the city council agrees that it is important that the city complete it's visioning process, including pertinent precise plans, prior to forging ahead with a project in such a sensitive and high-profile location in the city.

Response E1: As stated in ***Section 2.2.1.1*** of the DEIR, the project proposes to rezone the site to the *P (Planned Community)* district to allow the project to be approved prior to adoption of a new El Camino Real Precise Plan for the ECR corridor, and to allow the City the flexibility to implement development standards and features which conform to the 2030 General Plan. In addition, as stated in ***Section 2.3 Project Goals and Objectives,*** one of the primary objectives of the project is to: "Develop an economically-viable mixed use infill project in the El Camino Real Change Area and Planning Area, as well as the Grand Boulevard Initiative area, particularly to achieve General Plan Goal LUD-20: *A vibrant transit-and pedestrian-oriented corridor with a mix of land uses."*

The El Camino Real Precise Plan is based on the vision for the corridor set forth in the General Plan. The General Plan also includes goals and policies for the El Camino Real area, including revitalization, variation in building heights, new street design standards, focused development intensity, and improved landscaping and pedestrian amenities along the streetscape. The El

Camino Real Precise Plan includes new principles, standards and guidelines to implement the General Plan's vision and goals for the corridor. Therefore, the General Plan and El Camino Real Precise Plan are consistent with one another in regards to the goals for the El Camino Real corridor.

Comment E2: The draft EIR notes that the "Environmentally Superior Option" is the "reduced development alternative" with 127 units (vs the 164 units the developer would like to build). I absolutely believe that the city should only be considering the "reduced development alternative". The projected density increase (350++ people from this one project alone is going to have a significant and irreversible impact - in numerous ways & every single day - to the current residents of the neighborhood that borders this proposed development, and it is incumbent on the city to adhere to it's stated desire to insure "sensitive design transitions between El Camino Real development and surrounding residential neighborhoods". Also of note, El Camino Real & Castro/Miramonte is specifically cited as a "lower intensity" use than other proposed "village centers" which again, brings me back to strongly urging the city to only consider approving the "reduced development alternative".

Response E2: The comment expresses support for the Reduced Development Alternative. This opinion will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment E3: As currently proposed Greystar's development will exceed the current sewer capacity of the surrounding neighborhood and the developer propose to "mitigate" this by paying money to the city's general fund so the city can make the necessary upgrades. As a resident of the nearby neighborhood, I cannot stress enough how important it is that all such upgrades be completed prior to ANY occupancy of this development as residents already experience regular sewer problems and any development sans the sewer upgrades would be disastrous for the current residents.

Response E3: This comment expresses the opinion that upgrades to the sewer system should be completed before the project is occupied by residents. The upgrades to the sewer system will be done during project construction and completed prior to occupancy of the project. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment E4: The EIR states that it is using the city's "model parking standard" (which is not the city's codified parking standard, iirc). Anyway, the developer is proposing a total of 289 parking spaces (1 space per bedroom in 1&2 bedroom units and 2 spaces for each of the four 3 bedroom units - for a total of 202 spaces of residential parking and 87 spaces for retail AND guest parking.) The city currently REQUIRES that 15% (30 parking spaces in this instance) of parking spaces be allocated for visitor parking – specifically – not shared with retail parking. Also of note, parking along Castro Street (presumably up to Sonia) may be eliminated because of the "road diet" and new bike lanes, so not only will this development will be woefully underparked but there will not be on street parking available on Castro Street, either…resulting in overflow parking on already crowded neighborhood streets.

Response E4: Per ***Section 3.2.2.9*** of the DEIR, two methodologies were used to analyze the

potential impacts to parking supply and demand on the project site and in the surrounding area: 1) compare the proposed parking supply to the amount required by the City of Mountain View's municipal code (Chapter 36, Article X); and 2) use the City's parking requirements for the proposed residences but estimate the parking demand for the retail portion based on observed parking counts of the existing on-site retail.

The proposed project includes 299 parking spaces: 202 resident parking spaces within the two parking garages and 97 retail parking spaces within the parking garages, surface lot, and along the alley. Based on City of Mountain View code requirements, the proposed project would provide ten more parking stalls than required by the City Code. The project proposes a *Planned Community (P)* zoning and the required parking on-site is set by the City as part of the site-specific zoning. Per the City of Mountain View, the *Planned Community (P)* zoning for the project would make parking rates included in the project inclusive of guest parking spaces.

The project proposes a mix of land uses which have different peak hours for parking demand. To determine the shared parking demand, an hourly evaluation of peak parking characteristics was completed, as further described in ***Section 3.2.2.9*** of the DEIR. Based on the shared parking analysis, the peak parking demand would occur on weekdays around 6:00 PM and would require 258 parking spaces including the demand from the existing City-owned lot. When compared to the shared parking demand, the proposed 299 parking spaces provide 41 more spaces than needed to accommodate the demand of the project and the City-owned parking lot. Therefore, the proposed project would exceed parking demand by 41 spaces.

Comment E5: The EIR states that the pedestrian entrance to this project will be on Castro street and run directly behind the single family homes on Sonia that share property lines with the development. This pedestrian path should NOT be located directly behind the fences of private residences. Having people coming & going at all hours of the day and night, serious concerns about noise, smoke, safety, etc. the private residences just on the other side of the fence of this path should not have to be subjected to this type of encroachment.

Response E5: This comment expresses an opinion about the proposed design location for the pedestrian entrance, and will be considered as part of the project decision process. The placement of the pedestrian entrance at this location is not anticipated to result in significant noise or safety impacts under CEQA. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment E6: The EIR suggests that the best way to mitigate the impact of additional traffic and changed road conditions (Castro Street "road diet") will be to add a striped a "do not block the box" painted in the intersection of Castro & Sonia, and allow U-turns at Victor - presumably for the numerous cars that will exit the project driveway and have only the option of a right hand turn, so to get back to ECR South, these drivers will now be making U-turns (much of this occurring at peak travel times, when children are on their way to/from school). The EIR States that the U-turns can be safely made even with Castro Street only being one lane in each direction. I strongly disagree with the safety assessment of the EIR of this. Perhaps one or two cars a day making that U-turn could do so safely, but to encourage it as the "best route" for cars exiting the development to get to ECR South

is an accident waiting to happen.

Response E6: As described in ***Section 3.2.2.8*** of the DEIR, there is adequate width on Castro Street to accommodate U-turns (currently prohibited) for vehicles on northbound Castro Street, and the project TIA did not identify any potentially significant level of service (LOS) impacts resulting from the proposed project (refer to Appendix B of the DEIR). Since left-turns are already allowed on northbound Castro Street and are protected by a green left-turn arrow, allowing U-turns in addition to left-turns would not result in potential hazards to oncoming bicyclists or pedestrians because all pedestrian and bicycle movements during this signal phase would be prohibited. There is adequate width in the intersection to accommodate this proposed movement and no intersection modifications are needed. In addition, the project applicant would coordinate with VTA and Caltrans, as needed, to ensure that allowing U-turns does not conflict with VTA and Caltrans plans or policies.

Comment E7: I have more concerns, specifically regarding how the "sensitive receptors" (many of whom are the residents) are going to be protected from the vibrations and hazardous dust/debris VOC's that will be in the air during demolition. Unlike the construction workers, the residents will not have hazardous materials masks, nor any way to escape the hazardous particles which will be in the air.

Response E7: As described in ***Section 3.3.4.3*** of the DEIR under Construction Vibration, project construction activities may generate substantial vibration in the project's immediate vicinity. Vibration levels from typical construction activities would be expected to be 0.2 in/sec Peak Particle Velocity (PPV) or less at a distance of 25 feet, which would be below the 0.3 in/sec PPV significance threshold at which there is a risk of damage to older residential dwellings such as plastered walls or ceilings. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV. Vibration generated by construction activities near the common property line would at times be perceptible, however, would not be expected to result in "architectural" damage to these buildings. In addition, noise and vibration generated by construction activities would be temporary and would be considered a less-than-significant impact because the construction activities will be conducted in accordance with the provisions of the City of Mountain View City Code and with the implementation of construction best management practices.

Section 3.4.3.4 of the DEIR under Construction TACs describes the localized emissions of construction dust and diesel exhaust effects on nearby sensitive receptors. Emissions from construction activities were modeled using calculations from CalEEMod, and the U.S. EPA ISCST3 dispersion model was used to predict concentrations of diesel particulate matter (DPM) and particulate matter with a diameter less than or equal to 2.5 microns ($PM_{2.5}$) at sensitive receptors in the vicinity. The maximum modeled increase in DPM and associated cancer risk occurred at a C-shaped multi-family residential building on Park Avenue, adjacent to the west boundary of the project site. Increased cancer risks were calculated using the maximum modeled annual DPM concentrations and the Bay Area Air Quality Management District (BAAQMD) recommended risk assessment methods for residential child and adult exposures. As shown in Table 3.4-5 and in Appendix D of the DEIR, the estimated health risks resulting from dust and equipment exhaust are below the BAAQMD thresholds of significance for cancer risk, chronic hazards, and $PM_{2.5}$ concentrations. In

addition, to minimize emissions associated with construction equipment, the proposed project would use construction equipment meeting the following criteria:

- All diesel-powered off-road equipment larger than 50 horsepower and operating at the site for more than two days continuously will meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent;
- All diesel-powered forklifts will meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent

Therefore, emissions generated during demolition, grading, excavation, and other construction activities would not result in significant health risks under CEQA.

F. RESPONSE TO COMMENT LETTER F FROM KEN & VICKI HAUKOM, DATED SEPTEMBER 15, 2014.

Comment F1: Our position and issues have not changed since our letter to Mayor Inks on August 8, 2013. A copy of that letter is attached and in summary addresses the following:

1. We do not oppose re-development.
2. The proposed project is too large.

Response F1: This comment expresses an opinion in support of re-development and regarding the size of the proposed project, and will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment F2:

3. Traffic has long been a concern on Sonia Way.
4. The size and scope of 801 will exacerbate the problem.

While reviewing the EIR for traffic impacts regarding Sonia Way, as directed I referenced the "detailed discussion ... included in Chapter 3 Appendix B" (of the TIA Report), only to have confirmed that Sonia Way will be a primary route for "vehicles travelling to and from the north..." The "Right Turn Only" onto Castro will clearly send all northbound traffic to ECR north on Sonia Way.

Response F2: As described in ***Section 3.2.2.5*** and Appendix B of the DEIR, the Traffic Infusion on Residential Environments (TIRE) Index was used to measure the effects of traffic on neighborhood “livability”. The TIRE index uses average daily traffic (ADT) volume to determine the amount of daily traffic that could be added to a roadway before residents would perceive the increase in traffic. The amount of daily traffic that can be added before residents would notice directly correlates to the amount of daily traffic already present on the street. According to this methodology, a noticeable traffic increase occurs when the difference in index between no project and project conditions is 0.10 or more. An increase in

the index of 0.10 corresponds to an increase in ADT of between 20 and 30 percent.

To quantify the perceptions of residents, the TIRE index was applied to Sonia Way and Victor Way. Daily traffic counts conducted in March 2013 were provided by City staff. The data were used to determine the existing traffic on the streets during a typical weekday. Based on available information, the existing weekday average daily traffic (ADT) on these segments of Sonia Way and Victor Way is 1,185 and 472 trips, respectively.

According to the TIRE index, 290 trips could be added to Sonia Way and 114 trips could be added to Victor Way before residents would perceive a change. The proposed project would add a total of 69 daily trips to Sonia Way and 43 daily trips to Victor Way. According to the TIRE index, it is unlikely that residents along Sonia Way and Victor Way would notice an increase in traffic as a result of the proposed development.

The TIA, included as Appendix B to the DEIR, estimates that the project will cause a net addition of eight and six vehicles on Sonia Avenue during the AM and PM peak hour, respectively (see Figure 10 of the TIA, "Net Project Trip Assignment"). This is not considered a significant impact.

Comment F3: We do support the Reduced Development Alternative that would somewhat mitigate this and other factors including parking in the area.

Response F3: The comment expresses support for the Reduced Development Alternative. This opinion will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment F4: Significant Impacts: I find it interesting that the first mitigating factor in the EIR is regarding "Future residential users...would be exposed to interim noise levels..." followed by... "significant impacts to nesting birds..." and "...excavation...residual contamination...that that could pose a health hazard to ... workers and *nearby sensitive receptors*." You need to be mindful of "future residential users, birds, and health and safety concerns but let's not forget the local residents and our concerns as you approve this and other projects.

Response F4: This comment expresses an opinion regarding consideration of the concerns of local residents as the project is approved. This will be considered as part of the project decision process. Impacts to existing nearby residents, including traffic, air quality, noise, and visual impacts are evaluated in their respective sections of the EIR. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment F5: Dear Mayor Inks:
This letter is being written to protest the currently proposed Graystar development of Castro Street South of ECR and the south side of El Camino Real from Castro to Miramonte, as reported in the Mountain View Voice.

While some sort of redevelopment of this area is undoubtedly inevitable, maybe even desirable, the

proposal for the Southern leg of Castro Street is **way out of line** for the surrounding neighborhood and community. High-density may be great in theory, but is becoming less desirable as people realize the confinement and lack of any sense of community and neighborhood it creates for the new residents.

Response F5: ***Section 3.1.3.2*** of the DEIR describes the Land Use Compatibility Impacts from the proposed project. The project would have a greater density that the existing uses on the site, but would not create an incompatible land use, since residential and commercial land uses currently exist in the area. The project design would place two- to four- stories of residential units in the southern portion of the building along Castro Street**.** However, the proposed building has been designed in a manner that will step it back from the existing residences at the southern and western property line. The building heights proposed by the project are consistent with the General Plan designations for the site. The project's consistency with the General Plan's height and massing standards, and the use of setbacks and visual screening provided by existing and planned landscaping and trees around the perimeter of the project site, would avoid land use compatibility impacts from the taller building heights.

Comment F6: It is also my understanding the City of Mountain View has around sixteen hundred housing units in the planning pipeline. How about we get those units sold or rented first to people that can actually afford them. Those people living in closets, also as reported in the MV Voice, cannot afford $3000+ a month for rent or mortgage payments!! Are we building to satisfy a perceived demand that people can't afford?

Response F6: This comment expresses an opinion regarding the development of additional housing in Mountain View. This will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

Comment F7: I have long enjoyed being a Mountain View resident on Sonia Way. Part of that enjoyment has been the ability to walk down to Rose's Market for that last minute dinner item or dinner itself, (saying "hi" or stopping to visit with neighbors on the way) or to Peet's for coffee and the newspaper, as well as the other retail businesses as needed. It would be a shame to lose these small business establishments. They should be encouraged and enabled to stay where they are, and be substantially and adequately provided for in any future development. They are a significant part of what makes up our local neighborhood community and would be sorely missed.

Response F7: The comment expresses an opinion regarding retaining the existing businesses at the project site after development of the proposed project. This will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR. It should be noted that the project proposes to maintain most of the existing businesses on the site.

Comment F8: Another BIG consideration is traffic. Two hundred plus apartments probably equal four hundred cars, many of which will undoubtedly be cutting through Sonia Way, Park Avenue and Harpster Drive. And, where are they and their guests going to park? What about the existing retail and their parking? Public transportation is great in theory, but is not so practical when you have six

bags of groceries and a fifty pound bag of dog food, or don't have time to spend loading and unloading every block. Americans love the freedom and flexibility of their cars, and are not going to give them up.

Response F8: Please see Response F2 above regarding traffic on local streets. The project proposes a mix of land uses which have different peak hours for parking demand. To determine the shared parking demand, an hourly evaluation of peak parking characteristics was completed, as further described in ***Section 3.2.2.9*** of the DEIR. Based on the shared parking analysis, the peak parking demand would occur on weekdays around 6:00 PM and would require 258 parking spaces including the demand from the existing City-owned lot. When compared to the shared parking demand, the proposed 299 parking spaces provide 41 more spaces than needed to accommodate the demand of the project and the City-owned parking lot. Therefore, the proposed project would exceed projected parking demand by 41 spaces.

Comment F9: I understand narrowing Castro Street is also being considered for safety reasons. Why would you narrow a street you are planning to make even more congested? Narrower streets do not make for more responsible drivers or pedestrians. Speeders, texters, the entitled and the unobservant will continue to do and be so. It is unreasonable to restrict the flow of traffic for the general public, when additional and ongoing education of the nearby middle school students would solve the problem. They are already past the age of needing to learn pedestrian safety behavior.

Response F9: The effects of the road diet on the design of Castro Streetwere studied as part of the traffic analysis in the EIR under the *Existing Plus Project* condition. The Castro Street road diet is a separate project, however it was included in the traffic analysis in order to evaluate whether the proposed project would create significant traffic congestion if the road diet were also implemented.

The road diet modifications include reducing the number of lanes on Castro Street from four to two (one in each direction), adding bicycle lanes in both directions, widening planted center medians, striping, and placement of pedestrian safety measures such as flashing crosswalk lights and warning signals. On-street parking on Castro Street along the project frontage will also be removed, and the Miramonte Avenue/Castro Street intersection would be modified to have one left-turn lane, one through lane, and one shared through right-turn lane in both the north and southbound directions. The westbound direction would contain one left-turn lane, a shared through left-turn lane, and one right-turn lane. The eastbound direction would include one left-turn lane and one shared through right-turn lane. The analysis determined that the proposed project, even with the reduced road capacities associated with the planned road diet, would not create significant traffic congestion.

Section 3.2.2.7 of the DEIR includes a discussion of site distance and safety for pedestrians and bicyclists. The proposed project would reduce the driveway entrances/curb cuts along Castro Street from five to two, which would decrease current site distance issues at the driveways. Given that Class II bicycle lanes are planned for Castro Street as part of the road diet, ensuring adequate sight distance for vehicles entering and exiting the project site, as well as for the pedestrians and bicyclists passing the site, is critical. Figure 2.0-4 of the DEIR includes dashed lines delineating the ‘sight triangles’ for vehicles exiting the site along

Castro Street. These sight triangles would be unobstructed and would allow vehicles and pedestrians/bicyclists to be aware of one another. In addition, parking would be prohibited on Castro Street along the project frontage, which would support unobstructed views for drivers, bicyclists, and pedestrians. Since parking is currently allowed along Castro Street at this location, prohibiting parking would reduce the potential hazards to pedestrians, bicyclists, and motorists that arise from vehicles entering and exiting the site.

Comment F10: In my opinion, Mountain View has too much "development" going on to fast. Is today's expedient development tomorrow's vacant and abandoned eyesore and liability?

Response F10: This comment expresses an opinion regarding development in Mountain View. This will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR.

SECTION 5.0 REVISIONS TO THE TEXT OF THE DRAFT EIR

There were no text revisions to the *Draft Environmental Impact Report, 801 El Camino Real West Mixed-use Project*, dated July 2014.

SECTION 6.0 COPIES OF COMMENT LETTERS RECEIVED

The original comment letters on the *Draft Environmental Impact Report, 801 El Camino Real West Mixed-use Project* are provided on the following pages.

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought.
Help save water!

September 12, 2014

SCL082465
SCL/82/PM 19.9
SCH# 2013112061

Ms. Stephanie Williams
Community Development Department
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Dear Ms. Williams:

801 El Camino Real West Mixed-Use Project – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the DEIR and have the following comments to offer. Please also refer to our comments on the Notice of Preparation in a letter dated December 23, 2013.

Traffic Impacts

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. The following are comments on the Traffic Impact Analysis (TIA):

1. Forecasting: In the TIA, Table 5 Project Trip Generation, note "/b/" states that the estimates for the apartments are "based on Fitted Curved Equation for Apartments (220)" from the 9th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Upon checking the referenced source, the Daily Trips and the AM and PM Trips for all three of the counts in the table are slightly larger than the counts we computed with the curve equations. Please clarify why the counts computed by the City of Mountain View (City) are larger.

   To calculate the trips generated by the Retail development, the TIA states that trip counts for the existing retail development at this site were used. The trip counts were then multiplied by the square footage of the new retail development divided by the square footage of the old retail development. This is a reasonable approach, as long as the old and the new development have similar trip generation characteristics. Using this method, we would expect that the Table 5 ratio of the trips generated by the old retail development to the trips generated by the new retail development would be constant. However, the ratios for Daily

Trips and the AM and PM Trips vary widely. Please explain why the trips are not constant, as would be expected.

The project area has a number of intersecting local streets so travelers coming from or going to the same destination can take a number of different routes in the project area. The TIA explains this in some detail. However, it is not clear how the project traffic was assigned to the local roads in the project area. Please explain how the traffic was assigned to the local roads.

2. Operations: Caltrans recommends the City include in the TIA an analysis of the level of service (LOS) under demand volumes for the State Route (SR) 82 (El Camino Real)/SR 237. It appears as though only the output volumes were used for the analysis, as this intersection is congested and operates at LOS F.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Vehicle Trip Reduction

Caltrans commends the City for its ongoing progress in locating needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking. By doing so, the City promotes mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

We also encourage you to further develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include further lowering of parking ratios, expanding existing car-sharing or shuttle programs, adding more bicycle parking, installing showers for residents and employees, and providing transit passes to residents and employees, among others.

Traffic Impact Fees

Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Voluntary Contribution Program

State Route 82 (El Camino Real) and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic and are among the most congested regional facilities. Given the location of the proposed project and the traffic generated, along with other projects in the vicinity, this project is likely to have a cumulatively significant regional impact to the already congested State

Highway System. Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans.

Should you have any questions regarding this letter, please contact Brian Brandert of my staff at (510) 286-5505 or brian.brandert@dot.ca.gov.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

SANTA CLARA
Valley Transportation Authority

September 15, 2014

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

Attention: Stephanie Williams

Subject: 801 El Camino Real West Mixed Use

Dear Ms. Williams:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR (DEIR) for 164 apartment units and 10,800 square feet of commercial space on 2.38 acres at the southwest corner of El Camino Real and Castro Street. We have the following comments.

Land Use

VTA supports the proposed land use intensification on El Camino Real, located adjacent to a stop for VTA Local line 51, and across the street from stops for VTA Local lines 22 and 52 and Rapid line 522. VTA is in the process of environmental review for Bus Rapid Transit (BRT) service along El Camino Real which would enhance the Rapid 522 line. In addition, the project's close proximity to retail and services in Downtown Mountain View will increase opportunities for residents and employees to accomplish daily tasks by walking and bicycling, leading to a reduction of automobile trips and greenhouse gas emissions associated with the project. El Camino Real is identified as a Corridor in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Pedestrian and Bicycle Accommodations

VTA commends the project sponsor and the City for incorporating pedestrian and bicycle improvements on the project frontages, including a wider sidewalk on El Camino Real, the addition of a planter strip and street trees on Castro Street, and the addition of a bicycle lane on Castro Street (as shown in the Conceptual Site Plan in the DEIR). Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

Even with these improvements, the intersection of El Camino Real and Castro Street adjacent to this project still poses a significant barrier to safe and comfortable pedestrian and bicycle travel,

due to the very long crossing distances and large curb radii that encourage relatively high-speed right turns at the intersection. This development project presents an opportunity to improve the pedestrian and bicycle crossing experience at this intersection, through potential improvements such as curb extensions, tightened curb radii, and/or median refuge islands. VTA recommends that the City work with the developer to incorporate such improvements on this project's corner of the intersection. VTA notes that the proposed El Camino Real Bus Rapid Transit (BRT) project, if implemented with a median BRT lane through this segment, would present an opportunity to improve the pedestrian and bicycle crossing experience across the entire intersection.

Transportation Demand Management – Transit Incentives

VTA encourages the City to work with the applicant to explore Transportation Demand Management (TDM) measures that would reduce the number of single-occupant vehicle trips generated by the project and increase transit ridership. VTA encourages the City to require the project applicant to provide transit fare incentives to residents of the development, such as free or discounted transit passes on a continuing basis, as a Condition of Approval of the project.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

MV1312

8-20-14

Dear Stephanie,

I looked over the Transportation and Traffic Section of the Draft EIR and the Traffic Impact Analysis (TIA), Appendix B, of the EIR. I will confine my comments to the TIA since it is a superset of the Draft EIR Traffic sections.

General Comments:

There is no analysis of the intersections in and out of Graham School at AM drop off and PM pick up times. I have observed, and have videos to illustrate, significant traffic backups for SB traffic turning left into the Graham driveway, and NB traffic turning right into the same driveway. The patterns are similar for AM and PM, and include cars parking along Castro in the NB direction to either drop off or pick up their children, and cars exiting the Graham driveway, often making a left turn.

There is also no analysis mentioned of the effect of St. Joseph and Bubb Schools on the traffic patterns, again at AM and PM drop off and pick up times.

In addition to school AM and PM traffic, Miramonte has the Little League field which creates traffic, wall to wall parking, and neighborhood children crossing over to it all afternoon through the evening rush hours. The Graham campus has the same intensive usage after school hours for soccer practices, track events, football, and basketball, etc. at the Sports Pavillion.

With the road diet limiting the traffic further, these intersections, and Castro Street itself, could become much more congested when the SB left turn lane (I'm assuming there will be one) into Graham backs up beyond its extent, blocking SB through traffic trying to get to the Miramonte intersection. In the NB direction, how will the traffic be routed to the school? Unless there is a "right turn lane" extending into the school driveway, this traffic will just backup towards Miramonte when the school driveway is clogged as is currently the case. In addition, without any temporary parking along Castro by the school, those cars will add to the NB backup trying to get into the school driveway. Cars exiting the Graham driveway will add to the NB traffic towards ECR, or if a left turn is permitted with the road diet, will add to the SB traffic already backed up.

Increased congestion around the school means that children walking or biking to school are at increased risk of an accident. I know the Graham parents want the road diet to make the school safer for these kids, but have you considered that it may not improve the situation, and could make it worse?

I didn't see any mention or analysis of the road diet's effects on traffic, only that the study intersections will change due to the median blocking the alley entrance from Castro NB and that left turn lanes will be added to the Victor Way intersection. But how was the road diet figured into the LOS computations? There's no mention of that, only that it was somehow included in the Project Conditions for the LOS computations. This needs to be spelled out since in my opinion it's a major omission.

The report does not cite the lack of sidewalks and the loss of sightlines due to parked cars on Sonia, Harpster etc., and the effect that will have on pedestrians/school children whom we are encouraging to walk and bike. Sonia is the only street with a traffic control light. The study says 89 cars will use it but at least 100+ is a more realistic minimal number. Sonia is the only street for school children in that area to cross Miramonte with a light. You are adding at least 100 cars on a small street without sidewalks that dead ends onto two busy streets: Miramonte and Castro; where Miramonte is the only safe crossing with a light. Cars are already using Sonia after they drop off kids at St. Joseph, and to pickup at the Little League fields and schools. It does not sit empty. Why is this situation acceptable to anyone?

Specific Comments on the TIA:

LOS Calculations:

What are the assumptions for the effects of the road diet on the LOS calculations? It's not part of the "Existing LOS" since that is Castro as it is now. In Table ES1 Intersection LOS Summary on page vi, the PM LOS for Castro and El Camino goes from 40.2 Existing to 49.2 Cumulative. If the road diet is figured into the Cumulative number, where is the explanation and method of computation in the report?

49.2 seconds is only 5.8 seconds away from a LOS E delay, and 14 seconds into the D level which starts at 35.1; e.g.,

D = 35.1 …….. 55.0. E = 55.1 …….. 80.0.

^ Castro and ECR

So it's much closer to an E level than D. Although this intersection is rated as a CMP intersection which qualifies E as acceptable, shouldn't this intersection be non-CMP with Castro at 2 lanes on either side of El Camino? In this case, the LOS, while still under the E rating, could easily exceed it when developments planned at Harv's Car Wash and Grant and El Camino are approved and built. In other words, this intersection will get worse and worse over the next 5 years. This should be considered in the report.

Project Trip Generation:

The Trip Generation calculations are based on the number of people inhabiting one and two bedroom apartments and the number of cars per apartment. Instead of assuming one car for one bedroom apartments and two cars for two bedrooms, the report should look at Craigslist and see if they can find any two bedroom apartments in Mountain View inhabited by only two adults to justify saying that two cars per unit is realistic, and similarly for one bedroom apartments inhabited by just one person. Alternatively, canvas anyone who is a landlord and ask how many one and two bedroom apartments are inhabited by only one or two persons and not a working couple or roommates to justify saying that there will be only one car per bedroom.

Beyond the number of cars used in the calculations, the report uses ITE estimates for the apartment trips, but actual numbers for the existing retail. This affects the computations for net trips in that the actual numbers for retail are subtracted from the ITE numbers to get the net trips. This can be like mixing apples and oranges if the numbers are very different.

The numbers used should be from the same source, or adjusted for differences in the sources. What are the ITE numbers for the existing and project retail densities? If these are different from the actual numbers, then the computations should be adjusted for the difference, or the ITE numbers should be used for both and the net trips computed using only the ITE numbers.

Referring to Table 5 on page 20, Project Trip Generation Estimates, the numbers show that the Existing retail trips are greater than the Project retail trips. Since Existing is subtracted from Project for the net added trips, this reduces the net Project trips. You base the retail trips on the square feet of retail for the Project vs. Existing. This is a poor assumption, since trips to Peet's, for example, are really based on demand, not square feet. There is no reason to assume the Peet's demand will decrease according to its square feet, unless the traffic and parking are congested enough that people will avoid this location. Since you are trying to avoid traffic and parking congestion, you should assume the same demand for Peet's and the other retail, with only a secondary effect of the retail area in cases where it's markedly reduced. Retail area comparisons between Existing and Project should not directly affect the trip generation calculations.

I would also argue that the 5% trip reduction for retail due to the mixed-use design has limited validity. This may be true for a Senior complex where the apartment dwellers don't go to work or travel during non-peak hours, but for younger, non-retired, workers it should not apply, at least at the 5% rate. Any "trips" from an apartment renter to Peet's, for example in the morning, would be followed by a trip to work, and similarly in the PM hours returning from work.

Are there any assumptions regarding apartment dwellers or retail customers using transit or bikes for trips? If so, what type of transit is assumed; for ex., BRT or existing busses? For bikes, are specific routes assumed?

Vehicle Queuing:

The same argument that I stated above in the Project Trip Generation section regarding the number of cars per bedroom also applies to Vehicle Queuing. The number of cars added by the development must be a realistic number as a starting point for both sets of calculations.

On pages 34-35 and Table 9 describing the Castro and ECR NB intersection, it states that "…During the PM peak hour, under existing and background no project conditions, the calculated 95th percentile queue is 350 feet. *Field observations also indicate that the vehicle queues for the subject movement are heavy under existing conditions.* Traffic from the *proposed project would add up to 25 feet (or one vehicle)* to the 95th percentile queue…"

The text goes on to argue that one vehicle added requires no improvements. First, the analysis makes little mention of the road diet on the calculations; only that the median will block NB

traffic exiting from the alleyway (right turn only). Again, how is the road diet figured into the computations for Vehicle Queuing??

The statement that the traffic from the proposed project would only add 25 feet or one vehicle to the 95th percentile queue is not supported by any calculations. In addition, the first sentence I highlighted in italics above, "*Field observations also indicate that the vehicle queues for the subject movement are heavy under existing conditions.*", contradicts the arguments that the vehicle queues are insignificant except under 95th percentile conditions. What does the italicized sentence refer to?

It's very difficult to believe that the Project traffic for 164 apartments, which could be 200 cars daily, much of it during peak hours, would only add 1 car to the existing queue! Especially when the number has no supporting computations. There is also the Recommendation that Castro Street/Victor Way and /Sonia Way should be signed with "Keep Clear". This statement leads me to believe that the queuing situation is worse than described in the text. In addition, the "Keep Clear" sign means don't enter the roadway and block traffic, which means that the merging traffic will not be moving well and creating a backup of its own. At the same time, children are on the street/walking/biking where cars are backed up, increasing safety risks for children/pedestrians/bicyclists on Castro between ECR and Graham School/Miramonte.

Thanks.

Richard Woolley

Cornelia Court

8-26-14

Ms. Williams,

The study that we were assured would be done for the 801 ECR project has not been realized. I urge you to advise the City to reject it and require an effort that addresses the actual impact of the proposed project, or to use the alternative lower building density which I believe is 127 units.

Specifically:
1. This is study lacks support for its conclusions regarding the numerical increase of traffic and parking and uses totally unrealistic numbers which are based upon other unrealistic numbers. For example, the parking guidelines which were developed when housing was not so increasingly expensive posit one car per bedroom and we all know that multiple roommates/partners/spouses will share both one and two bedroom units in today's economy. I see no studies or data in the study which illustrate how this scenario will affect parking and traffic.

2. We were assured that the effect on the neighborhood would be part of this study. It is not. This study is basically a recitation of the effect of cars at intersections and only select intersections. There is no mention of spillover parking onto to Sonia, Harpster and Miramonte due to the developer charging for parking and efforts by renters to avoid such fees.
There is no mention of the impact of traffic and overflow parking on Sonia and Harpster which lack sidewalks, are thoroughfares for school children and that Sonia is the only street with a light for crossing that part of Miramonte. The inadequate focus of this study is embodied in the recommendation that of the approx. 100 cars that will use Sonia trying to get onto ECR/Miramonte/Shoreline, and the only concern is that the intersection be blocked and so we just need a "keep clear" sign. Well, that may keep the cars safe (let's be sure to worry about those cars) but can you or your staff seriously tell the City Council that children walking and on bikes will be safe threading their way past approx. 100 extra cars every morning on streets w/out sidewalks thanks to a "Keep Clear" sign?

3. There is no mention of the fact that this development is within blocks of St. Joseph, Bubb, Graham, and that the traffic generated from 801 and the Peets will all funnel onto streets also which are the main routes for the thousands of students going to St. Francis and MV High School. The unique problems caused by the proximity to schools and school traffic, and El Camino Hospital staff traffic during the same hours is never mentioned. How is this a traffic study if they don't consider the existing traffic and street configuration?

3. The study we were promised would address those who must exit Trophy Drive onto Miramonte. Those of us who live on Miramonte/Eichler/Eichler Ct and Trophy can only get to ECR/Shoreline eastbound by turning left onto Miramonte. We cannot turn right onto Miramonte as there is no legal U turn at the light at Castro/Marilyn. The overflow

parking from the new homes recently built uses Miramonte. Our sightlines for oncoming Miramonte traffic is extremely limited, yet we must cross two lanes of oncoming westbound traffic and merge into two more lanes of fast moving eastbound traffic. In the morning the cross traffic is extremely heavy as it encompasses school traffic for the above-named five schools, and the hospital and local traffic accessing Foothill College, Foothill Expy and 280.
What we have been given is a study of the intersection of ECR and Miramonte which the study acknowledges is already bad and will become worse.
Why is a so-called 'traffic study' allowed to exclude the addition of traffic that affects our safety by ignoring intersections where there are no traffic controls and focus instead on the intersections with traffic controls?

4. The study fails to even mention that the same Sonia/Harpster/Miramonte traffic problem is compounded by the fact that this area includes the Little League fields which are in use after school through the evening hours, the non-school hours usage of the Graham sports fields and the sports pavilion through the evening hours. Children walk and bike to these places and this project basically makes them compete for space on the streets (where there are no sidewalks) and provides no accommodation for safer street crossing, sight lines and right of way structures for the hundreds of cars this development will add to the neighborhood.

I urge your staff to focus on what is NOT in this study, and make a realistic assessment that it does not reflect the actual problems created by allowing this high density and by such omissions does NOT offer a single solution. We cannot add sidewalks, we cannot stop the flow of traffic on Miramonte to 5 schools and a hospital, we cannot make bridges to get children safely to and from the sports fields and we are not going to get a traffic light at Trophy and Miramonte so the only possible solution is decreased density.

Thank you for your consideration.

Louise Katz
1232 Miramonte
MV

9-15-14

Stephanie Williams
City Hall
500 Castro Street
Mountain View, CA

Please submit to relevant parties, including mayor Chris Clark and all city council members. Also, could you please reply to let me know that you received this email, which was submitted prior to the 5PM September 15th deadline. Thank you.

To whom it may concern,

I am writing to express my concerns regarding the Draft Environmental Impact Report for 801 El Camino Real West, Mixed-Use Project. I have reviewed the entire Draft EIR linked on the city's website. I have also attended several city council meetings and planning sessions in order to learn more about this development proposal, as well as express my concerns about this development proposal.

Regarding the draft EIR, my primary ongoing concerns are as follows:

The developer (Greystar) is requesting a zoning change prior to the final approval of the completion of the El Camino Real Precise Plan, stating that the development proposal fits within the parameters of the city of Mountain View's General plan. I have reviewed the city's General Plan as well as the current iteration of the El Camino Real Precise Plan, and there are significant differences between the two, particularly in reference to the Castro/Miramonte & El Camino Real development area. I hope the city council agrees that it is important that the city complete it's visioning process, including pertinent precise plans, prior to forging ahead with a project in such a sensitive and high-profile location in the city.

The draft EIR notes that the “Environmentally Superior Option” is the “reduced development alternative” with 127 units (vs the 164 units the developer would like to build). I absolutely believe that the city should only be considering the "reduced development alternative". The projected density increase (350++ people from this one project alone is going to have a significant and irreversible impact - in numerous ways & every single day - to the current residents of the neighborhood that borders this proposed development, and it is incumbent on the city to adhere to it's stated desire to insure "sensitive design transitions between El Camino Real development and surrounding residential neighborhoods". Also of note, El Camino Real & Castro/Miramonte is specifically cited as a "lower intensity" use than other proposed "village centers" which again, brings me back to strongly urging the city to only consider approving the “reduced development alternative”.

As currently proposed Greystar's development will exceed the current sewer capacity of the surrounding neighborhood and the developer propose to “mitigate” this by paying money to the city’s general fund so the city can make the necessary upgrades. As a resident of the nearby neighborhood, I cannot stress enough how important it is that all such upgrades be completed prior to ANY occupancy of this development as residents already experience regular sewer problems and any development sans the sewer upgrades would be disastrous for the current residents.

The EIR states that it is using the city’s “model parking standard” (which is not the city's codified parking standard, iirc). Anyway, the developer is proposing a total of 289 parking spaces (1 space per bedroom in 1&2 bedroom units and 2 spaces for each of the four 3 bedroom units - for a total of 202 spaces of residential parking and 87 spaces for retail AND guest parking.) The city currently REQUIRES that 15% (30 parking spaces in this instance) of parking spaces be allocated for visitor parking – *specifically* – not shared with retail parking. Also of note, parking along Castro Street (presumably up to Sonia) may be eliminated because of the “road diet” and new bike lanes, so not only will this development will be woefully underparked but there will not be on street parking available on Castro Street, either…resulting in overflow parking on already crowded neighborhood streets.

The EIR states that the pedestrian entrance to this project will be on Castro street and run directly behind the single family homes on Sonia that share property lines with the development. This pedestrian path should NOT be located directly behind the fences of private residences. Having people coming & going at all hours of the day and night, serious concerns about noise, smoke, safety, etc. the private residences just on the other side of the fence of this path should not have to be subjected to this type of encroachment.

The EIR suggests that the best way to mitigate the impact of additional traffic and changed road conditions (Castro Street “road diet”) will be to add a striped a “do not block the box” painted in the intersection of Castro & Sonia, and allow U-turns at Victor - presumably for the numerous cars that will exit the project driveway and have only the option of a right hand turn, so to get back to ECR South, these drivers will now be making U-turns (much of this occurring at peak travel times, when children are on their way to/from school). The EIR States that the U-turns can be safely made even with Castro Street only being one lane in each direction. I strongly disagree with the safety assessment of the EIR of this. Perhaps one or two cars a day making that U-turn could do so safely, but to encourage it as the "best route" for cars exiting the development to get to ECR South is an accident waiting to happen.

I have more concerns, specifically regarding how the "sensitive receptors" (many of whom are the residents) are going to be protected from the vibrations and hazardous dust/debris VOC's that will be in the air during demolition. Unlike the construction workers, the residents will not have hazardous materials masks, nor any way to escape the hazardous particles which will be in the air.

I hope the city will please consider these concerns when making any decisions regarding the development proposal at 801 El Camino Real.

Regards,

Kristi Allen
Harpster Drive

Ken & Vicki Haukom
857 Sonia Way
Mountain View, CA 94040

September 15, 2014

Stephanie Williams
Senior Planner
500 Castro Street
Mountain View, CA 94039

Dear Ms. Williams,

We reside at the above address on Sonia Way and have followed the development process of the 801 ECR Greystar Project since its introduction. Our position and issues have not changed since our letter to Mayor Inks on August 8, 2013. A copy of that letter is attached and in summary addresses the following:

1. We do not oppose re-development.
2. The proposed project is too large.
3. Traffic has long been a concern on Sonia Way.
4. The size and scope of 801 will exacerbate the problem.

While reviewing the EIR for traffic impacts regarding Sonia Way, as directed I referenced the "detailed discussion…included in Chapter 3 Appendix B" (of the TIA Report), only to have confirmed that Sonia Way will be a primary route for "vehicles travelling to and from the north…." The "Right Turn Only" onto Castro will clearly send all northbound traffic to ECR north on Sonia Way.

We do support the Reduced Development Alternative that would somewhat mitigate this and other factors including parking in the area.

Significant Impacts: I find it interesting that the first mitigating factor in the EIR is regarding "Future residential users…would be exposed to interim noise levels…" followed by…"significant impacts to nesting birds…" and "…excavation…residual contamination… that that could pose a health hazard to…workers and *nearby sensitive receptors."* You need to be mindful of "future residential users, birds, and health and safety concerns but let's not forget the local residents and our concerns as you approve this and other projects.

Respectfully,

Ken & Vicki Haukom

857 Sonia Way
Mountain View, California – 94040
August 8, 2013

John Inks, Mayor
City of Mountain View
500 Castro Street
Mountain View, California - 94041

SUBJECT: Proposed redevelopment of Castro Street/ECR

Dear Mayor Inks:

This letter is being written to protest the currently proposed Graystar development of Castro Street South of ECR and the south side of El Camino Real from Castro to Miramonte, as reported in the Mountain View Voice.

While some sort of redevelopment of this area is undoubtedly inevitable, maybe even desirable, the proposal for the Southern leg of Castro Street is **way out of line** for the surrounding neighborhood and community. High-density may be great in theory, but is becoming less desirable as people realize the confinement and lack of any sense of community and neighborhood it creates for the new residents.

It is also my understanding the City of Mountain View has around sixteen hundred housing units in the planning pipeline. How about we get those units sold or rented first to people that can actually afford them. Those people living in closets, also as reported in the MV Voice, cannot afford $3000+ a month for rent or mortgage payments!! Are we building to satisfy a perceived demand that people can't afford?

I have long enjoyed being a Mountain View resident on Sonia Way. Part of that enjoyment has been the ability to walk down to Rose's Market for that last minute dinner item or dinner itself, (saying "hi" or stopping to visit with neighbors on the way) or to Peet's for coffee and the newspaper, as well as the other retail businesses as needed. It would be a shame to lose these small business establishments. They should be encouraged and enabled to stay where they are, and be substantially and adequately provided for in any future development. They are a significant part of what makes up our local neighborhood community and would be sorely missed.

Another BIG consideration is traffic. Two hundred plus apartments probably equal four hundred cars, many of which will undoubtedly be cutting through Sonia Way, Park Avenue and Harpster Drive. And, where are they and their guests going to park? What about the existing retail and their parking? Public transportation is great in theory, but is not so practical when you have six bags of groceries and a fifty pound bag of dog food, or don't have time to spend loading and unloading every block. Americans love the freedom and flexibility of their cars, and are not going to give them up.

I understand narrowing Castro Street is also being considered for safety reasons. Why would you narrow a street you are planning to make even more congested? Narrower streets do not make for more responsible drivers or pedestrians. Speeders, texters, the entitled and the unobservant will continue to do and be so. It is unreasonable to restrict the flow of traffic for the general public, when additional and on-

going education of the nearby middle school students would solve the problem. They are already past the age of needing to learn pedestrian safety behavior.

In my opinion, Mountain View has too much "development" going on to fast. Is today's **expedient** development tomorrow's vacant and abandoned eyesore and liability?

Thank you for taking the time to read this letter, and hopefully for your positive and thoughtful consideration of same.

Sincerely,

Vonzean (Vicki) Haukom
vhaukom@earthlink.net

Vh

cc: Chris Clark, Vice Mayor
Margaret Abe-Koga, Council Member
Ronit Bryant, Council Member
Michael Kazperzak, Jr., Council Member
John McAlister, Council Member
Jac Siegel, Council Member

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
NOISE				
Impact NOISE-1: Future residential uses developed at the project site would be exposed to interior noise levels that would exceed 45 dBA L_{dn} without the incorporation of noise insulation features into the project's design. **[Significant Impact]**	**MM NOISE-1.1:** A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required to confirm that the design results in interior noise levels reduced to 45 dBA L_{dn} or lower. Units facing ECR West and along Castro Street between ECR West and Victor Way would require analysis for potential sound-rated construction methods and building facade treatments to maintain interior noise levels at or below acceptable levels. These treatments include, but are not limited to: sound rated windows and doors, sound rated wall constructions, acoustical caulking, and protected ventilation openings. A review of the building floor plans and elevations indicates that windows and doors with a minimum Sound Transmission Class (STC)[1] rating of 32 to 36 will be needed at units having direct line-of-sight to ECR West. Standard residential construction provides	Project applicant.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. A report containing the results of the acoustical analysis as well as necessary noise treatments will be submitted to the City along with the building plans and approved design prior to issuance of a building permit. Oversight of implementation by the City's Community Development	Prior to the issuance of building permits.

[1] Sound Transmission Class (STC) is a single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem, and does not reflect attenuation of low-frequency noise sources such as traffic.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Residential construction methods that incorporate noise controls such as those described above, all of which are readily available and are feasible to implement, can provide up to a 40 dBA reduction between exterior and interior noise levels.[2] The specific determination of the necessary noise insulation treatments will be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved design prior to issuance of a building permit. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all perimeter residential units, so that windows could be kept closed at the occupant's discretion to control		Department.	

[2] Thill, Michael. Senior Consultant, Illingworth & Rodkin, Inc. Personal Communication. July 17, 2014.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	noise. Future noise levels at the unshielded facades along ECR are calculated to reach 76 dBA L_{dn}. Future noise levels at the unshielded facades along Castro Street are calculated to range from 73 dBA L_{dn} near ECR West down to 64 dBA L_{dn} beyond Victor Way. Given that standard construction will provide at least 15 dBA of attenuation and that construction methods that incorporate noise controls can attenuate up to 40 dBA L_{dn}, there will be adequate treatments available to reduce interior noise levels below 45 dBA L_{dn}. **[Less Than Significant Impact with Mitigation]**			
Impact NOISE-3: Project operations and new mechanical equipment would result in a significant noise impact to surrounding land uses without the incorporation of noise control features into the project's design.	**MM NOISE-3.1:** A design-level acoustical study shall be prepared during final project design to evaluate the specific noise generated by building mechanical equipment and to identify the specific necessary noise controls that are included in the design to meet the City's 55 dBA L_{max} daytime and 50 dBA L_{max} nighttime noise limits at specific residential units. **[Less Than Significant Impact with Mitigation]**	Project applicant.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. A report containing the results of the acoustical	Prior to the issuance of building permits.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
[Significant Impact]			analysis as well as necessary noise controls will be submitted to the City along with the building plans and approved design prior to issuance of a building permit. Oversight of implementation by the City's Community Development Department.	
BIOLOGICAL RESOURCES				
Impact BIO-1: The project could result in significant impacts to nesting birds, should they be present on site or in mature trees adjacent to the project site. **[Significant Impact]**	**MM BIO-1.1:** Nesting Bird Avoidance. To the extent practicable, vegetation removal and construction activities shall be performed from September through February, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests. These surveys shall be performed in the project area and surrounding 500 feet.	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of building permits. A memorandum documenting implementation and	Prior to the issuance of building permits, as well as before and during construction, as specified in the mitigation measure.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	MM BIO-1.2: If active nests are observed on either the project site or the surrounding area, the project applicant, and in coordination with City staff as appropriate, shall establish buffer zones around the nests, with the size to be determined in consultation with California Department of Fish and Game (usually 100 feet for perching birds and 300 feet for raptors). If work during the nesting season stops for two days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area. **[Less Than Significant Impact with Mitigation]**		results of the surveys shall be prepared by qualified biologist and submitted to Community Development Department. Oversight of implementation by the City's Community Development Department.	
HAZARDOUS MATERIALS				
Impact HAZ-2: The proposed project would develop a site that has been listed in a database compiled pursuant to Government Code Section 65962.5 and has the potential to create a hazard to the	**MM HAZ-2.1:** The project applicant will enter into a Voluntary Cleanup Program with the DTSC to address residual PCE contamination. Under the Voluntary Cleanup Program, DTSC enters a site-specific agreement with the project proponent for DTSC oversight of site assessment, investigation, and/or removal or remediation activities. In addition, the project proponents agree to pay DTSC's reasonable costs for those services.	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of project construction grading permits.	Prior to issuance of project construction grading permits.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
public during excavation and grading. **Impact HAZ-3:** Parcel Groups B and C do not contain contaminants in concentrations above typical background levels in the Bay Area. With excavation for the proposed parking garage and the import of clean engineered fill, these Parcels would not pose a health hazard to the public. Parcel Group A, however, contains residual contamination (primarily in soil vapor) that could pose a health hazard to construction workers and nearby sensitive receptors. **[Significant Impact]**	Because the project proposes to remove 73,500 cubic yards of soil for excavation of the parking garages (including the area of contamination), it is likely that the excavation will concurrently serve as the remedial strategy. Coordination with DTSC and receipt of a Certificate of Completion or No Further Action letter that confirms the acceptability of the site for occupancy by commercial and residential uses would ensure that there are no potential health risks to future residents of the site from PCE vapors. The applicant shall obtain the Certificate of Completion prior to the issuance of grading permits. **[Less Than Significant Impact with Mitigation]**		The Certificate of Completion shall be submitted to the City's Community Development Department for review. Oversight of implementation by the City's Community Development Department and/or Mountain View Fire Department, as appropriate.	

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Impact HAZ-4: Soil disturbance from demolition, excavation, and grading could result in exposure of construction workers and residents along the site's southwest boundary to elevated levels of airborne heavy metals and to residual VOC contamination (primarily in soil vapor). **[Significant Impact]**	**MM HAZ-4.1:** Prior to issuance of a grading permit, the applicant shall prepare a health and safety plan (HSP) to provide general health and safety guidance such that construction activities can be conducted in a safe manner. The HSP shall be submitted to the Director of Planning for review and approval. Contractors shall be responsible for the health and safety of their employees during construction activities, and this HSP shall be kept on-site during all construction activities. In addition, on-site contractors performing work on this project will be required to develop their own site-specific Health and Safety Plan. The Health and Safety Plan prepared by on-site contractors shall, at a minimum, include the applicant's HSP. Each contractor will be solely responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines. The contractors must verify that all on-site personnel are qualified, trained, and prepared to implement the HSP and safely perform the planned site work. Field personnel will be required to indicate in writing that they have read and understand the provisions of the HSP.	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department and/or Mountain View Fire Department, as appropriate. Additional oversight by the Santa Clara County Department of Environmental Health or other agencies as identified during the development process.	Prior to and during construction activities, as specified in the mitigation measure.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	A project-specific training program also will be instituted prior to site work. Attendees at meetings will be documented by signature. The project-specific training will include a discussion of the following. - The health effects (acute and chronic) of the chemical and physical hazards that may be encountered at the project. - Proper control measures for the chemical and physical hazards that may be encountered. - The importance of dust control at the site. - Proper personal hygiene procedures. - Dust removal on equipment and personnel. - Emergency procedures. - Proper management of impacted soil. **MM HAZ-4.2:** Prior to the issuance of a grading permit, the project applicant shall develop a soil management plan (SMP) and submit it to the Director of Planning for review and approval. The purpose of an SMP is to establish appropriate management practices for handling impacted soil, soil vapor and groundwater that may be encountered during construction activities. Based on the history of the site and			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	vicinity, hazardous soil, soil vapor, and groundwater may be encountered during site construction activities. These materials require special monitoring, handling and/or disposal to ensure the safety of both the construction workers and people in the vicinity that could be exposed during ground disturbance. The SMP shall include the following elements: - Procedures for transporting and disposing the waste material generated during removal activities, - Procedures for stockpiling soil on-site, - Provisions for evaluating and/or sampling potential areas of contaminated soil, if observed during excavation activities, - Procedures to ensure that fill and cap materials are verified as clean, - Truck routes, and/or staging and loading procedures and record keeping requirements. **[Less Than Significant Impact with Mitigation]**			
Impact HAZ-5: Asbestos-containing	**MM HAZ-5.1:** Prior to the demolition of the property buildings, a comprehensive asbestos	Project applicant and	All measures will be required as part of the	Prior to and during

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
building materials (ACMs) could present a risk to workers and nearby sensitive receptors during demolition of the existing buildings. **[Significant Impact]**	survey in compliance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and all State of California asbestos requirements will be conducted. All potentially friable ACMs shall be removed in accordance with NESHAP guidelines prior to any building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. **MM HAZ-5.2:** A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above. **MM HAZ-5.3:** Materials containing more than one percent asbestos are also subject to BAAQMD regulations. Removal of materials containing more than one percent asbestos shall be completed in accordance with BAAQMD requirements.	contractors.	development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Any debris or soil containing ACMs will be disposed of at landfills that meet acceptance criteria for the waste being disposed. Documentation of debris and soil disposal shall be submitted to the City for review. Oversight of implementation by the City's Community Development Department and/or Mountain View Fire Department, as	construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	[Less Than Significant Impact with Mitigation]		appropriate.	
Impact HAZ-6: Lead-based paint could present a risk to workers during demolition of the existing buildings. **[Significant Impact]**	**MM HAZ-6.1:** Prior to demolition activities, building materials shall be tested for lead-based paint. All building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed. **[Less Than Significant Impact with Mitigation]**	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Any debris or soil containing lead-based paint will be disposed of at landfills that meet acceptance criteria for the waste being disposed. Documentation of debris and soil disposal shall be submitted to the City for review as soon as the transfer is completed. Oversight of	Prior to and during demolition construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
			implementation by the City's Community Development Department and/or Mountain View Fire Department, as appropriate.	
Impact HAZ-7: Demolition of the existing structures could expose construction workers or nearby sensitive receptors to polychlorinated biphenyls. **[Significant Impact]**	**MM HAZ-7.1:** Electrical equipment shall be observed for the printed statement, "No PCBs." Any electrical equipment missing the "No PCBs" label shall be removed from the buildings and disposed as PCB-containing materials prior to the demolition of the buildings. Ballasts marked as "No PCBs" could contain land-banned dielectric fluids and also shall be disposed of in an appropriate manner. **[Less Than Significant Impact with Mitigation]**	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Any debris or soil containing PCBs will be disposed of at landfills that meet acceptance criteria for the waste being disposed. Documentation of debris and soil disposal shall be submitted to the City for review as soon as the	Prior to and during demolition construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
			transfer is completed. Oversight of implementation by the City's Community Development Department and/or Mountain View Fire Department, as appropriate.	
UTILITIES AND SERVICE SYSTEMS				
Impact UTIL-2: While a greater quantity of wastewater would be generated at the site, the increase would be within the capacity of the PARWPCP, and would not require the construction of new or expanded wastewater treatment facilities at the plant. Sewer system capacity in the project area, however, could be significantly	**MM UTIL-2.1:** As a condition of approval, the proposed project will be responsible for payment of fees to the City of Mountain View's approved Capital Improvement Program (CIP) commensurate with the project's proportionate share of the facilities built to increase the capacity of the wastewater pipes serving the project site. The project's proportionate share of wastewater infrastructure demand was calculated as part of the Water and Sewer Hydraulic Capacity Study (see Appendix I), which also identified the improvements needed in order to accommodate projected wastewater system demand. Fees collected from the proposed project would be used to make the necessary improvements to wastewater facilities serving	Project applicant.	Payment of fees will be required as part of the development permit. Oversight of implementation by the City's Community Development Department and the Department of Public Works, as appropriate.	Prior to issuance of building permits.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
impacted by the increase in flows of the planned development in the area, including the proposed project. **[Significant Impact]**	the project site, as set forth in the City's CIP. **[Less Than Significant Impact with Mitigation]**			

Source: City of Mountain View. *801 El Camino Real West Mixed-Use Project, Draft Environmental Impact Report.* July 2014.