Attachment 1

ENVIRONMENTAL CHECKLIST

Greystar North of California Street Master Plan Project

May 2018

PREPARED FOR:
City of Mountain View
Community Development Department
City Hall, 1st Floor
500 Castro Street
Mountain View, CA 94041

Greystar North of California Street Master Plan Project

Environmental Checklist

PREPARED FOR:

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May 2018

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ACRONYMS AND ABBREVIATIONS

µg/m_3	micrograms per cubic meter
ADT	average daily trips
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
AFY	acre-feet per year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ASTM	American Society for Testing and Materials
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CIP	capital improvement project
City	City of Mountain View
CLUP	Comprehensive Land Use Plan
COA	Condition of Approval
CWC	California Water Code
diesel PM	diesel particulate matter
ECP	Environmental Compliance Plan
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
GGRP	Greenhouse Gas Reduction Program
GHG	Greenhouse gas
gpd	gallons per day
HAZWOPER	Hazardous Waste Operations and Emergency Response
HRA	health risk assessment
ITE	Institute of Transportation Engineers
LASD	Los Altos School District
LEED	Leadership in Energy and Environmental Design
LID	Low-Impact Development
mph	miles per hour

MRP	Municipal Regional Stormwater NPDES Permit
MVFD	Mountain View Fire Department
MVLA UHSD	Mountain View-Los Altos Union High School
MVPD	Mountain View Police Department
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
OEHHA	Office of Environmental Health Hazard Assessment
PBDE	polybrominated diphenyl ether
PCB	polychlorinated biphenyl
project	North of California Street Master Plan Project
PWWF	peak wet weather flow
RECs	recognized environmental conditions
SAPP	San Antonio Precise Plan
SB	Senate Bill
SCV	Santa Clara Valley Habitat Plan/Natural Community Conservation Plan
SCVURPPP	Santa Clara Valley Urban Runoff Pollution Prevention Program
SEIR	Subsequent EIR
sf	square foot
SFBAAB	San Francisco Bay Area Air Basin
SSTA	Site-Specific Traffic Analysis
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TDM	Transportation Demand Management
TSM	Transportation Systems Management
UIS	Utility Impact Study
UWMP	Urban Water Management Plan
VTA	Valley Transportation Authority
WSA	Water Supply Assessment
2030 General Plan	*City of Mountain View 2030 General Plan*
2030 General Plan SEIR	*City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program – San Antonio Change Area Subsequent Environmental Impact Report*

EXECUTIVE SUMMARY: INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

Project Name:	Greystar North of California Street Master Plan Project	File Number: PL-2017-071, PL-2017-072, and PL-2017-159
Site Address:	2580 and 2590 California Street and 201 San Antonio Circle Mountain View, CA	APNs: 148-18-015, 148-17-003, and APN 148-17-002
Applicant:	Greystar GP II, LLC 450 Sansome Street, Suite 500 San Francisco, CA 94111	
Property Owners:	201 San Antonio Circle, LLC/ECE Investment Company, LP 201 San Antonio Circle, Suite 130 Mountain View, CA 94040 Marazzo Realty Holdings, LLC 14435 Big Basin Way, #204 Saratoga, CA 95070	

Previously Certified EIRs:

- San Antonio Precise Plan EIR (2014), SCH#: 2014032001
- Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR (2012) State Clearinghouse (SCH) #: 2011012069
- Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Subsequent EIR (2015) SCH #: 2013092026

Project Description Summary: For the purposes of this CEQA analysis, the proposed North of California Street Master Plan Project (project) would result in the demolition of the existing uses on the site totaling approximately 123,000 square feet (sf). The existing uses would be replaced with the proposed master plan development. Four new buildings would be constructed, totaling 699,533 sf that would consist of up to 642 residential units and up to 20,000 sf of commercial uses (including up to 9,400 sf of retail uses, up to 6,600 sf of food service, and up to 4,285 sf of non-profit office space). The project was programmatically evaluated in the San Antonio Precise Plan (SAPP) Environmental Impact Report and is consistent with the SAPP land use designations and zoning. The project is a subsequent project as part of the implementation of the SAPP.

Environmental Setting: The project is located within the City of Mountain View in Santa Clara County, on an 8.63-acre site in an area with a mix of retail, commercial, and residential uses in the western portion of the City. The project site is south of the San Antonio Caltrain Station, bounded on the west by San Antonio Road, on the south by California Street, on the east by Pacchetti Way, and on the north by an adjacent residential development.

Determination: As discussed throughout this initial study environmental checklist, the project would result in either no impact or a less-than-significant impact, as addressed in the SAPP EIR (2014) and Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR. The project is consistent with the analysis and is within the scope of the SAPP EIR.

The project was programmatically evaluated in the SAPP EIR and is consistent with the SAPP land use designations and zoning. The project is a subsequent project as part of the implementation of the SAPP.

Additional/No Additional Impact Finding: The proposed project is in compliance with CEQA, because an Initial Study was prepared pursuant to the CEQA Guidelines and found with implementation of the SAPP standards and guidelines, standard City Conditions of Approval, State regulations, and mitigation measures identified in the SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Subsequent EIR, the proposed Project would not result in any new or substantially more severe environmental impacts beyond those previously evaluated and disclosed in these EIRs.

All referenced documentation is available for public review at the City of Mountain View, located at 500 Castro Street, Mountain View, CA 94041 during normal business hours.

1 INTRODUCTION AND PROJECT HISTORY

On December 2, 2014, the Mountain View City Council approved the 123-acre San Antonio Precise Plan (SAPP), which implements the goals and polices set forth in the *City of Mountain View 2030 General Plan* (2030 General Plan) for the San Antonio Change Area. The SAPP would transform the existing regional commercial area into a mixed-use core within a broader existing residential neighborhood, taking into account the area's proximity to transit services and location along two heavily traveled corridors in the City: El Camino Real and San Antonio Road.

The City of Mountain View (City) prepared an Environmental Impact Report (EIR) (State Clearinghouse No. 2014032001) for the SAPP that evaluated the environmental impacts associated with projected development of the plan area. The City also prepared the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program – San Antonio Change Area Subsequent Environmental Impact Report* (2030 General Plan SEIR) to analyze the change in allowable development in the San Antonio Change Area, beyond that which was analyzed in the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.*

The SAPP EIR tiers off the 2030 General Plan SEIR, consistent with the requirements of California Environmental Quality Act (CEQA) Guidelines section 15152. Since adoption of the 2030 General Plan, the City has updated its growth projections for new development under the 2030 General Plan to take into account unexpected economic activity and demand for office space. Given the changes in the 2030 growth scenario, the following topics were updated in the SAPP EIR and did not tier off the analysis in the 2030 General Plan SEIR: transportation and circulation; air quality; noise; utilities; and public services. Consistent with the requirements of CEQA Section 15168, the program-level analysis considered the broad environmental impacts of the overall SAPP. The EIR acknowledged that subsequent development of the SAPP area would occur in multiple years and phases. As those phases are proposed, such as the project, they are evaluated to determine whether the entitlements/actions proposed fall within the scope of the approved EIR and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved SAPP, additional environmental review through the subsequent review provisions of CEQA for changes to previously reviewed and approved projects may be warranted (CEQA Guidelines Sections 15162 through 15164).

The proposed North of California Street Master Plan project is located within the northern portion of the SAPP and includes three parcels bounded by San Antonio Road, California Street, and the SAPP area boundary. The existing uses on the site are made up of a 70,000 square foot (sf) office building (APN 148-18-015), 40,000 sf former Safeway Grocery store (APN 148-17-003), 13,000 sf retail center (APN 148-17-002), and related parking for each use. The proposed project would redevelop the site with up to 642 residential units and up to 20,000 square feet of commercial space in four new buildings. The project is a subsequent project as part of the implementation of the SAPP.

Consistent with the process described, the City is evaluating the project to determine what type of additional environmental review, if any, would be required. This environmental checklist has been prepared to determine whether the environmental impacts of the project are within the scope of the SAPP EIR, or if there are changed environmental conditions that are of sufficient magnitude to result in new or substantially more severe environmental impacts, as compared to those considered in the SAPP EIR. This analysis also considers whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to those evaluated in the SAPP EIR.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed North of California Street Master Plan Project (project) would result in the demolition of the existing uses on the site totaling approximately 123,000 sf. The existing uses would be replaced with the proposed master plan development. Four new buildings would be constructed, totaling 699,533 sf that would consist of up to 642 residential units and up to 20,000 sf of commercial uses (including up to 9,400 sf of retail uses, up to 6,600 sf of food service, and up to 4,285 sf of non-profit office space). The project was programmatically evaluated in the SAPP EIR and is consistent with the SAPP land use designations and zoning. The project is a subsequent project as part of the implementation of the SAPP.

2.2 PROJECT LOCATION

The project is located within the City of Mountain View in Santa Clara County (Exhibit 2-1), on an 8.63-acre site in an area with a mix of retail, commercial, and residential uses in the western portion of the City. The project site is south of the San Antonio Caltrain Station, bounded on the west by San Antonio Road, on the south by California Street, and on the east by Pacchetti Way (Exhibit 2-2).

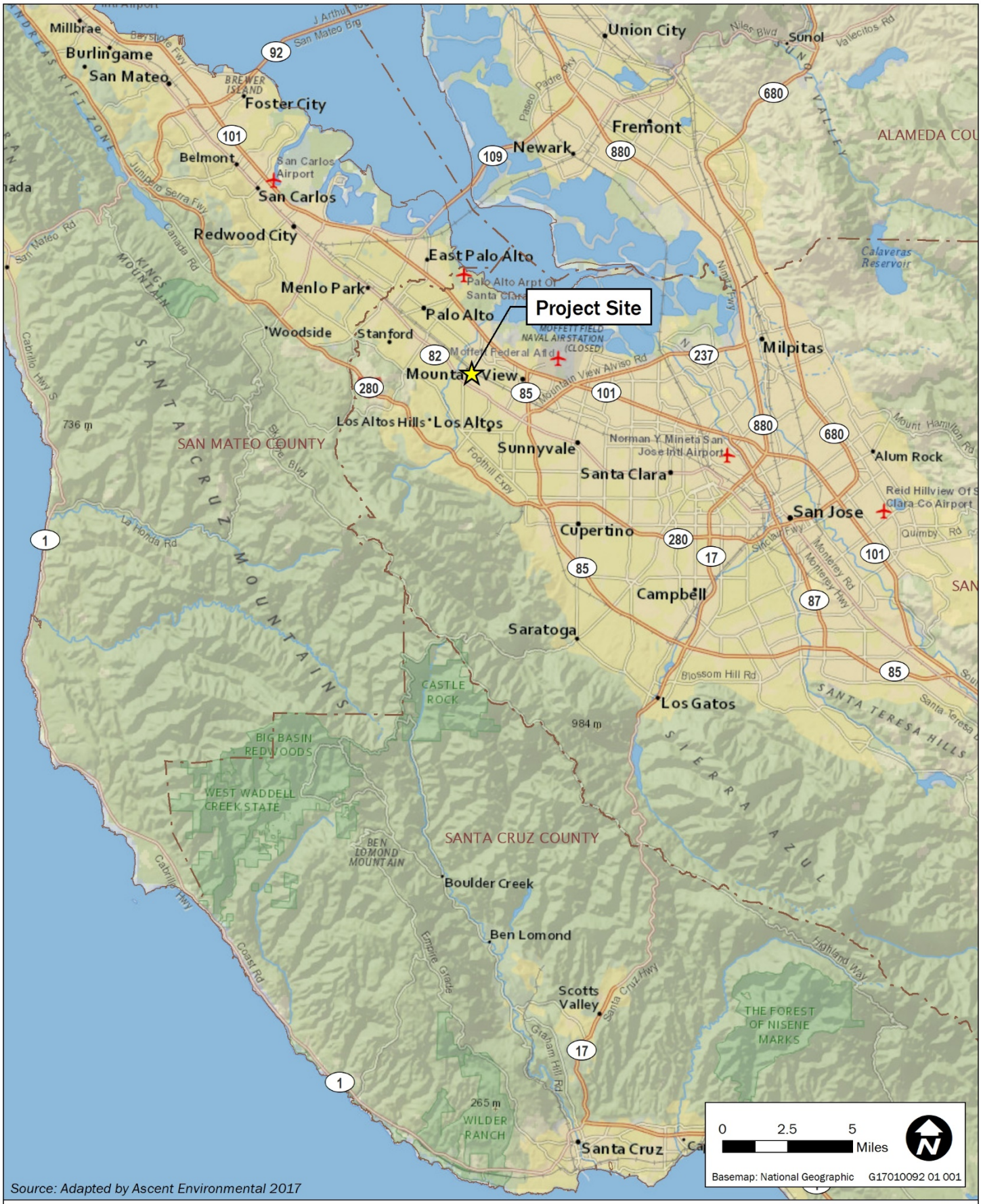
2.3 EXISTING SETTING

The City of Mountain View sits at the base of the Santa Cruz and Diablo mountain ranges at the southeastern end of the San Francisco Peninsula. It is surrounded by Palo Alto to the northwest, Los Altos to the southwest, Sunnyvale to the east, Moffett Federal Airfield to the northeast, and the San Francisco Bay and tidal marshes to the north. The project is within the SAPP area, a 123-acre planning area that serves as the primary gateway on the western edge of Mountain View, near the City's boundaries with Los Altos and Palo Alto.

The project consists of three parcels that are developed with a 70,000-sf office building (APN 148-18-015) and 13,000 sf commercial/retail center (APN 148-17-002), which are currently in operation, a 40,000 sf vacant former Safeway Grocery store (APN 148-17-003), and related parking for each use. There are existing trees and landscaping, but no natural habitat or water features exist on the site. Surrounding land uses consist of residential, office, and retail uses.

The City of Mountain View is organized into several geographic areas called planning areas. The project site is located within the San Antonio Planning Area. The San Antonio Planning Area is defined by a mix of commercial and residential uses. The 2030 General Plan also defines several change areas, which are areas within the City that could substantially change over the life of the General Plan. The 2030 General Plan identifies new land uses and intensities for change areas, primarily in commercial and industrial zoned areas along corridors and in commercial locations. The project site is located within the San Antonio Change area and is designated as Mixed-use Corridor in the 2030 General Plan.

The SAPP identifies three primary subareas within the Precise Plan area. The project site is located within the Mixed-Use Corridor Subarea, and a major public open space is envisioned within its boundaries (see Exhibit 2-3). The site is zoned P-40 (San Antonio Precise Plan). Allowed uses under this land use designation and zoning are mixed-use development with a base level maximum floor area ratio (FAR) of 1.35 (up to 1.85 with public benefit contribution) and three stories and 45 feet in building height (four stories and 55 feet with public benefit contribution). Additional height up to 5 stories and 65 feet may be granted with provision of major open space improvements or significant public benefits. Up to 0.50 FAR can be office or commercial. The SAPP allows up to 7,500 sf of FAR-exempt area if maintained for use by a non-profit organization, existing neighborhood retail, or other qualifying business.



Source: Adapted by Ascent Environmental 2017

Exhibit 2-1 **Regional Location**

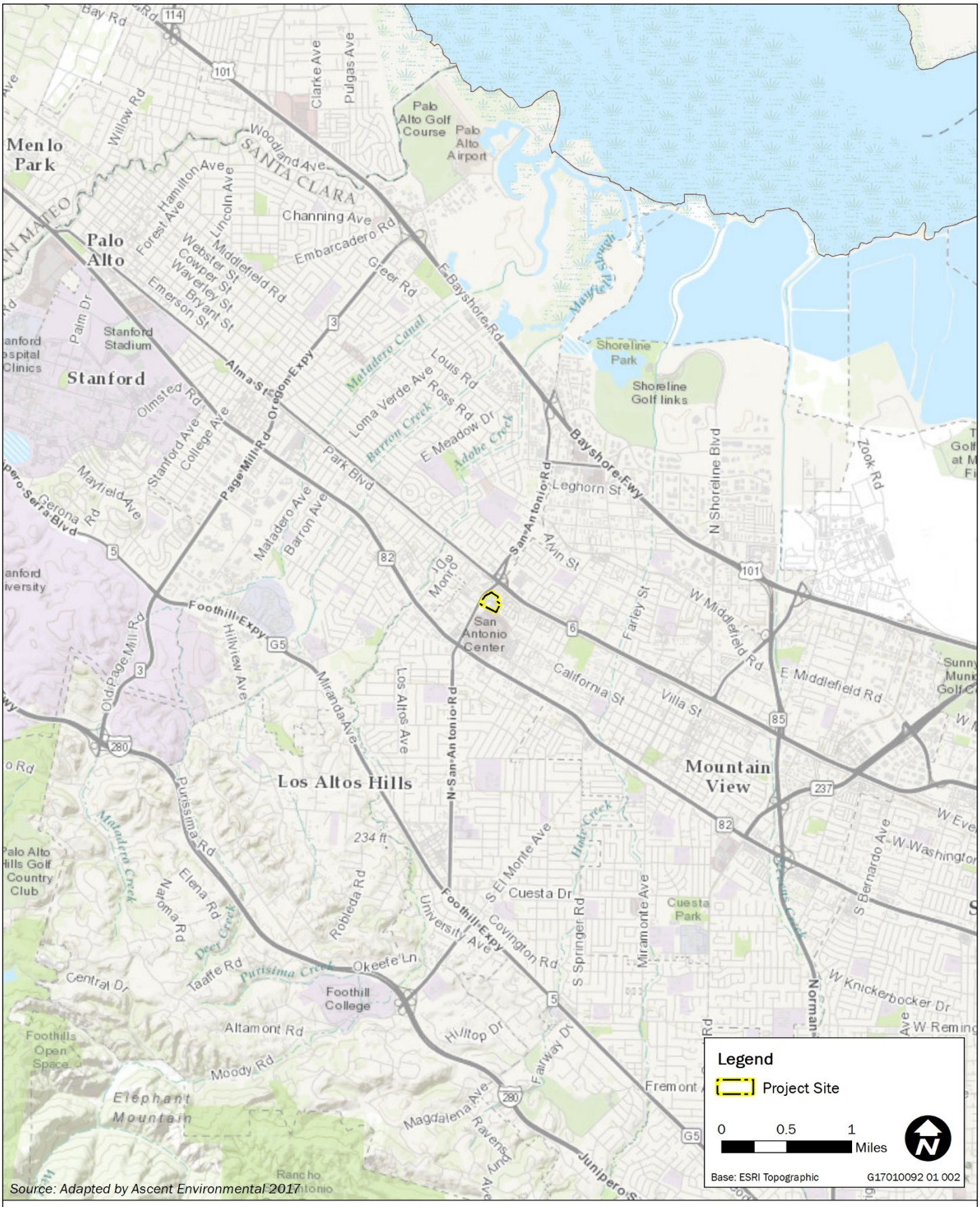
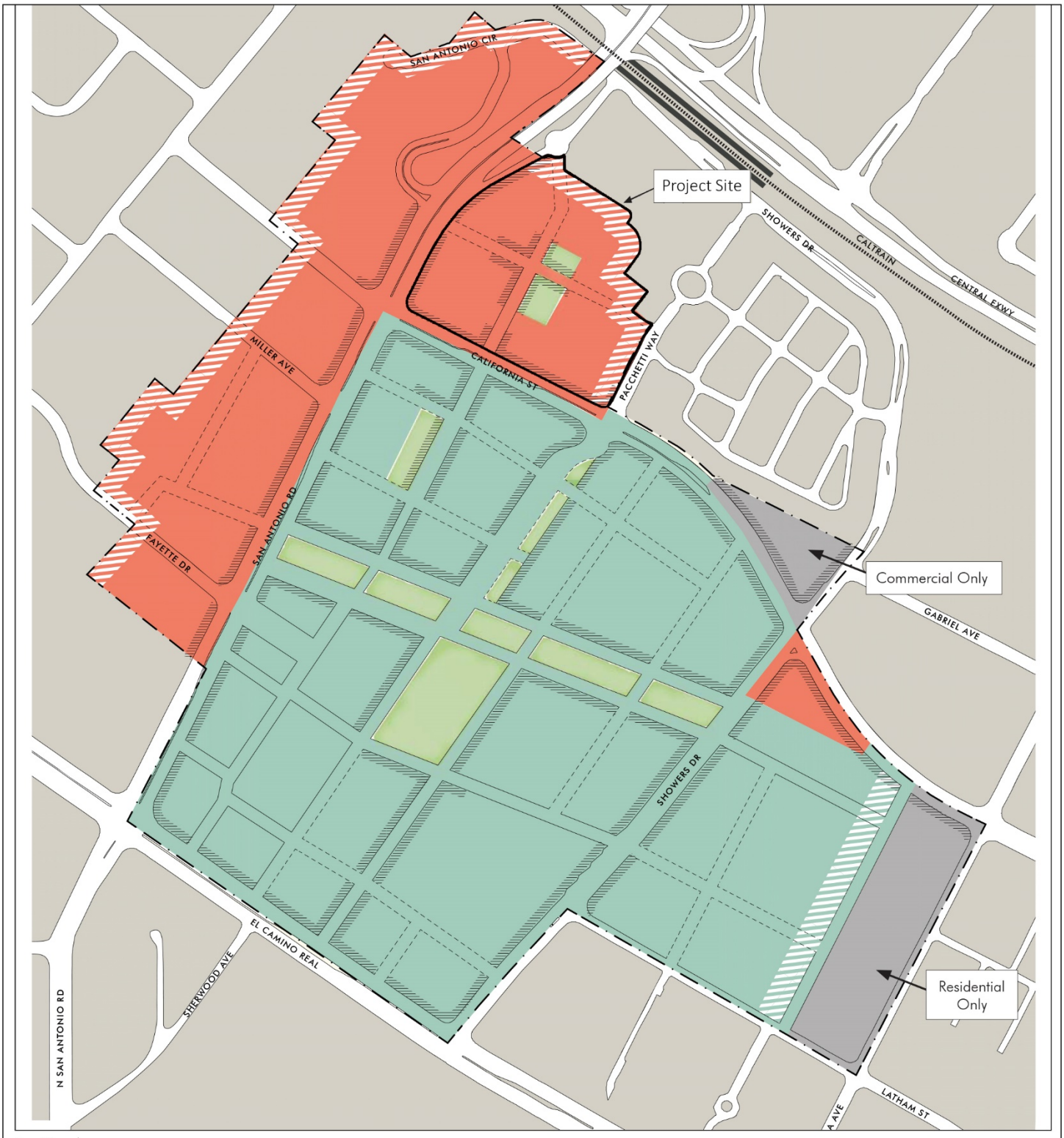


Exhibit 2-2 **Project Vicinity**



Source: Prepared by LSA in 2014; adapted by Ascent Environmental in 2018

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Exhibit 2-3 **San Antonio Precise Plan Area**

2.4 PROJECT OBJECTIVES

The SAPP's objectives and guiding principles that apply to the project include the following:

- **Revitalize the Plan Area.** Revitalize the Plan Area as an attractive, vibrant and well-connected shopping destination and mixed-use neighborhood area. Preserve the regional retail focus, as well as small and neighborhood-serving businesses, as development creates spaces for a diverse range of new uses in a dynamic mixed-use environment.

- **Promote achievement of Precise Plan policy objectives**. Ensure Plan principles and policies provide the foundation for redevelopment to achieve fundamental land use, open space, urban design and circulation objectives while providing flexibility over development standards.

- **Support commercial vitality and diversity**. Prioritize regional commercial uses in the core of the Plan Area but provide flexibility for diverse and complementary commercial activities to occur in different places over time to meet the needs of the community.

- **Support increased housing supply and diversity**. Promote increased development of a broad spectrum of housing, including a variety of unit sizes, a range of affordability and a mix of for-sale and rental options.

- **Seek broad public benefits**. Establish requirements that coordinate new development with the provision of public benefits to ensure future growth improves the broader community. Emphasize affordable housing development as a public benefit.

- **Promote improved urban design and placemaking**. Create interesting and active spaces to transform the area into a place where people want to visit, shop, work, and live. Prioritize special design features and increased tree canopy in and around open space areas, and along pedestrian-oriented public street frontages and internal connections.

- **Promote coordinated and well-integrated development**. Ensure public access, site circulation, building and signage design, parking, and onsite amenities support the image and function of a cohesive area, particularly where multiple properties need to be coordinated. Integrate the revitalized Plan Area with the broader neighborhood, limiting visual and noise impacts and preserving views from public streets.

- **Create open space and pedestrian-oriented frontages**. Organize the Plan Area around a range of new, landscaped connections and high-quality public and private open spaces to address existing neighborhood and future needs of the Plan Area. Design and locate buildings to engage streets and provide varying and visually engaging facades.

- **Improve connectivity to, from and within the Plan Area**. To support growth in the Plan Area, redesign the existing street network to improve bicycle and pedestrian circulation as a viable alternative to automobile use; simplify vehicle access; and provide better connections to/from nearby neighborhoods, cities and other destinations.

- **Leverage transit resources and improve transit access**. Leverage existing transit resources in the area through higher intensity, transit-oriented development; site and building improvements; efficient and attractive connections to nearby transit services; and other measures to support increased transit use and improved transit access.

- **Prioritize pedestrian improvements**. Improve the pedestrian environment for residents, visitors and workers through smaller, more walkable blocks; comfortable and convenient connections to open space areas, between buildings, and to transit locations; pedestrian-oriented building and site design; and generous publicly-accessible amenities.

- **Prioritize bicycle connections**. Improve bicycle connections throughout the Plan Area, by closing gaps in the network, improving facilities on public streets and within large development sites and providing separated bicycle lanes and intersection improvements in key locations.

- **Enable a "park once" environment**. Require consolidated, centralized underground garages and/or attractively-designed parking structures to facilitate a "park once" experience in the commercial core, with garage and service bay openings focused in alleys and at the rear of buildings.

- **Encourage shared parking and efficient standards**. Facilitate shared parking and access to parking across multiple sites; allow businesses to have access to and pool parking resources. Establish parking requirements at levels consistent with parking demand and consider the uses that share parking.

2.5 COMPARISON WITH PRECISE PLAN

The SAPP EIR evaluated an increase of 1,235 units, 3,695 jobs, and up to 600,000 sf of office space, consistent with the growth studied for the San Antonio Change Area in the 2030 General Plan SEIR. Since adoption of the SAPP, 727 residential units and 11,171 sf of commercial space have been approved in the 400 San Antonio Road (583 units and 11,171 sf) and 394 Ortega Avenue (144 units) projects. Therefore, approval of the Greystar North of California Street Master Plan Project, with up to 642 units, would increase the number of approved residential units by 134 units above the number evaluated in the SAPP EIR. The SAPP itself does not place a cap on the number of residential units in the plan area, and the project's development intensities would be consistent with SAPP standards. The project would include 1.6 acres of open space available to the public onsite, which is more than required by the SAPP.

2.6 PROJECT CHARACTERISTICS

2.6.1 Proposed Site Plan

The project is a mixed-use residential development within the SAPP area that includes mixed-use residential, publicly accessible open space area, publicly accessible roadways and connections that provide access through the site, and ground floor retail on California Street and the future A Street (Exhibit 2-4). Four new buildings would be constructed, totaling 699,533 sf that would consist of up to 642 residential units and up to 20,000 sf of commercial space (up to 9,400 sf of commercial/retail uses, up to 6,600 sf of food service, and up to 4,285 sf of non-profit office space). The residential units would consist of approximately 65 percent single-bedroom units, 33 percent two-bedroom units, and two percent three-bedroom units. Construction of the project would require the demolition of three existing buildings, totaling approximately 123,000 sf.

2.6.2 Buildings and Lighting

The site would be redeveloped with two residential and two multi-use buildings, with two underground parking structures. The project would also require installation of new utilities, landscaping, driveways, and other site improvements. Residential buildings would have recycling and composting chutes and locations for the collection and recycling of electronic waste and batteries. High-efficiency, low-energy-consuming lighting and HVAC systems would be used. Outdoor lighting would consist of City-specified street lighting along San Antonio Road, California Street, and Pacchetti Way; pedestrian pole lighting along the perimeters of four buildings not adjacent to existing City streets, pedestrian bollard lights along the open space area adjacent to Building 4, under-bench lighting within the open space area and the plaza adjacent to Building 2; and in-ground lighting in several locations.

Source: Provided by SEIDEL ARCHITECTS INC in 2018

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Exhibit 2-4

Illustrative Site Plan

ASCENT ENVIRONMENTAL

Building 1 would be located at the corner of San Antonio Road and California Street. It would be a five-story building approximately 65 feet in height, with retail and restaurant uses on the ground floor along the frontage with California Street and wrapping the corner of San Antonio Road. The building would include apartments and urban townhouses and residential amenities such as a club room around an interior courtyard that includes a spa for residential use.

Building 2 would be located at the intersection of California Street and Pacchetti Way. It would be a three- to five-story building, approximately 60 feet in height, with retail, commercial/office and food service uses on the ground along California Street and "A" Street. It would also include non-profit office space at the corner of California Street and Pacchetti Way. The ground floor would also include resident-serving uses such as a leasing office, grand hall, and fitness center. The building would include an interior courtyard with outdoor seating, a pool, and a spa. The building would be five stories along "A" Street, transitioning to 4 stories further east, and then to three stories adjacent to Pacchetti Way.

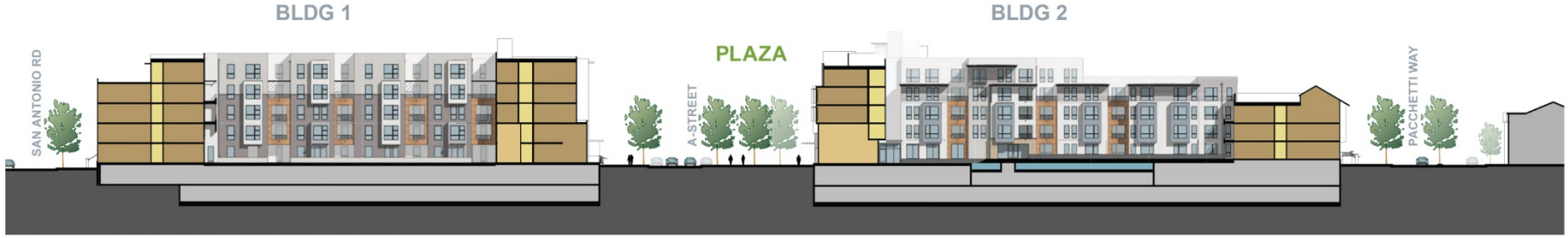
Building 3 would be located at the northwest corner of the project site adjacent to San Antonio Road. It would be a five-story building approximately 60 feet in height. It would be a residential apartment building with resident-serving uses on the ground floor, such as club and fitness rooms and resident services. The building would include an interior courtyard with outdoor seating, a pool, and a spa.

Building 4 would be a three- to four-story building located on the future "B" Street at the northeast corner of the project site. It would be a residential apartment building approximately 48 feet in height. The building would be adjacent to the planned open space area that would include a great lawn, redwood grove, and seating areas. Illustrative profiles of the proposed buildings are depicted in Exhibit 2-5 (east to west viewpoint) and Exhibit 2-6 (north to south viewpoint).

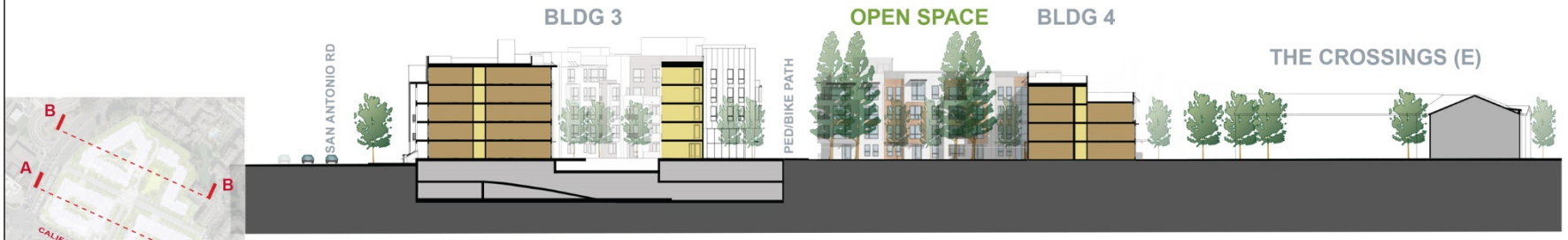
2.6.3 Parking and Circulation

Vehicle circulation within the project site would consist of the new "A" Street, which would traverse north-south from California Street to the new "B" Street. "B" Street would traverse east-west from San Antonio Road to Pacchetti Way. Resident and guest parking would be primarily located underground beneath the buildings (see Exhibit 2-7). Two-way ramps leading into and out of the parking garages would be located on the interior of the project site, along the new "B" Street, with entrances and exits to the garages from Buildings 1, 2, and 3. One additional one-way ramp leading into the garage under Building 1 for retail parking would be located along the new "A" Street. Approximately 45 parking spaces would be located along the new "A" and "B" Streets. Per the San Antonio Precise Plan, parking would be provided for all residential units as well as the commercial space, with approximately 1,000 parking spaces beneath the four buildings. Vehicle circulation would consist of right-turn and left-turn access into the project site from California Street and Pacchetti Way. Access onto the project site from San Antonio Road would consist of a right-in only turn from San Antonio Road to "B" Street. Similarly, access off the project site from "B" Street would be restricted to right-turn only movements onto San Antonio Road (see Exhibit 2-7). Existing pedestrian crossings are located at the intersections of California Street/San Antonio Road and California Street/Pacchetti Way. The project would introduce a new signalized mid-block crossing at the intersection of California Street/A Street. Pedestrian paths would be located throughout the interior of the project site connecting to all adjacent public streets.

ELEVATION | CALIFORNIA STREET



SECTION A-A | THROUGH BLDG 1 + 2



SECTION B-B | THROUGH BLDG 3 + 4

Source: Prepared by Greystar in 2018

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Exhibit 2-5

Project Site Section, East to West

ASCENT ENVIRONMENTAL

ELEVATION | SAN ANTONIO ROAD

ELEVATION | B STREET LOOKING SOUTH

ELEVATION | A STREET LOOKING WEST

ELEVATION | PACCHETTI WAY

Source: Prepared by Greystar in 2018

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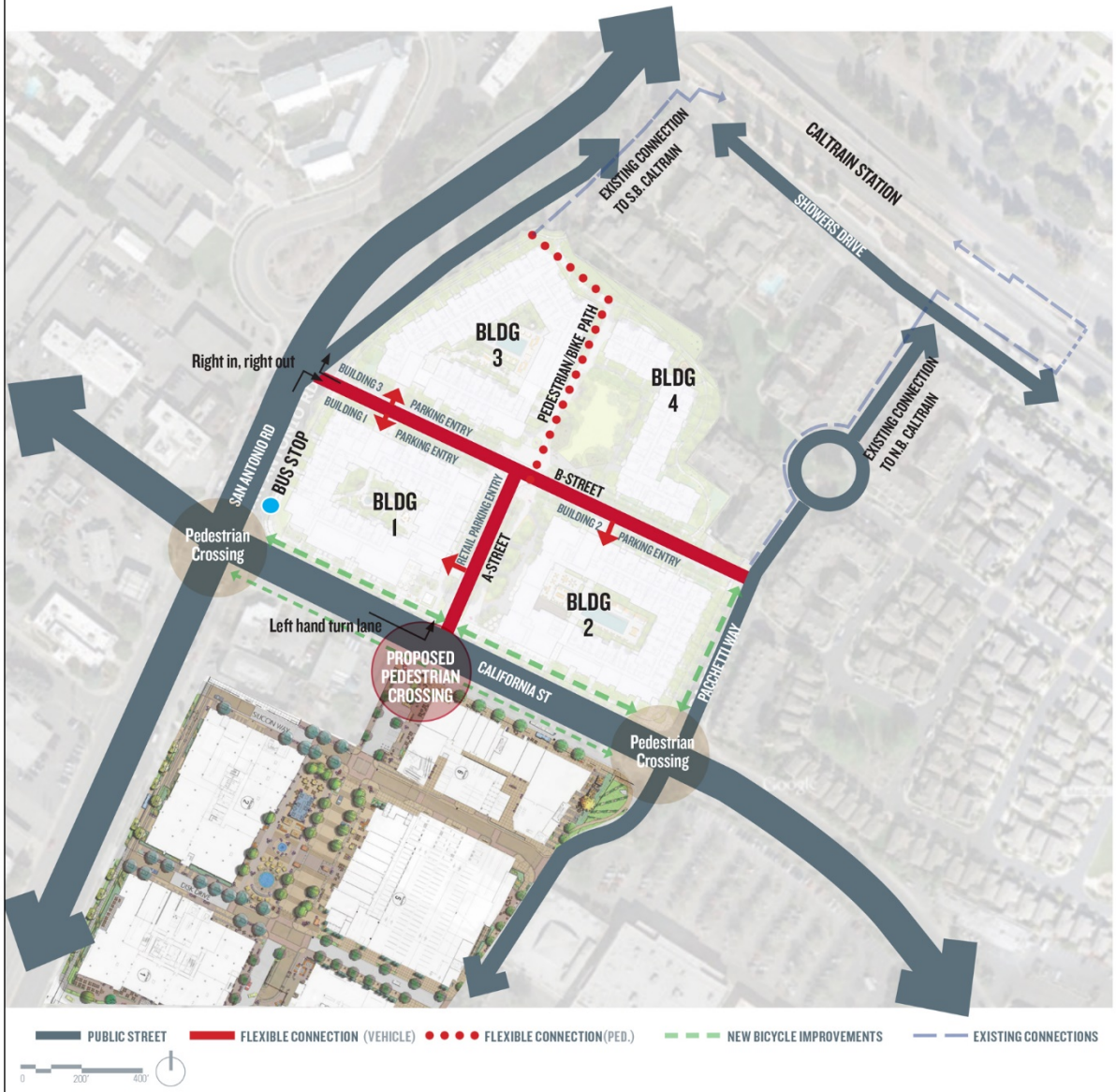
Exhibit 2-6 **Project Site Section, North to South**

ASCENT ENVIRONMENTAL



MVSA | PARKING SUMMARY

BUILDING 1 + 2	RESIDENTIAL (B1+B2)	339 UNITS
	RETAIL	19,720 SF*
	RES. REQ'D (B1+B2, INCL. GUEST)	446 SP
	RETAIL REQ'D (TBD)	158 SP*
	TOTAL REQUIRED:	**655 SP**
	RES. PROVIDED (INCL. GUEST)	408 SP
	GUEST + RETAIL (GARAGE + 26 STREET)	138 SP
	TOTAL PROVIDED:	**546 SP[a]**
BUILDING 3 + 4	RESIDENTIAL	293 UNITS
	RES. REQ'D (B3+B4, INCL. GUEST)	406 SP
	TOTAL REQUIRED:	**406 SP**
	RES. PROVIDED (INCL. GUEST)	359 SP
	GUEST AVAILABILITY PROVIDED (16 STREET SPACES ON "B" & 38 STREET SPACES)	*54 SP*
	TOTAL PROVIDED:	**359 SP**

* Retail requirement is flexible depending on amount of restaurant seating. The number required assumes the following mix of restaurant and other uses and includes additional parking for the outdoor seating.
37sp - General Retail Center (1 per 180 NSF)
51sp - Retail/Food Service (1 per 100 NSF)
23sp - Retail Service/Staging (2 per 180 NSF)
15sp - Commercial/Office (1 per 300 NSF)
32sp - Exterior Seating (1 per 2.5 Seats)

[a]Parking Statistcs are provisional and may be updated pending final building design and a Transit Demand Management Strategy in accordance with the City of Mountain View San Antonio Precise Plan.

Source: Prepared by Greystar in 2018

X17010092 01 004

Exhibit 2-7

Proposed Circulation and Parking Plan

ASCENT ENVIRONMENTAL

2.6.4 Open Space and Landscaping

The project would include approximately 1.9 acres (over 80,000 sf) of publicly accessible open space, consisting of plazas, a pedestrian promenade, open space areas, and connections between Buildings 3 and 4 and between Building 3 and the adjacent neighborhood to the north (see Exhibit 2-8). In addition, the buildings will include common spaces for residents and building users, consisting of courtyards and some backyard space. The four buildings would be landscaped on all sides with a mix of trees, shrubs, grasses, and ground cover. Approximately 328 trees would be planted and would replace the 218 trees that would be removed. It is anticipated that the new trees would eventually provide 27-percent tree canopy coverage of the site in 15 years. Landscaping would feature native and low-water use plants, trees, shrubs, and other ground cover.

2.6.5 Demolition and Construction Phasing

The phasing plan is to develop the entire master plan area concurrently, with the goal to install and construct all project infrastructure in one phase, followed by each master plan block/building. The project would remove the existing office building, former grocery, and retail center, for a total of 123,000 sf of demolition. Project demolition and construction would continue for 38 months, starting approximately August 2018. Demolition would take approximately two months, followed by site grading and building construction. Construction work would occur five to six days a week during the daytime. No nighttime construction work is proposed. The existing buildings would be demolished, and 218 trees would be removed, including 78 heritage trees. Demolition is expected to generate approximately 175,000 cubic yards of soil and 123,000 cubic yards of demolished material that would be exported from the project site. The project would divert between 50 and 75 percent of waste generated during construction and demolition.

2.6.6 Utilities and Off-site Improvements

The project site is currently served by utility providers for the existing uses. The project applicant would construct and maintain on-site utilities that connect to existing infrastructure for water, sewer, storm drain, electricity, gas, telecommunications and other services. Per City of Mountain View standards, existing utility service connections to the project site would be abandoned and new service connections would be constructed as part of the project. Storage areas for trash, recycling, and compost containers for collection would be provided onsite within underground garages, with staging and pick-up areas located at Buildings 1 and 3 along “B” Street. The project would include off-site improvements consistent with the streetscape design specified in the SAPP, including but not limited to new curbs, gutters, sidewalks, street trees, street lighting, and buffered bike lanes in the project vicinity.

MVSA | AREA CALCULATIONS

SITE AREA◊:
GROSS - 375,810 SF - 8.63 ACRES
NET - 268,600 SF - 6.17 ACRES

	GROSS	NET
NORTH PARCEL	3.92 ACRE	2.75 ACRE
SOUTH PARCEL	4.71 ACRE	6.17 ACRE

◊REFER TO CIVIL SHEET C4 FOR SPECIFIC AREA CALCULATIONS AND METHODS

USABLE OPEN SPACE:
150,788 SF (110,600 SF REQUIRED (175*632 UNITS))

PUBLICLY ACCESSIBLE OPEN SPACE: 84,394 SF

PRIVATE OPEN SPACE: 66,394 SF

ROOF DECKS:	7,990 SF
UNIT DECKS:	20,387 SF

OPEN AREA:
BUILDING FOOTPRINT: 155,591 SF
OPEN AREA: 210,247 SF - 42.1% OF NET SITE AREA
(40% OPEN AREA REQUIRED)

BLOCK LENGTH:
BLDG 2, MAXIMUM DIMENSION = 350' (BLDG 3)
(400' MAXIMUM BLOCK LENGTH ALLOWED)

VEHICULAR PAVING COVERAGE:
37,977 SF - 10.1% (40% MAXIMUM ALLOWED)
INLCUDES STREETS AND SURFACE PARKING

Source: Prepared by Greystar in 2018

X17010092 01 003

Exhibit 2-8 **Proposed Open Space Plan**

ASCENT ENVIRONMENTAL

2.6.7 Sustainability Plan

The project applicant is pursing certification under the Leadership in Energy and Environmental Design (LEED) v4 Building Design + Construction for New Construction rating system. LEED is administered by the U.S. Green Building Council and provides a framework for sustainable solutions to building design, construction, operation, and maintenance. This would be achieved through the following: approximately 60 percent of the site would be unbuilt and would include open spaces of a variety of scales and uses; project landscaping would incorporate plants that tie into the native character of the region; the irrigation system would be designed to make efficient use of water through conservation techniques; the project would be a mixed-use project in proximity to public transportation options and connected to existing bike and pedestrian networks to reduce dependence on private vehicle use; construction would follow a strict construction waste management plan, and a majority of the project waste would be diverted from the landfill; residents and users of the site would have access to recycling and composting chutes to be placed in convenient locations in each building; and energy-efficient lighting and HVAC systems and equipment would be installed, and the project would perform at least 10 percent better than the Title 24-2016 code for the intended uses.

2.7 REQUIRED ACTIONS

The project would require the following actions by the City.

- Planned Community Permit
- Development Review Permit
- Provisional Use Permit
- Lot Line Adjustment
- Heritage Tree Removal Permit
- Off-site improvement plan and encroachment permit for improvements along the property frontage, such as sidewalks, city trees, and street lighting
- Demolition permit for the removal of the existing structures and utilities
- Building Permit

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the SAPP EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the SAPP EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the project were adequately addressed in the SAPP EIR, and the environmental impact significance conclusions of the SAPP EIR remain applicable. The purpose of each column of the checklist is described below.

Where Impact was Analyzed

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

Do Proposed Changes Involve New Significant Impacts?

The significance of the environmental impacts of the project-specific features not considered in the SAPP and its EIR, is indicated in the columns to the right of the environmental issues.

Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the State CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the State CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered "yes" requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question

would be answered "no" and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less-than-significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168).

Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

Discussion

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

As noted throughout the checklist, several discussions are based on site-specific technical reports completed for the project, such as the Utility Impact Study, Water Supply Assessment, and site-specific traffic analysis. The checklist discussions use the project-specific analyses to determine if any new or substantially more severe impacts would occur. It should be noted that some square footage amounts have changed since the technical reports were prepared. For example, the non-profit office space increased from 4,000 sf to 4,285 sf. These small changes do not alter the analyses or conclusions of the technical reports or this environmental checklist. In addition, the most recent project plans propose 632 residential units, 10 fewer than originally proposed. The technical analyses completed for the purpose of this document assumed up to 642 units. The reduction in residential units would not result in any new or increased environmental impacts; rather, it would reduce the severity of estimated impacts. The conclusions of the document remain valid with the reduced unit count.

Standard Conditions of Approval

The City has Standard Conditions of Approval (COAs) that would reduce or minimize project impacts. In January 2017, the City updated the COAs, which resulted in a renumbering of the COAs. The checklist references COAs from the SAPP EIR and notes where numbering has changed.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussions include:

EIR	Environmental Impact Report
MM	Mitigation Measure
NA	not applicable

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4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Aesthetics. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	SAPP EIR Appendix A Section 4.1.1.2	No	No	NA, impact remains less than significant
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	SAPP EIR Appendix A Section 4.1.1.3	No	No	NA, no impact would occur
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	SAPP EIR Appendix A Section 4.1.1.4	No	No	NA, impact remains less than significant
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	SAPP EIR Appendix A Section 4.1.1.5	No	No	NA, impact remains less than significant

4.1.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in the SAPP EIR Appendix A, Section 4.1, Aesthetics, has occurred since certification of the EIR in December 2014.

a) Have a substantial adverse effect on a scenic vista?

As described in the SAPP EIR Appendix A, Section 4.1.1.2, Impacts to Scenic Vistas, the 2030 General Plan does not identify scenic vistas within the City. The scenic quality in the project area is characterized by views of the Santa Cruz Mountains from major roadways. Due to the existing development on the project site and surrounding properties, views of the Santa Cruz Mountains are only present in the project area along San Antonio Road. These views would be unobstructed by the project because building features would be confined to the site and would not encroach into the view corridors of these roadways. Therefore, the impact to scenic vistas is **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As described in the SAPP EIR Appendix A, Section 4.1.1.3, Impacts to Scenic Resources within a State Scenic Highway, there are no officially designated State Scenic Highways in the City, and no portions of the SAPP area encompass the viewshed of a State Scenic Highway. Therefore, **no impact** would occur for the project. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

As described in the SAPP EIR Appendix A, Section 4.1.1.4, Degrade the Existing Visual Character, the SAPP area is characterized as an auto-centric, aging local and regional commercial area which contains predominantly one- and two- story "big box" retail, strip commercial and office structures. Implementation of the SAPP would allow for the redevelopment of existing underutilized parcels and includes streetscape

improvements which would allow for increased pedestrian and bicycle connectivity within the SAPP area and surrounding neighborhoods. Development associated with the SAPP would not affect areas with a high degree of scenic value (e.g., a concentration of historic structures, natural lands, or single-family residential neighborhoods). The SAPP EIR concluded that with implementation of the SAPP Development Standards and Guidelines, the SAPP would not result in a significant impact related to degradation of existing visual character.

The project would be consistent with the development standards and guidelines in the SAPP and with General Plan policies designed to protect and enhance the visual character of the project area. As described in the Project Description, the project would be located within the Mixed-Use Corridor Subarea. Allowed uses under this land use designation and zoning are mixed-use development of up to 5 stories (65 feet), which will be considered on a case-by-case basis if a project provides public benefits or major open space improvements. Project building heights (48 to 65 feet) would be below the SAPP maximum allowed height of 85 feet. Furthermore, the City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the overall architecture and urban design of the proposed development would protect the City's visual character. Therefore, implementation of the project would not substantially degrade the visual character or quality of the SAPP area or its surroundings. Impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The SAPP EIR stated that there are existing sources of nighttime lighting and glare in the plan area because it is largely built out with residential and nonresidential uses. As described in the SAPP EIR Appendix A, Section 4.1.1.5, Light and Glare, the SAPP would result in the intensification of development and additional sources of nighttime lighting and glare. The replacement of existing one-story buildings with new, taller structures could result in additional daytime glare because of light reflecting off the new building facades as well as new sources of nighttime lighting. The 2030 General Plan includes Policy LUD 9.6 which would ensure light and glare from the project site would be minimized (City of Mountain View 2012). The SAPP also includes standards that limit nighttime lighting impacts to adjacent residents. The SAPP EIR concluded that with implementation of Policy LUD 9.6 and SAPP standards and guidelines, implementation of the SAPP would have a less-than-significant impact related to light and glare.

The project is designed in accordance with SAPP standards and guidelines as well as the 2030 General Plan provisions to minimize light and glare. Exterior lighting is designed and would be located to minimize spillover beyond property lines, except for required public street lights. Parking structures would be underground and hidden from public view. Thus, implementation of the proposed lighting, building design, and landscaping guidelines, as well as continued compliance with the City's existing lighting policies and regulations, would ensure that the project's potential light and glare impacts are reduced to a level that would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

Mitigation Measures

No significant aesthetic impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and the project would not result in new or substantially more severe significant impacts to aesthetics compared to the SAPP EIR and the Mountain View General Plan and Greenhouse Gas Reduction Program EIR.

4.2 AGRICULTURE AND FOREST RESOURCES

	Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2.	**Agriculture and Forestry Resources. Would the project:**				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	SAPP EIR p. 198 and Appendix A (Initial Study)	No	No	NA
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	SAPP EIR p. 198 and Appendix A (Initial Study)	No	No	NA
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	SAPP EIR p. 198 and Appendix A (Initial Study)	No	No	NA
d.	Result in the loss of forest land or conversion of forest land to non-forest land?	SAPP EIR p. 198 and Appendix A (Initial Study)	No	No	NA
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	SAPP EIR p. 198 and Appendix A (Initial Study)	No	No	NA

4.2.1 Discussion and Conclusion

As described in the SAPP EIR page 198 and Appendix A, Section 4.2, Agricultural Resources, the SAPP area is an urban developed area and is not zoned or used for agriculture or forestry purposes. There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is not under a Williamson Act Contract. The project site is not zoned timberland. Therefore, the project would have no impact on agriculture or forest resources. This conclusion is the same conclusion as reached in the SAPP EIR.

4.3 AIR QUALITY

	Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3.	**Air Quality. Would the project:**				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	SAPP EIR Section IV.B.2.b	No	No	NA, impact remains less than significant
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	SAPP EIR Section IV.B.2.b	No	No	NA, impact remains less than significant
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	SAPP EIR Section IV.B.2.b	No	No	NA, impact remains less than significant
d.	Expose sensitive receptors to substantial pollutant concentrations?	SAPP EIR Section IV.B.2.b	Yes	No	Yes, carbon monoxide impacts would remain less than significant, and Mitigation Measure 4.3-1 would reduce toxic air contaminant impacts to a less-than-significant level
e.	Create objectionable odors affecting a substantial number of people?	SAPP EIR Section IV.B.2.b	No	No	NA, impact remains less than significant

4.3.1 Discussion

No substantial change in the environmental and regulatory settings related to Air Quality, described in SAPP EIR Section B, Air Quality, has occurred since certification of the EIR in December 2014. The Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan was updated in 2017. This update is discussed below.

In addition, since preparation of the SAPP EIR, a California Supreme Court decision resulted in changes to CEQA regarding the effects of existing environmental conditions on a project's future users or residents. The effects of the environment on a project are generally outside the scope of CEQA unless the project would exacerbate these conditions, as concluded by the California Supreme Court (see California Building Industry Association v. Bay Area Air Quality Management District [2015] 62 Cal.4th 369, 377 ["we conclude that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users."]). Changes to the State CEQA Guidelines to reflect this decision are in process by the State but have not been adopted. As noted in the BAAQMD's revised CEQA thresholds of significance, local agencies are not precluded from considering the impact of locating new development in areas subject to existing environmental hazards; however, CEQA cannot be used by a lead agency to require a developer or other agency to obtain an EIR or implement mitigation measures solely because the occupants or users of a new project would be subjected to the level of emissions specified. The previous impact identified in the 2015 EIR regarding future land use compatibility with off-site sources of toxic air

contaminants and ultrafine particles (see the discussion below under checklist item d) would fall into the category of impacts of "existing environmental conditions on a project's future users or residents." However, a discussion of this issue is included herein for disclosure purposes. See the discussion below under checklist Section 4.7 for a discussion of regulatory changes related to greenhouse gas emissions.

a) Conflict with or obstruct implementation of the applicable air quality plan?

As identified in in the SAPP EIR, the SAPP includes guiding principles encouraging high density development near transit services; promoting improved connectivity via all travel modes to adjacent neighborhoods and Downtown; encouraging the use of transit; improving pedestrian and bicycle connections, crossings, and facilities; and enabling visitors to park once and walk to multiple destinations. Additionally, the SAPP development standards and guidelines encourage energy conservation and other sustainable design features such as smaller and fewer windows on the east and west sides of the building, strategically placed overhangs to minimize direct sunlight, and the use of energy efficient heating, ventilation, and cooling systems. The project is a mixed-use residential development within the SAPP area that promotes a dynamic mixed-used environment. The project promotes transit services through higher-density, transit-oriented development and improved bicycle and pedestrian connections. The SAPP EIR evaluated the projected change in vehicle trips with implementation of the SAPP as compared to the population increase. As discussed in the SAPP EIR, under the existing (2013) plus SAPP build out scenario, the average daily vehicle trips were projected to increase by 16 percent. However, under the cumulative (2030) plus SAPP build out scenario, the analysis showed no change in the number of daily vehicle trips (see Table IV.B-5 in the SAPP EIR). Land uses associated with the SAPP resulted in a change in the mix of population and employment and a 20 percent increase in the total Cumulative (2030) employment and population. Though the total vehicle trips increased under the Existing Plus Project scenario, and service population increased under the Existing and Cumulative Plus Project scenarios, daily vehicle trips did not increase at a greater rate than the population growth rate. Thus, the SAPP EIR concluded that vehicle trips would not substantially increase at a greater rate than the projected population increase from build out of the SAPP. The BAAQMD 2010 Clean Air Plan includes transportation control measures and energy measures intended to reduce long-term air quality emissions, and the SAPP was found to be consistent with this applicable air quality plan. Since certification of the SAPP EIR, BAAQMD adopted the 2017 Clean Air Plan in April 2017. The 2017 Clean Air Plan serves to decrease emissions of air pollutants most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants. The project would be consistent with the transportation and energy control measures in the 2017 Clean Air Plan. Further, the mixed-use nature, design, and location of the project would promote multi-modal transportation and VMT reduction, consistent with land use patterns and VMT reduction goals in the 2010 Clean Air Plan and 2017 Clean Air Plan. Because the project is located within the SAPP and is the type of development that was evaluated in the SAPP EIR (i.e., mixed-use office and residential), the project would also be consistent with the applicable air quality plans and regional planning efforts. Therefore, this impact is considered less than significant for the project. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Project-generated construction and operational emissions were not evaluated in the SAPP EIR because project-specific details (e.g., building size, location, density, construction schedule) were not available at the time; instead, the SAPP was programmatically discussed. As described in the SAPP EIR, the land uses and development allowed by the SAPP would not conflict with the measures outlined in the BAAQMD 2010 Clean Air Plan, including transportation control measures and energy measures. Because the increase in vehicle trips was expected to be similar or lower than the projected population growth, the SAPP would not violate any air quality standard. Furthermore, all subsequent development within the SAPP would be required to implement Standard Condition of Approval (COA) PL-93 that would implement the BAAQMD's recommended air quality construction measures to reduce construction-related impacts. The project would be developed within the SAPP and is consistent with the SAPP land use designations and zoning. Furthermore, a project-level analysis was conducted based on the project-specific information available.

Construction Emissions of Criteria Air Pollutants and Precursor Emissions

The SAPP EIR stated that applicable conditions of approval (COAs) relevant to air quality would be adopted as requirements for any specific project approvals within the SAPP and stated that all project would be required to implement COA PL-93, which would reduce construction-related impacts to a less-than-significant level. This condition has been renumbered COA PL-116 and would require implementation of the BAAQMD's recommended air quality basic construction mitigation measures.

Project-specific information (e.g., building size, construction schedule, equipment type) was used to conduct construction-emissions modeling for the project. The existing 123,000 sf building would be demolished. Construction would begin in late 2018 and would be completed in 4 years, or an estimated 1,040 total working days. Average daily construction emissions were computed by dividing the total annual construction emissions by the total number of construction days. Construction emissions of criteria air pollutants and precursors were also modeled using CalEEMod. Modeling was based on project-specific information (e.g., size, construction phasing, area to be graded, area to be paved) where available; reasonable assumptions based on typical construction activities; and default values in CalEEMod that are based on the project's location and land use type.

Table 4.3-1 summarizes the modeled average daily emissions from the construction activities by year over the estimated 4-year buildout period (ending in 2021). Specific model assumptions and inputs for these calculations are in Appendix A of this checklist.

Table 4.3-1 Summary of Average Daily Emissions of Criteria Air Pollutants and Precursors Associated with Project Construction (Unmitigated)

	ROG lb/day	NO_X lb/day	PM_{10}, lb/day (fugitive/exhaust/total)	$PM_{2.5}$ lb/day (fugitive/exhaust/total)
Average Daily Emissions[1]	13	44	3/1/5	1/1/2
BAAQMD Threshold of Significance	54	54	-/-/82	-/-/54
Exceed Significance Threshold?	No	No	No	No

Notes: BAAQMD = Bay Area Air Quality Management District; lb/day = pounds per day; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases

1. Assumes 1,040 workdays.

See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2018

The project would implement COA PL-116 and BAAQMD's recommended basic construction mitigation measures that would further reduce construction-generated fugitive dust emissions (BAAQMD 2017:8-4). COA PL-116 reads as follows:

"The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as:

- all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day;
- all haul trucks transporting soil, sand, or other loose material off-site will be covered;
- all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;

- all vehicle speeds on unpaved roads will be limited to 15 miles per hour (mph);
- all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and
- post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations."

As noted in COA PL-116, additional measures may be identified by the BAAQMD or contractor, as appropriate. The BAAQMD 2017 CEQA Guidance includes the following measures, which shall be implemented:

- idling times will 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). Clear signage will be provided for construction workers at all access points; and
- all construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Operational Emissions of Criteria Pollutants and Precursor Emissions

The project includes development of up to 642 residential units and up to 20,000 sf of commercial space (including up to 9.400 sf of retail uses, up to 6,600 sf of food service, and up to 4,285 sf of office space). Operation-related emissions of criteria air pollutants and precursors were modeled using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 computer program, as recommended by BAAQMD. Emissions were modeled based on the proposed land uses and trip rates from data in the traffic impact analysis conducted for the project (Hexagon Transportation Consultants 2018). At complete buildout, the project would generate up to 4,448 average daily trips (ADT). In compliance with BAAQMD Regulation 6, Rule 3, Section 6-3-306, the residential units would not include wood burning stoves or hearths. Consistent with findings in the SAPP EIR, the project proposes mixed uses that promote walkability and use of alternative modes of transportation; promote transit services through higher-intensity, transit-oriented development; and encourage shared parking which would generally allow for a reduction of vehicle trips.

Table 4.3-2 summarizes the average daily operation-related emissions of criteria air pollutants at full buildout (2021). Specific model assumptions and inputs for these calculations can be found in Appendix A.

Table 4.3-2 Summary of (Unmitigated) Operational Emissions of Criteria Air Pollutants and Precursors at Full Buildout (2021)

Source Type	Average Daily Emissions (lb/day)			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Area[1]	18	<1	<1	<1
Energy[2]	<1	2	<1	<1
Mobile	6	23	19	5
Total Average Daily Emissions[4]	23	25	20	6
Maximum Annual Emissions	4 tons/year	5 tons/year	4 tons/year	1 tons/year
BAAQMD Threshold of Significance[3]	54 lb/day and 10 tons/year	54 lb/day and 10 tons/year	82 lb/day and 15 tons/year	54 lb/day and 10 tons/year
Exceed Significance Threshold?	No	No	No	No

Notes: Notes: BAAQMD = Bay Area Air Quality Management District; lb/day = pounds per day; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases; tons/year = tons per year

[1] Area-source emissions include emissions from landscaping, application of architectural coatings, and consumer products, and are estimated based on default model settings. The residential units would not include wood burning stoves or hearths.

[2] Energy emissions include offsite emissions associated with natural gas consumption for space heating/cooling, and appliance use.

[3] Mass emission significance criteria apply to the sum of area, energy, and mobile sources.

[4] Average daily operational emissions were computed by dividing the total annual operating emissions by 365-day operation.

Total values may not add correctly due to rounding. See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2018

Conclusion

As shown in Table 4.3-1 and 4.3-2, average daily and maximum annual emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would not exceed the respective thresholds throughout the estimated construction period (2018-2021) and at full buildout (2021). Therefore, construction- and operation-related activities would not exceed BAAQMD-recommended thresholds of significance, and this impact would be less than significant for the project. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

As stated in the SAPP EIR, the San Francisco Bay Area Air Basin (SFBAAB) is a nonattainment area for federal and State 8-hour ozone standards, nonattainment for the State 1-hour standard, and nonattainment for the State and federal particulate matter less than 2.5 microns ($PM_{2.5}$) standards. The SAPP is consistent with the region's plans for attaining criteria pollutant air quality standards, including ozone and $PM_{2.5}$ and accounts for future cumulative regional growth. Furthermore, the SAPP would not result in a growth rate of VMT that is larger than the projected population growth.

The project would be developed within the SAPP and is consistent with the SAPP land use designations and zoning. Furthermore, construction- and operation-related activities would not exceed BAAQMD-recommended thresholds of significance. Conditions of approval for the project would require restrictions on construction equipment idling time, proper maintenance of construction equipment, and use of low/zero emission construction equipment minimizing emissions. Therefore, this impact is considered less than significant for the project.

d) Expose sensitive receptors to substantial pollutant concentrations?

Carbon Monoxide Concentrations

The impacts from localized carbon monoxide concentrations were not assessed in the SAPP EIR.

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

- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below grade roadway).

According to the traffic impact analysis prepared for the project (Hexagon 2018, Figure 12; Tables 4, 8, and 12), the project trips represent less than one percent of capacity on each freeway segment in the project area. Similarly, the project would not result in 24,000 vehicles per hour where vertical and/or horizontal mixing of pollutants and atmosphere is substantially limited (i.e., an enclosed parking structure).

The traffic volumes on roadways within the project area are less than 44,000 vehicles per day. The peak AM and PM traffic for the affected intersection at San Antonio Road and Proposed B Street is less than 2,000 vehicles. This project is consistent with the applicable congestion management program established by the City of Mountain View and the Santa Clara Valley Transportation Authority, and no vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway) at the affected interactions. Conditions of approval for the project will require compliance with Climate Action Plan (CAP) that include restrictions on construction equipment idling time, proper maintenance of construction equipment, dust control, and use of low/zero emission construction equipment. Therefore, the project would meet all the criteria at key intersections near the project site and is less than significant for CO. As a result, this impact would be considered less than significant under project and cumulative conditions.

Toxic Air Contaminant Concentrations

Temporary, Short-Term Emissions from Construction Equipment

As discussed in the SAPP EIR, because of the lack of specific construction information (e.g., construction equipment, duration of construction period), given the program-level analysis of the SAPP, an estimated project construction health risk could not be determined at the Plan level. As identified in Impact AIR-1, construction of new projects associated with implementation of the SAPP could result in exposure of sensitive receptors to toxic air contaminants (TAC) concentrations. According to the BAAQMD (2011), construction-generated diesel particulate matter (diesel PM) emissions contribute to negative health impacts when construction is extended over lengthy periods of time. Because toxic construction-related health risks are dependent on the type of construction equipment use and duration of the construction period, the SAPP EIR did not identify project-level health risk and associated impacts.

Implementation of Mitigation Measure AIR-1 requires all new development projects associated with the implementation of the SAPP, which include buildings within 1,000 feet of a residential dwelling unit, to conduct a construction health risk assessment (HRA) to assess health risk impacts from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage is required to be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in one million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). Implementation of this mitigation measure would require an analysis at the project-level to

determine the potential health risk to future sensitive receptors and would ensure that future residents of the project would not be exposed to substantial pollutant concentrations from construction.

The project is subject to compliance with Mitigation Measure AIR-1, which collectively would ensure compliance with the health risk performance standards above. Project construction would result in emissions of diesel PM from heavy-duty construction equipment, diesel generators, and trucks operating on the project site. The nearest sensitive receptors are located adjacent to the north and east of the project site. To analyze impacts to sensitive receptors, a dispersion modeling analysis was performed using the American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 16216r and the Hotspots Analysis and Reporting Program Version 2.0.3 (HARP2). The California Air Resources Board (CARB) developed HARP2 as a tool to implement risk assessments and incorporates requirements from the Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spot Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015).

Pre-processed 5-year meteorological data from 2009-2013 collected at the Moffet Field Station obtained from BAAQMD was used for dispersion modeling. Moffet Field is the nearest and most representative meteorological station to the project property. The modeling included all standard regulatory default options, including the use of urban dispersion parameters and elevated terrain. Grid receptors were placed every 100 meters out to 1 kilometer to assess the potential cancer and non-cancer risk at surrounding residences. Construction activity across the project site was modeled as a line of adjacent 20 meter by 20 meter volume sources (SCAQMD 2008). Diesel PM emissions from diesel-powered heavy-duty construction equipment, diesel generators, and diesel trucks used during construction are provided in Appendix A. The diesel PM emissions generated by off-site vehicle traffic (e.g., worker commute trips, haul trips, and vendor trips) were conservatively assumed to occur 10 percent on the project site. The diesel PM emissions generated by off-site vehicle traffic were added to the off-road equipment diesel PM emissions. The total tons per year, converted to pounds per year, and pounds per day diesel PM emissions were input into HARP2. The estimates of potential residential cancer risk were prepared in accordance with OEHHA's 2015 Guidance. The cancer risk was estimated for the duration of construction at 4 years. The cancer risk was estimated separately for specified age groups based on age differences in sensitivity to carcinogens and age differences in intake rates (OEHHA 2015). Due to the anticipated short duration of construction activities (i.e., 4 years), infant exposure (3rd trimester to 4 years) was conservatively assumed in calculating cancer risk for residential receptors.

The analysis found the unmitigated maximum infant exposure cancer risk would be 93.41 in one million and the chronic hazard index would be 0.04 located east of the project site. Diesel PM does not have a reference exposure level for acute noncancer risk. The $PM_{2.5}$ concentration would be 0.22 µg/m^3. The construction TAC emissions of the project would not exceed the BAAQMD significance threshold for chronic noncancer hazard index of 1.0 and annual $PM_{2.5}$ concentration of 0.3 µg/m^3. The project construction TAC emissions would exceed the BAAQMD significance threshold for maximum residential excess cancer risk of 10 in one million.

As a requirement of Mitigation Measure AIR-1, a construction health risk assessment (HRA) was prepared for the project to assess health risk impacts on residential receptors within 1,000 feet of the project from all construction equipment during each phase of construction. Mitigation Measure AIR-1 required preparation of the HRA prior to issuance of building permits. Mitigation Measure 4.3-1 is included to reflect the project's specific requirements pertaining to the SAPP EIR measure. Implementation of Mitigation Measure 4.3-1 would reduce maximum infant exposure cancer risk to 3.68 in one million and the chronic hazard index to 0.002 located east of the project site. The PM2.5 concentration would be 0.009 µg/m^3. Therefore, implementation of Mitigation Measure 4.3-1 would reduce project construction TAC emissions and potential cancer risk would not exceed the BAAQMD significance thresholds for maximum residential excess cancer risk of 10 in one million, chronic noncancer hazard index of 1.0, and annual $PM_{2.5}$ concentration of 0.3 µg/m^3.

Local Source Emissions

As addressed in Impact AIR-2, new sensitive receptors developed as part of the SAPP could be exposed to TAC concentrations from existing sources. According to the BAAQMD's database of permitting sources in the SAPP area, several TAC sources are located within or near the SAPP area. These sources include traffic on El

Camino Real and Central Expressway and permitted stationary sources, such as dry cleaners and gas dispensing facilities. Because the precise location of new sensitive receptors in proximity to existing TAC sources was unknown at the plan level analysis conducted for the SAPP EIR, Mitigation Measure AIR-2 was recommended to ensure all future development of sensitive receptors would undergo appropriate HRA at the time of development, using project-specific details. This analysis is consistent with recommendations of Mitigation Measure AIR-1.

Implementation of Mitigation Measure AIR-2 requires residential or other sensitive uses proposed within 500 feet of El Camino Real and Central Expressway, and/or any major stationary sources, to conduct a HRA to assess potential health risk exposure from these sources. In accordance with Mitigation Measure AIR-2, the HRA shall be prepared using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents. The HRA shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic risk to less than 10 in one million, reduce the non-cancer risk to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient $PM_{2.5}$ increase is less than 0.3 $\mu g/m^3$. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from the source (e.g., roadway, gas station) to receptor. The project site is located within 500 feet of Central Expressway and San Antonio Gas & Service (located approximately 200 feet to the southwest of the project site) identified in Table IV.B-6 of the SAPP EIR, and, therefore, the project could result in exposure of new sensitive land uses to TACs from these sources and is evaluated here.

Dispersion modeling analysis was conducted with AERMOD and HARP2. Pre-processed 5-year meteorological data from 2009-2013 collected at the Moffet Field Station obtained from BAAQMD was used for dispersion modeling. Grid receptors were placed every 50 meters across the project area to assess the potential cancer and non-cancer risk at future residential receptors. The modeling included all standard regulatory default options, including the use of urban dispersion parameters and elevated terrain. Central Expressway was modeled as a line of separated volume sources. The modeled roadway width is equal to the entire width (i.e., westbound and eastbound) of the roadway segment at 50 feet plus 10 feet on either side to account for the wake of moving vehicles. The roadway was modeled at grade. The roadway segment was modeled at approximately 10,000 feet long. To avoid any exclusion zones, the segment lengths extend beyond the project area and is sufficient to capture the worst-case maximum impact on the project area. A PM_{10} emission factor was developed using CARB Mobile-Source Emission Factor Model (EMFAC2014) (CARB 2011) in Santa Clara County for the calendar years 2035 through 2064. A 30-year exposure period was used because, in accordance with the OEHHA Guidance, residential cancer risk is assessed over a 30-year period. It was assumed the fleet mix information contained in the EMFAC2014 for Santa Clara County would be representative for the City of Mountain View. EMFAC2014 only provides emission factors for up to calendar year 2050; therefore, calendar years 2051 through 2064 were conservatively assumed to be the same as 2050 because the vehicle fleet would be older, less-efficient, and higher emitting as compared to future years where emission factors are expected to go down. The pounds per year and pounds per day diesel PM emissions were input into HARP2.

The gasoline dispensing facility gasoline and diesel refueling and spillage emissions were modeled as two volume sources measuring four meters high and 13 meters wide centered on the property. The modeling parameters and emission rates were estimated in accordance with the California Air Pollution Control Officers Association (CAPCOA) *Air Toxics "Hot Spots" Program: Gasoline Service Station Industrywide Risk Assessment Guidelines* (CAPCOA 1997). The benzene and diesel PM pounds per year and pounds per day emissions were input into HARP2.

The estimates of potential residential cancer risk and non-cancer risk were prepared in accordance with OEHHA's 2015 Guidance. OEHHA's 2015 Guidance recommends a 30-year exposure period for estimating cancer risk at the residential receptor. The cancer risk was estimated separately for specified age groups based on age differences in sensitivity to carcinogens and age differences in intake rates (OEHHA 2015). The maximum cancer risk for a residential receptor would be 9.07 in one million, the chronic hazard index would be 0.04, and the acute hazard index would be 0.09 located at to the southwest boundary of the

project site. The $PM_{2.5}$ concentration would be 0.009 µg/m^3 (from vehicles traveling on Central Expressway). The potential cancer risk would not exceed the BAAQMD significance thresholds for maximum residential excess cancer risk of 10 in one million, chronic and acute noncancer hazard index of 1.0, and annual $PM_{2.5}$ concentration of 0.3 µg/m^3.

As noted above, an HRA was conducted in compliance with SAPP EIR Mitigation Measure AIR-1. Mitigation Measure AIR-1 does not include specific reduction measures to ensure all construction activities would not exceed applicable thresholds of significance. Therefore, Mitigation Measure 4.3-1 is included in this checklist to reflect the project's specific requirements pertaining to Mitigation Measure AIR-1. Implementation of the BAAQMD's exhaust-related basic construction mitigation measures described above, and Mitigation Measure 4.3-1 would be required to reduce this impact to a less-than-significant level, consistent with the conclusion in the SAPP EIR. This conclusion is the same conclusion as reached in the SAPP EIR.

e) Create objectionable odors affecting a substantial number of people?

Project construction would not expose nearby receptors to objectionable odors. As noted in the SAPP EIR, construction-generated odors are typically associated with exhaust emissions from diesel fueled equipment and the application of architectural coatings and paving materials, which may be considered objectionable to some individuals. However, because construction-related odors would be intermittent, temporary, and would disperse rapidly with distance from the source, construction-related odors would not result in the frequent exposure of a substantial number of individuals to objectionable odors. The EIR stated that projects developed as part of the SAPP would be required to comply with BAAQMD rules which establish volatile organic compound (VOC) content limits for construction materials. Consistent with BAAQMD Regulation 8, Rule 3, Architectural Coatings, flat coating would not exceed coating limit 100 grams per liter (g/L) VOC, nonflat coating would not exceed coating limit 150 g/L VOC, and nonflat high gloss coating would not exceed coating limit 250 g/L VOC. Consistent with BAAQMD Regulation 8, Rule 15, Emulsified Asphalt, the project would not use any rapid-cure liquid asphalt or medium-cure liquid asphalt, would not use any emulsified asphalt containing petroleum solvents in excess of 3 percent by volume, and would not use any slow-cure liquid asphalt which contain more than 0.5 percent by volume of petroleum solvents which boil at less than 500 degrees Fahrenheit in paving material or in paving and maintenance operations. These limits apply to anyone who supplies, sells, manufactures, as well as anyone who applies or solicits the application of any architectural coating within the jurisdiction of the BAAQMD. VOCs are the main sources of odors from these sources.

Under the project, compliance with these regulatory requirements would be required and would reduce odor effects associated with construction-related sources of odor. Short-term exposure to odorous emissions would therefore be considered less than significant for the project. For these reasons, odorous emissions generated during construction under the project would also be less than significant under project and cumulative conditions. The project consists of residential and retail land uses and is not a major source of odorous emissions. Therefore, the project would not have a substantial impact related to odors.

Mitigation Measures

The following mitigation measures were referenced in the SAPP EIR and would remain applicable if the project were approved.

Mitigation Measure AIR-1

All new development projects, associated with implementation of the SAPP, which include buildings within 1,000 feet of a residential dwelling unit shall conduct a construction health risk assessment to assess emissions from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in one million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 µg/m^3.

Mitigation Measure AIR-2

For residential or other sensitive use projects proposed within 500 feet of El Camino Real and Central Expressway, and/or any of the stationary sources identified in Table IV.B-6 of the EIR, the City of Mountain View shall require an evaluation of potential health risk exposure. The applicant for a sensitive use project within the Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk to less than 10 in one million, reduce the non-cancer risk to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient $PM_{2.5}$ increase is less than 0.3 µg/m^3. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.

For the project, an HRA has been prepared, as discussed under checklist item 4.3(d), above. Based on the analysis in the HRA, the following mitigation measure would be implemented as part of the project to reduce on-site diesel exhaust emissions from project construction activities.

Mitigation Measure 4.3-1

As a requirement of Mitigation Measure AIR-1, the project is required to conduct a construction HRA to assess health risk impacts on residential receptors within 1,000 feet of the project from all construction equipment during each phase of construction prior to issuance of building permits. An HRA was completed for the project, which indicated that equipment use modifications are needed to meet the standards in Mitigation Measure AIR-1. Therefore, Mitigation Measure 4.3-1 is included below to reflect the necessary modifications and satisfy the project-specific requirements pertaining to Mitigation Measure AIR-1. The following mitigation measure shall be implemented to reduce construction-related emissions associated with development of the project.

- All diesel-powered construction equipment operating onsite shall meet EPA particulate matter emissions standards for Tier 4 engines, equivalent to reducing diesel PM emissions by 89 percent over the project onsite construction emissions of 349 pounds per year of $PM_{2.5}$. The construction contractor may use other measures to minimize construction period diesel PM emissions to an equivalent degree by using equipment that includes CARB-certified level 3 diesel particulate filters, alternatively-fueled equipment (e.g., non-diesel), added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce risk impacts to a less-than-significant level (achieving a minimum of 89 percent reduction in diesel PM emissions and reaching a level not to exceed 38 pounds per year).

Conclusion

As required by the air quality mitigation measures adopted as part of the SAPP, the project provides a project-specific HRA analysis. Implementation of Mitigation Measure 4.3-1 would reduce maximum infant exposure cancer risk from construction activities to 3.68 in one million and the chronic hazard index to 0.002 located east of the project site. The $PM_{2.5}$ concentration would be 0.009 µg/m^3. Thus, impacts would be reduced to a less-than-significant level. This is consistent with the air quality impacts and measures previously disclosed in the SAPP EIR. The project would not result in new or substantially more severe significant impacts to air quality compared to the SAPP EIR and the Mountain View General Plan and Greenhouse Gas Reduction Program EIR.

4.4 BIOLOGICAL RESOURCES

	Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4.	**Biological Resources. Would the project:**				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	SAPP EIR Appendix A Section 4.4.6.1	No	No	NA, impact remains less than significant
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	SAPP EIR Appendix A Section 4.4.6.2	No	No	NA, impact remains less than significant
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	SAPP EIR Appendix A Section 4.4.6.3	No	No	NA, impact remains less than significant
d.	Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	SAPP EIR Appendix A Section 4.4.6.4	No	No	NA, impact remains less than significant
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	SAPP EIR Appendix A Section 4.4.6.5	No	No	NA, impact remains less than significant
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	SAPP EIR Appendix A Section 4.4.6.6	No	No	NA, no impact would occur

4.4.1 Discussion

No substantial change in the environmental and regulatory settings related to biological resources, described in the SAPP EIR Appendix A, Section 4.4, Biological Resources, has occurred since certification of the EIR in December 2014. The following discussion is based in part on the arborist report prepared by HortScience in February 2018 (HortScience 2018).

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

As discussed in the SAPP EIR Appendix A, Section 4.4.6.1, Impacts to Candidate, Sensitive or Special-Status Species, the SAPP area has been developed with urban uses since the 1840s and special-status species are not expected to occur. Additionally, the City has several standard COAs regarding stormwater quality that addresses water quality and aquatic resources, which are described in the SAPP EIR and Section 4.9.1, Hydrology and Water Quality, of this checklist. Because special-status species are not expected to occur, none would be affected by implementation of the SAPP and implementation of the City's stormwater COAs would protect runoff water quality in the area. Therefore, the SAPP EIR concluded that implementation of the SAPP would have a less-than-significant impact on special-status species.

The project site is currently developed with a 70,000-sf office building, 40,000 sf former Safeway grocery store, 13,000 sf retail center, and related parking for each use. There are existing trees and landscaping, but no natural habitat or water features exist on the site. Special-status species are not expected to occur. Therefore, project impacts to candidate, sensitive, or special-status species would be less than significant. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

As discussed in the SAPP EIR Appendix A, Section 4.4.6.2, Natural Communities, the SAPP would redevelop properties along major roadways, and no changes to creek or riparian habitat or other sensitive natural communities would result. Additionally, the City has several COAs regarding stormwater that would protect runoff water quality, which are described in the SAPP EIR and Section 4.9.1, Hydrology and Water Quality, of this checklist. Therefore, the SAPP EIR concluded that implementation of the SAPP would have a less-than-significant impact on natural communities.

There are no creeks, riparian habitat, or other sensitive natural communities within the project area and the project would adhere to the City's COAs. In addition to the COAs listed under items d) and e), below, the SAPP EIR included the following COAs for Biological Resources associated with water quality and aquatic resources:

- **COA FEP-03, State of California Construction General Stormwater Permit.** A "Notice of Intent" (NOI) and "Stormwater Pollution Prevention Plan" (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.

- **COA FEP-04, 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.

- **COA FEP-05, 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 include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

- **COA FEP-22, Stormwater Treatment (C.3).** This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low- Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement. The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

Therefore, no direct or indirect changes to creek or riparian habitat or other sensitive natural communities would occur, and the project would have a **less-than-significant** impact on natural communities. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As discussed in the SAPP EIR Appendix A, Section 4.4.6.3, Wetlands, no direct removal, filling, or hydrological interruption of these waters is proposed as part of the SAPP. Furthermore, implementation of the City's stormwater COAs would protect the water quality and the known wetlands located farther downstream and outside of the SAPP area. Therefore, the SAPP EIR concluded that implementation of the SAPP would have a less-than-significant impact on wetlands.

There are no wetlands within the project area and the project would adhere to the City's COAs listed above under Item b). Therefore, this impact would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed in the SAPP EIR Appendix A, Section 4.4.6.4, Wildlife Corridors and Nursery Sites, there are no natural wildlife corridors such as creeks or riparian zones within the SAPP area. Implementation of the SAPP could impact active bird nests protected by the Migratory Bird Treaty Act and California Department of Fish and Wildlife if vegetation removal occurs during the nesting season.

The project would include the removal of existing trees and other vegetation on the project site. The 2030 General Plan Action LUD 10.2.2 would require preconstruction surveys for nesting birds and/or roosting bats prior to any development that involves the removal of vegetation and/or demolition/restoration of abandoned structures (City of Mountain View 2012). The *Village at San Antonio Center Phase II Project Draft EIR* found no suitable bat habitat within a 5-mile radius of 402-423 San Antonio Road, which is adjacent to the project site (City of Mountain View 2014). Roosting bats are not expected to be present on the site, and preconstruction surveys would not be required. Nesting bird surveys would be required, and the following COA identified as COA PL-97 in the SAPP EIR would be applicable to the project:

- **COA PL-121, Preconstruction Nesting Bird Survey.** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period,

preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

Therefore, the SAPP EIR concluded that implementation of the SAPP would have a less-than-significant impact on wildlife corridors and nursery sites.

There are no natural wildlife corridors within the project area and the project would adhere to the City's COA regarding nesting birds. Therefore, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As discussed in the SAPP EIR Appendix A, Section 4.4.6.5, Conflict with Local Policies or Ordinances, heritage trees protected under the City's Heritage Tree Ordinance are present within the SAPP area and may be removed as a result of new development or redevelopment activities. The 2030 General Plan includes Policy POS 12.1, which would protect heritage trees as an ecological and biological resource (City of Mountain View 2012). Additionally, the following COAs identified as PL-66, 69, 70, 71, 72, and 73 in the SAPP EIR would be applicable to the project:

- **COA PL-84, Arborist Report.** A qualified arborist shall provide written instructions for the care of the 22 trees to be preserved (or retained) before, during, and after construction. The report shall also include a detailed plan showing installation of chain link fencing around the dripline to protect these trees and installation of an irrigation drip system and water tie-in for supplemental water during construction. Arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented. Approved measures from the report shall be included in the building permit drawings.

- **COA PL-89, Implementation.** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.

- **COA PL-90, Replacement.** The applicant shall offset the loss of each Heritage tree with two replacement trees, for a minimum of 156 replacement trees. Each replacement tree shall be no smaller than a 24" box and shall be noted on the landscape plan as Heritage replacement trees.

- **COA PL-92, Tree Protection Measures.** The tree protection measures listed in the arborist's report prepared by HortScience, Inc. and dated February 19, 2018, shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6' chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.

- **COA PL-93, Tree Mitigation and Preservation Plan.** The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be

avoided. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

- **COA PL-95, Security Deposit.** The applicant shall take all precautions during construction activities to protect Heritage trees. Measures shall include, but not be limited to, all preservation measures identified in the arborist report pursuant to COA PL-84. To demonstrate accountability for implementing tree preservation measures, the applicant shall provide a security deposit prior to building permit issuance. The deposit shall be placed into an account where no interest shall accrue with payment of a nonrefundable administrative fee. The amount of the deposit shall be determined by the Zoning Administrator based on City review and approval of a cost estimate provided by the applicant. At minimum, the cost estimate shall cover fees associated with a subsequent Heritage Tree Removal Permit process, if required, in accordance with Chapters 32 and 36 of the City Code; the cost of labor and materials for tree removal(s) for all Heritage trees identified to be preserved; and the cost of labor and materials for tree replacement(s) for all Heritage Trees identified to be preserved, based on replacement tree species and sizes approved by the Zoning Administrator. The cost estimate submittal and fee deposit shall be completed prior to building permit issuance. Upon completion of construction, the City will return the security deposit to the applicant upon issuance of a final Certificate of Occupancy for the project if either of the following conditions exist: (1) a site inspection by a certified arborist confirms the health of the trees were maintained and no irrevocable damage or death of the trees has occurred due to the project's construction activity; or (2) upon completion of the Heritage Tree Removal Permit process and verification the trees have been removed and replaced.

The SAPP EIR concluded that adherence to the City's Heritage Tree Ordinance, Policy POS 12.1, and the City's COAs would reduce potential impacts to a less-than-significant level.

The project would result in the removal of 78 heritage trees and 140 other trees. Approximately 22 trees would be retained in place, 16 of them heritage trees. With adherence to the City's Heritage Tree Ordinance, Policy POS 12.1, and the City's COAs, the project would have a **less-than-significant** impact on biological resources. This conclusion is the same conclusion as reached in the SAPP EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As discussed in the SAPP EIR Appendix A, Section 4.4.6.6, Conflict with a Habitat Conservation Plan, the Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV) Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The SAPP area, including the project site, is located outside the SCV Habitat Plan area, and the project site is not within a SCV Habitat Plan expanded study area for burrowing owl conservation.

Nitrogen deposition contribution estimates to impacts on serpentine habitat in Santa Clara County were made as a part of the development of the SCV Habitat Plan. On pages 26-27 of the SAPP EIR Appendix A, the City of Mountain View concluded that the nitrogen emissions (based on existing and future vehicle emissions) which would result from build-out of the SAPP were found less than cumulatively considerable (given that buildout of the SAPP is a small portion of Santa Clara County's overall emissions). The SCV Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future) and identifies measures to conserve and manage serpentine areas over the term of the SCV Habitat Plan, such that cumulative impacts to this habitat and associated special-status would not be significant and adverse. For these reasons, the SAPP EIR concluded that implementation of the SAPP would not conflict with an adopted habitat conservation plan and no impact would result.

Individual projects under the SAPP could choose to provide a voluntary contribution towards the mitigation of indirect nitrogen deposition impacts. These contributions could be used to protect and enhance sensitive habitat in the Coyote Ridge and South County area that is subject to degradation because of nitrogen deposition (related primarily to vehicle emissions). Contributions could be paid to the Santa Clara Valley Habitat Agency, which is a Joint Powers Authority made up of the Cities of Gilroy, Morgan Hill, and San José, and Santa Clara County.

No new conservation plans have been adopted since approval of the SAPP. Therefore, there are no new significant impacts or substantially more severe impacts that would occur pertaining to conflicts with adopted conservation plans. **No impact** would occur. This conclusion is the same conclusion as reached in the SAPP EIR.

Mitigation Measures

No significant biological impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

The project COAs have been refined to include the number of trees to be removed and the number of heritage trees to be retained on the project site, based on the project plans and the arborist report for the project. The information in the arborist report and the refinement of the COAs are consistent with the findings of the SAPP EIR. No new significant or substantially more severe biological impacts would occur with the project. Therefore, the findings of the certified SAPP EIR remain valid and no further analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area		Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
5.	**Cultural Resources. Would the project:**				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	SAPP EIR Appendix A Section 4.5.2.2	No	No	NA, impact would remain less than significant
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	SAPP EIR Appendix A Section 4.5.2.3	No	No	NA, impact would remain less than significant
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	SAPP EIR Appendix A Section 4.5.2.4	No	No	NA, impact would remain less than significant
d.	Disturb any human remains, including those interred outside the formal cemeteries?	SAPP EIR Appendix A Section 4.5.2.5	No	No	NA, impact would remain less than significant

4.5.1 Discussion

No substantial change in the environmental and regulatory settings related to cultural resources, described in the SAPP EIR Appendix A, Section 4.5, Cultural Resources, has occurred since certification of the EIR in December 2014.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

As discussed in the SAPP EIR Appendix A, Section 4.5.2.2, Historic Resources, the SAPP area does not contain any buildings listed on the Mountain View Register, California Register of Historical Resources, and National Register of Historic Places. However, it is possible that resources that meet the criteria for listing on these registers are located within the SAPP area. Thus, identification of such resources must be done on a project-specific basis.

The project would demolish an existing office building, former grocery, and retail center which were constructed in 1978, 1966, and 1985 respectively. These buildings are not listed on the California Register of Historical Resources or the City of Mountain View Ordinance for the Preservation of Historical Resources and would not be historically significant, because of their ages and lack of distinction within the larger body of architectural work during this time period. Therefore, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

As discussed in the SAPP EIR Appendix A, Section 4.5.2.3, Archaeological Resources, there is a potential for historic-period archaeological deposits, given the history of development along the El Camino Real corridor portion of the SAPP area. Thus, the EIR determined that ground disturbance activities associated with implementation of the SAPP have the potential to destroy prehistoric and historical archaeological deposits, including previously unidentified subsurface deposits. The 2030 General Plan includes the following policies and actions to address potential impacts to archaeological resources (City of Mountain View 2012):

- **Action LUD 11.3.1: Early historic evaluation**. Identify and evaluate historic and cultural resources early in the development review process.

- **Policy LUD 11.5: Archaeological and paleontological site protection**. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.

- **Action LUD 11.5.1: Review Historic Property Directory List**. Prior to approval of development permits for projects that include ground-disturbing activities, City staff shall review the most recent and updated Northwest Information Center list: Historic Property Directory for the County of Santa Clara, to determine if known archaeological and paleontological sites underlie the project. If it is determined that known cultural resources are within ¼ mile of the project site, the City shall require the project applicant to conduct a records search at the Northwest Information Center (NWIC) at Sonoma State University to confirm whether there are any recorded cultural resources within or adjacent to the project site. Based on that research, the City shall determine whether field study by a qualified cultural resources consultant is recommended.

- **Action LUD 11.5.2: Pre-construction cultural resource surveys**. Should City staff determine that field study for cultural resources is required, the project applicant shall have a cultural resource professional meeting the Secretary of the Interior's Standards in history and/or archaeology conduct a preconstruction survey to identify significant cultural resources – including archaeological sites, paleontological resources, and human remains – in the project site and provide project-specific recommendations, as needed. Coordination with local Native American communities should be done when significant cultural resources and remains are identified as part of pre-approval site analysis.

- **Action LUD 11.5.3: Archaeological and paleontological standard conditions**. Adopt and periodically update a set of standard mitigation measures and development conditions to address the discovery and identification of archaeological and paleontological deposits.

Additionally, the following COA identified as COA PL-95 in the SAPP EIR would be applicable to the project:

- **COA PL-118, Discovery of Archaeological Resources.** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

The SAPP EIR concluded that adherence to General Plan Policy LUD 11.5, Actions LUD 11.3.1, LUD 11.5.1, LUD 11.5.2, LUD 11.5.3, and the City's COA would reduce potential impacts to a less-than-significant level.

The project would involve ground disturbance activities that have the potential to destroy prehistoric and historical archaeological deposits, including previously unidentified subsurface deposits. No known archaeological resources are located within ¼ mile of the project site. As discussed in the SAPP EIR, with adherence to General Plan Policy LUD 11.5, Actions LUD 11.3.1, LUD 11.5.1, LUD 11.5.2, LUD 11.5.3, and the City's COA, impacts to archaeological resources would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As discussed in the SAPP EIR Appendix A, Section 4.5.2.4, Paleontological Resources, although no paleontological resources have been identified within the City, geologic formations of high paleontological sensitivity are present. The EIR stated it is possible that ground disturbance activities associated with implementation of the SAPP would have the potential to destroy unique paleontological resources. General Plan Policy LUD 11.5, and Actions LUD 11.3.1, LUD 11.5.1, LUD 11.5.2, LUD 11.5.3, which have been described in checklist item b) above, were identified in the SAPP EIR.

The SAPP EIR concluded that adherence to General Plan Policy LUD 11.5, Actions LUD 11.3.1, LUD 11.5.1, LUD 11.5.2, LUD 11.5.3, and the City's COA would reduce potential impacts to a less-than-significant level.

The project would involve ground disturbance activities that have the potential to destroy yet undiscovered paleontological resources. The following COA would be applicable to the project:

- **COA PL-120, Discovery of Paleontological Resources.** In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

With adherence to General Plan Policy LUD 11.5, Actions LUD 11.3.1, LUD 11.5.1, LUD 11.5.2, LUD 11.5.3, and the City's COA, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

As discussed in the SAPP EIR Appendix A, Section 4.5.2.5, Human Remains, human remains interred outside formal cemeteries may exist in the SAPP area, given the history of development along the El Camino Real corridor portion of the SAPP area. Thus, ground disturbance activities associated with implementation of the SAPP have the potential to uncover and disturb human remains. The 2030 General Plan includes the following policy and action to address potential impacts to human remains (City of Mountain View 2012):

- **Policy LUD 11.6: Protect Human Remains**. Utilize the development review process to identify and protect human remains and follow the appropriate procedures outlined under Health and Safety Code Section

- **Action LUD 11.6.1: Human Remains**. Should human remains be found on a project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall be disturbed until the Santa Clara County Coroner is contacted and determines that no investigation of the cause of death is required. If an investigation is required, and the coroner determines the remains to be Native American then: (1) the coroner would contact the Native American Heritage Commission within 24 hours; (2) the Native American Heritage Commission would identify the person or persons it believes to be the most likely descended from the deceased native American; (3) the most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Additionally, the following COA identified as COA PL-96 in the SAPP EIR would be applicable to the project:

- **COA PL-119, 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' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether

the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

The SAPP EIR concluded that adherence to General Plan Policy LUD 11.6, Action LUD 11.6.1, and the City's COA would reduce potential impacts to a less-than-significant level.

The project would involve ground disturbance activities that have the potential to uncover and disturb human remains interred outside formal cemeteries. With adherence to General Plan Policy LUD 11.6, Action LUD 11.6.1, and the City's COA, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

Mitigation Measures

No significant cultural or paleontological resource impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new significant or substantially more severe cultural or paleontological resource impacts would occur with the project. Therefore, the findings of the certified SAPP EIR remain valid and no further analysis is required.

4.6 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	SAPP EIR Appendix A Section 4.6.7.2	No	No	NA, impact would remain less than significant
b. Result in substantial soil erosion or the loss of topsoil?	SAPP EIR Appendix A Section 4.6.7.3	No	No	NA, impact would remain less than significant
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in: on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	SAPP EIR Appendix A Section 4.6.5	No	No	NA, impact would remain less than significant
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	SAPP EIR Appendix A Section 4.6.7.4.5	No	No	NA, impact would remain less than significant
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	SAPP EIR Appendix A Section 4.6.7.4.6	No	No	NA, no impact would occur

4.6.1 Discussion

No substantial change in the environmental and regulatory settings related to geology and soils, described in the SAPP EIR Appendix A, Section 4.6, Geology and Soils, has occurred since certification of the EIR in December 2014.

Since certification of the SAPP EIR in 2014, a California Supreme Court decision has resulted in changes to CEQA with regard to the effects of existing environmental conditions on a project's future users or residents. The effects of the environment on a project are generally outside the scope of CEQA unless the project would exacerbate these conditions, as concluded by the California Supreme Court (see California Building Industry Association v. Bay Area Air Quality Management District [2015] 62 Cal.4th 369, 377 ["we conclude that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a project risks exacerbating those

environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users."]). Changes to the CEQA Guidelines to reflect this decision are in process by the State but have not been adopted. Local agencies are not precluded from considering the impact of locating new development in areas subject to existing environmental hazards; however, CEQA cannot be used by a lead agency to require a developer or other agency to obtain an EIR or implement mitigation measures solely because the occupants or users of a new project would be subjected to the level of hazards specified. However, previous discussions of effects of the environment related to geology and soils on future residents are included herein for disclosure purposes.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

As discussed in the SAPP EIR Appendix A, Section 4.6.7.2, Potential Substantial Adverse Effects, the SAPP is in a seismically active area and could experience strong to violent seismic ground shaking and seismic-related ground failure (e.g., liquefaction and settlement) from earthquakes on active faults located in the Coast Ranges. The EIR stated that the anticipated increase in population and development under the SAPP could result in the exposure of more people, structures, and infrastructure to seismic-related hazards.

Existing federal and State programs are designed to provide current information detailing seismic hazards and impose regulatory requirements regarding geotechnical and soils investigations. These include limitations on the locations of structures for human habitation, requirements for hazard notices to potential users, and structural standards for requirements for buildings and grading projects. Furthermore, the 2030 General Plan includes the following policies and actions to address seismic-related hazards (City of Mountain View 2012):

- **Policy INC 2.3: Emergency-prepared infrastructure design**. Require the use of available technologies and earthquake-resistant materials in the design and construction of all infrastructure projects, whether constructed by the City or others.
- **Policy PSA 4.2: Natural disasters**. Minimize impacts of natural disasters.
- **Action PSA 4.2.1: Enforce building codes**. Enforce building and fire codes and standards.
- **Action PS 4.2.2: Develop a mitigation plan**. Develop a Local Hazard Mitigation Plan.
- **Policy PSA 5.1: New Development**. Ensure development adequately addresses seismically induced geologic hazards.
- **Action PSA 5.1.1: Financial incentives**. Explore and apply financial and other incentives to help private entities replace or upgrade seismically unsafe structures.
- **Action PSA 5.1.2: Upgrade public buildings**. Replace or upgrade seismically unsafe City-owned buildings and structures.

- **Action PSA 5.1.3: Hazard studies**. Review development projects in potentially seismic areas to ensure that geotechnical investigations are prepared following State guidelines and relevant local codes.

- **Policy PSA 5.2: Alquist-Priolo Zones**. Require development to comply with the Alquist-Priolo Earthquake Fault Zoning Act.

Additionally, the following COAs identified in the SAPP EIR would be applicable to the project:

- **COA PL-124, Geotechnical Report**. The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for backdraining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

The SAPP EIR concluded that adherence to General Plan Policies INC 2.3, PSA 4.2, PSA 5.1, PSA 5.2, Actions PSA 4.2.1, PSA 4.2.2, PSA 5.1.1, PSA 5.21.2, PSA 5.1.3, and the City's COAs would reduce potential impacts to a less-than-significant level.

Similarly, the project would adhere to General Plan policies and actions as well as applicable COAs. Therefore, project impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Result in substantial soil erosion or the loss of topsoil?

As discussed in the SAPP EIR Appendix A, Section 4.6.7.3, Substantial Erosion or Loss of Topsoil, grading and site preparation activities associated implementation of the SAPP could temporarily remove buildings and pavement, which could expose the underlying soils to wind and water erosion. As discussed in Section 4.9, Hydrology, all development resulting from the implementation of the SAPP would be required to implement identified stormwater COAs. In addition, Section 35.32.10 of the City of Mountain View Municipal Code requires all development projects to be conducted in a manner that prevents stormwater pollution. Compliance with State and local requirements would reduce the potential for substantial erosion and loss of topsoil to a less than significant level.

The project would include grading and site preparation activities that could similarly expose underlying site soils to wind and water erosion. With adherence to applicable ordinances and COAs, soil erosion impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Future structures and improvements that could be developed under the SAPP could experience stresses on various sections of foundations and connected utilities, as well as structural failure and damage to infrastructure if located on unstable soils. As discussed in the SAPP EIR Appendix A, Section 4.6.5, Seismic and Geological Hazards, landslides are not an issue in the SAPP area due to relief of the local topography and the potential for liquefaction and lateral spreading is low. The SAPP area is in a region that has experienced historical subsidence because of groundwater pumping (USGS 2018). The EIR stated that portions of the SAPP area that contain loose or uncontrolled (nonengineered) fill may be susceptible to differential settlement; these areas may be randomly located throughout the area and would become known during site-specific geotechnical investigations associated with new development or redevelopment.

Implementation of COA PL-124 (see item a), above), which requires geotechnical investigations to identify and mitigate geologic hazards in site design, would minimize potential impacts due to unstable soils.

The project may require temporary dewatering during construction of the below grade parking garages with the potential to result in off-site subsidence. Implementation of COA PL-124, which requires geotechnical investigations to identify and mitigate geologic hazards in site design, would ensure no off-site impacts to surrounding structures from subsidence would result from temporary construction dewatering. Therefore, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

As discussed in the SAPP EIR Appendix A, Section 4.6.7.4.5, Expansive Soils, soils in the project area have a moderate to high expansion potential at the surface and low to moderate expansion potential at the subsurface foundation grade. Structural damage of buildings or rupture of utilities may occur if the potentially expansive soils are not considered in the design and construction of the project. Implementation of COA PL-124 (see item a), above) which requires geotechnical investigations to identify and mitigate geologic hazards in site design, would reduce this potential impact to a less-than-significant level.

The project includes the construction of buildings and utilities in an area where expansive soils may exist. With implementation of COA PL-124, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

As discussed in in the SAPP EIR Appendix A, Section 4.6.7.4.6, Septic Tanks, the SAPP area is serviced by the City's sanitary sewer system. Septic systems would not be required and there would be no impact. This condition has not changed for the project; thus, **no impact** would occur. This conclusion is the same conclusion as reached in the SAPP EIR.

Mitigation Measures

No significant geologic impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to geology and soils.

4.7 GREENHOUSE GAS EMISSIONS

	Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
7.	**Greenhouse Gas Emissions. Would the project:**				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	SAPP EIR Section VI. A.6, p.199	No	No	NA, impact remains less than significant
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	SAPP EIR Section VI. A.6, p.199	No	No	NA, impact remains less than significant

4.7.1 Discussion

Greenhouse gas (GHG) emissions were considered but not addressed in detail in the SAPP EIR because it was determined that the project would not cause significant impacts. Since the SAPP EIR was certified in 2014, Senate Bill (SB) 32 was adopted to establish a new State-wide GHG emission reduction target of 40 percent of 1990 emissions by the year 2030. In August 2016, Governor Brown signed SB 32 and Assembly Bill 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize the California Air Resources Board to achieve a Statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by Executive Order (EO) B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050. Updated discussions addressing GHG emissions are included below.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The SAPP EIR considered GHG emissions associated with buildout of the SAPP, but the topic was not addressed in detail in the SAPP EIR because it was determined that the project would not cause significant impacts. As discussed in the SAPP EIR, projects in the SAPP would be required to implement the measures in the City of Mountain View 2012 Greenhouse Gas Reduction Program (GGRP) that would allow the City to achieve its GHG reduction goals. The measures reduce emissions from 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. Compliance with the mandatory measures ensures an individual project's consistency with the GGRP. For each of the following mandatory measures, the GGRP either reinforces the implementation of current codes and ordinances or recommends changes to the City's codes and ordinances that would result in GHG reductions.

- Measure E-1.3 – Non-Residential Lighting Retrofit
- Measure E-1.4 – Energy Efficient Appliances in Residential Uses
- Measure E-1.5 – Smart Grid
- Measure E-1.6 – Exceed State Energy Standards in New Residential Development
- Measure E-1.7 – Exceed State Energy Standards in New Non-Residential Development
- Measure E-1.8 – Building Shade Trees in Residential Development

- Measure E-2.1 – Residential Solar Hot Water Heaters
- Measure E-2.2 – Non-Residential Solar Hot Water Heaters
- Measure T-1.1 – Transportation Demand Management

Furthermore, it was determined the SAPP would not result in a significant operational or construction-related GHG emissions impact.

The project would be developed within the SAPP area and is consistent with the SAPP land use designations and zoning. The project would develop up to 642 residential units and up to 20,000 sf of commercial space (including up to 9,400 sf of commercial/retail uses, up to 6,600 sf of food service, and up to 4,285 sf of office space). The project's development intensities would be consistent with SAPP standards; however, the project would increase the number of approved residential units by 134 units above the number evaluated in the SAPP EIR. As noted previously, the SAPP itself does not place a cap on the number of residential units in the area.

Construction emissions of criteria air pollutants and precursors were modeled using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 computer program, as recommended by BAAQMD. For this analysis, it was estimated that construction would begin in late 2018 and assumed to be complete in 4 years. Construction emissions of criteria air pollutants and precursors were also modeled using CalEEMod. Modeling was based on project-specific information (e.g., size, area to be graded, area to be paved) where available; reasonable assumptions based on typical construction activities; and default values in CalEEMod that are based on the project's location and land use type. Modeling results are shown below in Table 4.7-1.

Table 4.7-1 Construction-Generated Greenhouse Gas Emissions

Year	MT CO_2e/year
2018	1,463
2019	1,004
2020	1,144
2021	980
Total Construction GHG Emissions	4,590
Amortized over 30 Years	153

Notes: /year = per year; CO_2e = carbon dioxide equivalent, MT = metric tons

Totals may not add due to rounding.

Source: Modeled by Ascent Environmental in 2018

As shown in Table 4.7-1, project construction is estimated to generate a total of 4,590 MT CO_2e over the duration of the construction period (2018-2021). Total construction emissions were amortized over a 30-year period, consistent with guidance from SCAQMD (SCAQMD 2008), resulting in annualized emissions of 153 MT CO_2e.

Project operation-related emissions were modeled based on the proposed land use in CalEEMod and trip rates from data generated in the traffic impact analysis conducted for the project (Hexagon Transportation Consultants 2018). At complete buildout, the project would generate up to 4,448 average daily trips (ADT). The analysis is conservative because the project-generated ADT does not include standard trip reduction assumptions. Emissions generated from project operation are reported in Table 4.7-2.

Table 4.7-2 Operational Greenhouse Gas Emissions

Source	MT CO_2e/year
Area	8
Electricity	711
Natural Gas	376
Mobile	3,517
Waste	195
Water	109
Amortized Construction Emissions	153
Total Operational GHG Emissions	**5,069**

Notes: Totals may not add due to rounding.

/year = per year; CO_2e = carbon dioxide equivalent, MT = metric tons

Source: Modeled by Ascent Environmental in 2018

As shown in Table 4.7-2, the level of annual GHG emissions associated with the project, including amortized construction-related emissions, is conservatively estimated to be approximately 5,069 MT CO_2e/year, which does not include quantified reductions from implementing GRRP measures.

The 2012 Mountain View GGRP, which meets the Statewide reduction goal for 2030, meets the requirements of BAAQMD "qualified plans" as described in the 2011 BAAQMD CEQA Guidelines (City of Mountain View 2012b). The GGRP identifies GHG emissions reduction measures implemented by projects that would allow the City of Mountain View to achieve its GHG reduction goals. The SAPP would be consistent with the required measures in the GGRP. The following measures in the GGRP would be applicable to the project:

- Measure E-1.3 – Non-Residential Lighting Retrofit
  - The first tier of efficiency improvements shall reduce indoor lighting loads by approximately 10 percent.
  - The second tier of efficiency improvements shall reduce indoor lighting loads by approximately 40 percent.
  - Single tier of efficiency improvements shall reduce exterior lighting loads by 25 percent.

- Measure E-1.4 – Energy Efficient Appliances in Residential Uses
  - Install Energy Star appliances in new residential units, which include 60 percent of new residential units shall install Energy Star-rated refrigerators, 60 percent of new residential units shall install Energy Star-rated clothes washers, and 95 percent of new residential units shall install Energy Star-rated dishwashers.

- Measure E-1.5 – Smart Grid
  - For 2020, 25 percent of new residential units and non-residential buildings shall implement a smart grid retrofit, reducing electricity consumption by 6 percent.
  - For 2030, 50 percent of new residential units and non-residential buildings shall implement a smart grid retrofit, reducing electricity consumption by 6 percent

- Measure E-1.6 – Exceed State Energy Standards in New Residential Development
  - New residential buildings built prior to 2020 shall exceed the Title 24 energy standards by at least 15 percent.
  - New residential buildings built between 2020 and 2030 shall exceed the Title 24 energy standards by at least 30 percent.

- Measure E-1.7 – Exceed State Energy Standards in New Non-Residential Development
  - New non-residential development built prior to 2020 shall exceed Title 24 energy standards by at least 10 percent.
  - New non-residential development built between 2020 and 2030 shall exceed Title 24 energy standards by at least 30 percent.

- Measure E-2.1 – Residential Solar Hot Water Heaters
  - For 2020, 5 percent of total residential units shall install solar hot water heaters to reduce water heating energy by 70 percent.
  - For 2030, 15 percent of total residential units shall install solar hot water heaters to reduce water heating energy by 70 percent.

- Measure E-2.2 – Non-Residential Solar Hot Water Heaters
  - For 2020, 5 percent of total non-residential units shall install solar hot water heaters to reduce water heating energy by 50 percent.
  - For 2030, 15 percent of total non-residential units shall install solar hot water heaters to reduce water heating energy by 50 percent.

- Measure T-1.1 – Transportation Demand Management
  - All new non-residential development, generating 50 employees or more, shall reduce home-based, drive-alone peak hour commute trips. At the time of project review, the project shall submit to the City a qualified Transportation Demand Management (TDM) Plan that demonstrates compliance with the required TDM performance standard. Post construction, subject businesses shall submit to the City an annual TDM Performance Report that identifies TDM measures implemented and the impact of the measures on their employees' drive-alone peak hour commute trips. According to Table 4.2 in the GGRP, new employment generating development in the El Camino Real/San Antonio area shall reduce peak-hour drive-alone commute trip by at least 4 percent.

Thus, the project would not result in a significant operational or construction-related GHG emissions impact.

As discussed above, the project is consistent with the SAPP, and the project would be required to comply with the GHG reduction requirements of the SAPP as well as the GGRP. GHG emissions from the project, including the incremental addition of 134 residential units not studied in the SAPP EIR, are expected to meet the requirements of the GGRP. Incorporation of measures in the GGRP would reduce project-generated GHG emissions, the project would be consistent with the GGRP and would allow the City to achieve its GHG emission reduction goals. Therefore, the project would not result in a significant GHG emission impact. This would be a **less-than-significant** impact.

Mitigation Measures

No significant GHG impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

The project would not result in a new or substantially increased environmental impact compared to the SAPP EIR and the Mountain View 2030 General Plan and GGRP EIR.

4.8 HAZARDS AND HAZARDOUS MATERIALS

	Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
8.	**Hazards and Hazardous Materials. Would the project:**				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	SAPP EIR Appendix A Section 4.8.7.1	No	No	NA, impact would remain less than significant
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	SAPP EIR Appendix A Section 4.8.7.2	No	No	NA, impact would remain less than significant
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	SAPP EIR Appendix A Section 4.8.7.3	No	No	NA, impact would remain less than significant
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	SAPP EIR Appendix A Section 4.8.7.4 and Section 4.8.7.5	No	No	NA, impact would remain less than significant
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	SAPP EIR Appendix A Section 4.8.7.6	No	No	NA, no impact would occur
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	SAPP EIR Appendix A Section 4.8.5	No	No	NA, no impact would occur
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	SAPP EIR Appendix A Section 4.8.7.7	No	No	NA, impact would remain less than significant
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	SAPP EIR Appendix A Section 4.8.7.8	No	No	NA, no impact would occur

4.8.1 Discussion

No substantial change in the environmental and regulatory settings related to hazards and hazardous materials, described in SAPP EIR Appendix A, Section 4.8, Hazards and Hazardous Materials, has occurred since certification of the EIR in December 2014. The following discussion is based in part on Phase I Environmental Site Assessment (ESA)s prepared by Ramboll Environ International Corporation in January 2016 (Ramboll Environ 2016a and 2016b).

As stated above, under checklist item 4.6, Geology and Soils, the California Supreme Court decision has resulted in changes to CEQA with regard to the effects of existing environmental conditions on a project's future users or residents, where the effects of the environment on a project are generally outside the scope of CEQA unless the project would exacerbate these conditions. As explained above, previous discussions of effects of the environment on future residents are included herein for disclosure purposes.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

As discussed in the SAPP EIR Appendix A, Section 4.8.7.1, Transportation, Use, Handling or Disposal of Hazardous Materials, implementation of the SAPP would involve the routine use, transport, or disposal of hazardous materials that could pose a threat to human health or the environment if not properly managed or accidentally released. The 2030 General Plan includes the following policies and actions to address hazardous materials (City of Mountain View 2012):

- Policy PSA 3.2: Protection from hazardous materials. Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through enforcement of fire and life safety codes and prevention.
- Action PSA 3.2.1: Incorporate latest technology and training. Keep abreast of new technology and training to manage and control hazardous materials.
- Action PSA 3.2.2: Enforce hazardous materials ordinances. Update and enforce local ordinances regulating the storage, use, handling and clean-up of hazardous materials and contaminated sites.
- Policy PSA 3.3: Development review. Implement development review procedures that encourage effective identification and remediation of contamination and protection of public and environmental health and safety.
- Action PSA 3.3.1: Regulate new hazardous materials uses. Review, monitor and place appropriate conditions on new development that propose hazardous material use.

Additionally, the following COAs identified as COA-BID-21, COA FEP-02, and COA FEP-03 in the SAPP EIR would be applicable to the project:

- COA BID-16, Hazardous Materials. Any installation of hazardous materials will require submittal of HMIS forms for the Fire Protection Engineer and the Hazardous Materials Specialist. Please visit City of Mountain View – Fire & Environmental Protection Division online at www.mountainview.gov/fep or by phone at 650-903-6378 to obtain information and submittal requirements.
- COA HAZ-02, Hazardous Materials. If hazardous materials will be stored or used on-site (including paints, thinners, compressed gases, propane, diesel, gasoline, etc.), complete an Environmental Compliance Plan (ECP) application. Attach a copy of the completed ECP to your building plan submittal.
- COA HAZ-03, Installation or Upgrade of Hazardous Materials Storage. Complete an "Installation or Upgrade of Hazardous Materials Storage or Use Areas" check sheet. All applicable items in the check sheet should be completed and shown on the building plan submittal.

The SAPP EIR stated that potential impacts from the routine use, transport, or disposal of hazardous materials would be less than significant with compliance with federal, state, and local requirements; City of Mountain View 2030 General Plan policies and actions; and the City's COAs.

The project would include construction, demolition, and landscaping activities that could result in the transport, use, and disposal of hazardous materials such as gasoline, fuels, demolition materials, asphalt, lubricants, toxic solvents, pesticides, and herbicides. The project would be subject to the same standards

noted above. With adherence to federal, state, and local requirements; City of Mountain View 2030 General Plan policies and actions; and the City's COAs, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

As discussed in the SAPP EIR Appendix A, Section 4.8.7.2, Accidental Release of Hazardous Materials, an accidental release of hazardous materials during demolition, fueling, maintenance, or improper operation of construction equipment could potentially occur and pose a risk to construction workers, the public, and the environment. The State Water Resources Control Board (SWRCB) requires preparation and implementation of a SWPPP during construction activities to minimize the potential for accidental releases of hazardous materials. The SWPPP requires implementation of control measures for hazardous material storage and soil stockpiles, inspections, maintenance, training of employees, and containment of releases to prevent runoff into existing stormwater collection systems or waterways. The 2030 General Plan includes the following policies and actions to address hazardous materials (City of Mountain View 2012):

- **Policy PSA 3.2: Protection from hazardous materials**. Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through enforcement of fire and life safety codes and prevention.
- **Policy INC 18.1: Contamination prevention**. Protect human and environmental health from environmental contamination.
- **Action INC 18.1.1: Enforcing existing regulations**. Enforce local codes and support State and Federal regulations to prevent contamination of groundwater resources.

The SAPP EIR concluded that although hazardous materials releases from accidents cannot feasibly be eliminated, implementation of the 2030 General Plan policies and actions, as well as existing regulatory programs at the federal, state, and local levels, would reduce potential impacts related to reasonably foreseeable upset or accident conditions to a less-than-significant level.

The project would involve extensive ground disturbance activities and would require the demolition of existing buildings, which could result in accidental disturbance and release of hazardous materials. Phase 1 ESA reports were prepared for the project site (201 San Antonio Road, and 225 San Antonio Road and 2580 California Street) and found evidence of two recognized environmental conditions (RECs), as defined by the American Society for Testing and Materials (ASTM), in connection with the site. They include a dry cleaning business present at the site since the 225 San Antonio Road (also known as 2590 California Street) building was constructed in 1988. Tetrachlorethene (PCE) was reportedly used from 1989 to 2000, and waste PCE was reportedly present on site until 2002. The Phase 1 ESA soil, soil vapor, and groundwater sampling concluded that PCE and its degradation products were not detected in soils or groundwater during the subsurface investigation, nor were they detected in the soil vapor sample collected at a depth of ten feet outside the building during the site investigation. However, sub-slab soil vapor samples collected inside the dry cleaning unit contained PCE concentrations that suggest that a historical release of VOCs may have occurred at the site. The Phase 1 concluded it is likely that residual VOC concentrations beneath the building and below the sub-slab, if any, are limited to the localized area of the dry cleaning unit footprint, and that project excavation activities, including for the underground parking garage would alleviate residual VOC effects that may be present in shallow soil. Additionally, the following COA would be applicable to the project:

- **COA PL-126, Soil Management Plan.** Prepare a soil management plan for review and approval by the Santa Clara Department of Environmental Health (SCCDEH). Proof of approval or actions for site work required by the SCCDEH must be provided to the Building Inspection Division prior to the issuance of any demolition or building permits.

The second REC identified in the Phase 1 ESA includes historical agricultural use (Ramboll 2016b). The report concluded that, based on the past use for agricultural purposes, agricultural chemicals may have been used in soil beneath the site. Shallow soil samples collected at the site indicated one localized area of elevated toxaphene south of the 2580 California Street building at one foot below ground surface (the sample collected at 3.5 feet below ground surface in the same location did not contain levels above laboratory reporting limits, indicated that the vertical extent is limited to shallow soil). Similar to the dry cleaning site, the Phase 1 ESA concluded that project excavation would address residual contamination effects in shallow soils.

The Phase 1 ESA also identified an historical REC related to the Shell gasoline station formerly located to the south of the project site at 2595 California Street. This property was granted case closure by the San Francisco Regional Water Quality Control Board in August 2003. In addition to the two RECs and one historical REC, the Phase 1 ESAs concluded that, given the historic agricultural land uses, proximity to heavily trafficked roadways where aerially deposited lead may be a concern, and age of buildings to be demolished, it is possible that unknown RECs could exist on the project site. The project would be subject to the same standards noted above. Thus, although hazardous materials releases from accidents cannot feasibly be eliminated, with adherence to federal, state, and local requirements; City of Mountain View 2030 General Plan policies and actions; and the City's COAs, this impact would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The SAPP EIR concluded that, with adherence to California Education Code Sections 21151.2, 21151.4, 21151.8, and 2030 General Plan Action LUD 3.10.1, the potential for school children to be exposed to hazardous or acutely hazardous materials would be less than significant.

The Community School of Music and Arts is located about 315 feet west of the project area. The project does not propose any new school sites. The project could involve increased storage, use, and transport of hazardous materials in the area, including during demolition and construction activities as well as operation. As described under checklist item a), hazardous materials would be handled in accordance with all applicable regulations. With adherence to federal, state, and local requirements; City of Mountain View 2030 General Plan policies and actions; and the City's COAs, hazardous material impacts to schools would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

As discussed in the SAPP EIR Appendix A, Section 4.8.7.4 and Section 4.8.7.5, the SAPP area contains approximately 33 contaminated sites in varying states of cleanup. The disturbance and release of hazardous materials during earthwork activities, if present, could pose a hazard to construction workers, nearby receptors, and the environment. The 2030 General Plan includes the following policies and actions to address hazardous materials (City of Mountain View 2012):

- **Policy INC 18.1: Contamination prevention**. Protect human and environmental health from environmental contamination.
- **Action INC 18.1.6: Shallow groundwater**. Monitor shallow groundwater quality and ensure it meets or exceeds state and federal requirements.
- **Policy INC 18.2: Contamination clean-up**. Cooperate with local, state, and federal agencies that oversee environmental contamination and clean-up activities.

- **Action INC 18.2.1: Upgrades within contaminated areas**. Develop and implement appropriate safety procedures and standards for replacement or upgrades to City infrastructure within contaminated areas identified by oversight agencies.

- **Action INC 18.2.2: Inter-agency coordination**. Provide local information and other assistance to state, regional, and federal agencies that oversee cleanup of groundwater contamination in Mountain View.

- **Action INC 18.2.4: Vapor intrusion**. Monitor and address soil quality and incidences of vapor intrusion.

- **Policy PSA 3.4: Oversight agencies**. Work with local, state and federal oversight agencies to encourage remediation of contamination and protection of public and environmental health and safety.

Additionally, the following COAs identified as COA PL-94 and PL-99 in the SAPP EIR would be applicable to the project:

- **COA PL-117, Discovery of Contaminated Soils.** If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

- **COA PL-125, Toxic Assessment.** A toxic assessment report shall be prepared and submitted as part of the building permit application. The applicant must demonstrate that hazardous materials do not exist on the site, or that construction activities and the proposed use of this site are approved by: the City's Hazardous Materials Division of the Fire Department; the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or an approved site toxics mitigation plan has been approved.

The SAPP EIR concluded that adherence to General Plan Policies INC 18.1, INC 18.2, PSA 3.4, Actions INC 18.1.6, INC 18.2.1, INC 18.2.2, INC 18.2.4, and the City's COAs would reduce potential impacts to a less-than-significant level.

The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (SWRCB 2018). With adherence to General Plan policies and actions, and the City's COAs, this impact would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

As discussed in the SAPP EIR Appendix A, Section 4.8.7.6, Public-Use Airports, the Santa Clara County Airport Land Use Commission (ALUC) has adopted a Comprehensive Land Use Plan (CLUP) for areas surrounding Santa Clara County public-use airports, which incorporates the airspace protection criteria provided in FAR Part 77. The SAPP area is not located within any protected airspace zones defined by the ALUC and has no heliports listed by the FAA. The SAPP EIR concluded that no impacts would occur with implementation of the SAPP.

The project is not located within an airport land use plan, or within two miles of a public airport or public use airport. Therefore, **no impact** would occur. This conclusion is the same conclusion as reached in the SAPP EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project is not located within the vicinity of a private airstrip. Therefore, **no impact** would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As discussed in the SAPP EIR Appendix A, Section 4.8.7.7, Emergency Response and Evacuation Plans, increased traffic because of new development or redevelopment in the SAPP area could impair emergency response and evacuation procedures. The 2030 General Plan includes the following policies and actions to address hazardous materials (City of Mountain View 2012):

- **Policy MOB 10.1: Efficient automobile infrastructure**. Strive to maximize the efficiency of existing automobile infrastructure and manage major streets to discourage cut-through traffic on neighborhood streets.
- **Action MOB 10.1.2: Roadway System Management**. Use Transportation Systems Management (TSM) principles when considering roadway system improvement projects to improve traffic flow, in balance with the needs of other modes.
- **Action MOB 10.1.3: Roadway improvements**. Include roadway operation improvement requirements as part of the review process for new development and significant rehabilitation or expansion projects.
- **Action MOB 10.1.5: Transportation impact fee**. Consider adopting a transportation impact fee to mitigate transportation impacts of new development.
- **Policy MOB 10.2: Reducing travel demand**. Promote effective TDM programs for existing and new development.
- **Action MOB 10.2.1: New development**. Impose and regularly update TDM requirements for new development and significant expansion or rehabilitation projects.
- **Action MOB 10.2.4: Project design**. Ensure project designs support achievement of TDM measures.
- **Action MOB 10.2.6: Targeted improvements**. Explore opportunities to apply traffic impact fees toward bicycle, pedestrian, transit and roadway improvements in order to improve the overall transportation system and optimize travel by all modes.
- **Policy MOB 10.4: Emergency response**. Monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards. Measures to ensure provision of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).

The SAPP EIR concluded that adherence to General Plan policies and actions that ensure maintenance of existing emergency response plans; development of Local Hazard Mitigation Plans; and emergency response training and collaboration with local communities and large employers would reduce potential impacts to a less-than-significant level.

The project could result in temporary construction impacts and increased traffic that may impair emergency response and evacuation procedures. Implementation of COA PW-89, Traffic Control Plans, would result in the submittal of a traffic control plan for any off-site or on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure for review and

approval. The traffic control plan would indicate the work areas, delineators, signs, and other traffic control measures to minimize impacts to existing streets and traffic, including impacts to emergency response. With adherence to General Plan policies and actions, and COA PW-89, this impact would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As discussed in the SAPP EIR Appendix A, Section 4.8.7.8, Wildland Fire Hazards, there are no wildland fire hazard areas within or adjacent to the City of Mountain View. There are still no wildlands in or adjacent to the project site. Therefore, **no impact** would occur.

Mitigation Measures

No significant hazards or hazardous materials impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to hazards and hazardous materials.

4.9 HYDROLOGY AND WATER QUALITY

	Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9.	**Hydrology and Water Quality. Would the project:**				
a.	Violate any water quality standards or waste discharge requirements?	SAPP EIR Appendix A Section 4.9.8	No	No	NA, impact remains less than significant
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	SAPP EIR Appendix A Section 4.9.9	No	No	NA, impact remains less than significant
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	SAPP EIR Appendix A Section 4.9.10	No	No	NA, impact remains less than significant
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	SAPP EIR Appendix A Section 4.9.10	No	No	NA, impact remains less than significant
e.	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?	SAPP EIR Appendix A Section 4.9.11	No	No	NA, impact remains less than significant
f.	Otherwise substantially degrade water quality?	SAPP EIR Appendix A Section 4.9.8	No	No	NA, impact remains less than significant
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	SAPP EIR Appendix A Section 4.9.13	No	No	NA, no impact would occur
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	SAPP EIR Appendix A Section 4.9.13	No	No	NA, no impact would occur
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	SAPP EIR Appendix A Section 4.9.14	No	No	NA, no impact would occur
j.	Inundation by seiche, tsunami, or mudflow?	SAPP EIR Appendix A Section 4.9.14	No	No	NA, no impact would occur

4.9.1 Discussion

No substantial change in the environmental and regulatory settings related to hydrology and water quality, described in SAPP EIR Appendix A, Section 4.9, Hydrology and Water Quality, has occurred since certification of the EIR in December 2014.

a) Violate any water quality standards or waste discharge requirements?

As discussed in the SAPP EIR Appendix A, Section 4.9.8, Violate Water Quality Standards, development associated with implementation of the SAPP would be subject to existing water quality regulations and programs as described in the Regulatory Framework section of the General Plan EIR. The 2030 General Plan includes the following policies and actions to address hazardous materials (City of Mountain View 2012):

- **Action INC 4.1.2: Groundwater quality and regulations**. Closely monitor groundwater quality as well as any changing rules and regulations regarding the City's access to groundwater, revising plans as necessary to reflect any relevant changes to the groundwater supply.
- **Action INC 16.1.2: Water replenishment**. Enable sufficient surface water replenishment and protect surface water quality to enable groundwater percolation and provide habitat for wildlife.
- **Policy INC 8.1: Citywide storm water system**. Maintain the storm water system in good condition.
- **Action INC 8.1.3: Low Impact Development (LID)**. Maximize opportunities to design and construct LID storm water treatment controls at new development and redevelopment projects through efforts to educate developers and project engineers and implementation of the development review process.
- **Policy INC 8.2: National Pollutant Discharge Elimination System (NPDES) Permit**. Comply with requirements in the Municipal Regional Storm water NPDES Permit (MRP).
- **Action INC 8.2.1: Trash capture**. Thoroughly investigate and install full trash capture controls in the most appropriate locations to maximize trash removal from the storm drain system and comply with the MRP.
- **Policy INC 8.4: Runoff pollution prevention**. Reduce the amount of storm water runoff and storm water pollution entering creeks, water channels, and the San Francisco Bay, through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP).
- **Action INC 8.4.2: Storm water pollution sources**. Conduct inspection programs to identify and eliminate sources of storm water pollution.
- **Action INC 8.4.3: Pollutants of Concern**. Implement programs to minimize potential discharges of pollutants of concern, such as mercury, copper, polychlorinated biphenyls (PCBs), polybrominated diphenyl ether (PBDEs), legacy pesticides, selenium, or other pollutants of concern that may be identified during the time of the General Plan.
- **Action INC 8.4.4: Outdoor water conservation**. Minimize overwatering from irrigation systems and encourage outdoor water conservation, which decreases the burden on the storm water system.
- **Policy INC 8.5: Site-specific storm water treatment**. For both new development and redevelopment projects, require post-construction storm water treatment controls consistent with MPR requirements.
- **Policy INC 8.6: Green streets**. Seek opportunities to develop "green" streets and sustainable streetscapes that minimize storm water runoff, using techniques such as on-street bio-swales, bio-retention, permeable pavement or other innovative approaches.

- **Action INC 8.6.1: Emerging technologies**. Evaluate and update development and design standards for storm water treatment to reflect prevailing or emerging technologies.

Additionally, the following COA's identified in the SAPP EIR as COA FEP-20, FEP-21, FEP-23, FEP-28, FEP-39, FEP-40, FEP-44, FEP-63, and FEP-64 would be applicable to the project:

- **COA FEP-01, Storm Drain/Sanitary Sewer Plan Check Sheet**. Complete a "Storm Drain/Sanitary Sewer Discharges" check sheet. All applicable items in the check sheet should be completed and shown on the building plan submittal.

- **COA FEP-03, State of California Construction General Stormwater Permit**. A "Notice of Intent" (NOI) and "Stormwater Pollution Prevention Plan" (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.

- **COA FEP-05, 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 include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

- **COA FEP-10, Landscape Design**. Landscape design shall minimize runoff and promote surface filtration. Examples include: (a) no steep slopes exceeding 10 percent; (b) using mulches in planter areas without ground cover to avoid sedimentation runoff; (c) installing plants with low water requirements; and (d) installing appropriate plants for the location in accordance with appropriate climate zones. Identify which practices will be used in the building plan submittal.

- **COA FEP-21, Parking Garages**. For multiple-level parking garages, interior levels shall be connected to an approved wastewater treatment system discharging to the sanitary sewer.

- **COA FEP-22, Stormwater Treatment (C.3)**. This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low- Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement. The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

- **COA FEP-26, Stormwater Management Plan—Third-Party Engineer's Certification**. The Final Stormwater Management Plan must be certified by a qualified third-party engineer that the proposed stormwater treatment controls comply with the City's Guidelines and Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP). A list of qualified engineers is available at the following link: www.scvurppp-w2k.com/consultants2012.htm.

- **COA PW-71, Drainage Plans**. On-site drainage plans shall be included in the building plans.

- **COA PW-72, Drainage Requirements.** On-site parking lots and driveways (other than single-family residential) shall not surface-drain across public sidewalks or driveway aprons. A 2'x2' inlet/cleanout box is required at or near the property line for connections to the City storm drains. For developments that do not require a subdivision map, a connection to the City's storm main requires: (1) a written request to the Public Works Director; (2) payment of storm drainage fees; and (3) approval from the Public Works Department, unless the storm drainage fees were paid in the past for the property. A face-of-curb inlet/outlet is required to drain into the curb of the street.

The SAPP EIR concluded that adherence to General Plan policies and actions, and the City's COAs would strengthen enforcement of surface water and groundwater quality standards and waste discharge requirements and reduce impacts to a less-than-significant level.

Construction activities associated with development of the project would include grading, demolition, and vegetation removal that would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. In addition, refueling and parking of construction equipment and other vehicles onsite during construction could result in oil, grease, or related pollutant leaks and spills that may discharge into storm drains. It is possible that temporary dewatering may be required during construction of the below grade parking garages. As discussed under COA FEP-03, the project would be required to obtain coverage under the Statewide General Construction Permit, which includes preparation of a SWPPP that incorporates BMPs to control erosion and protect surface water quality during construction. The discharge of any dewatered groundwater would comply with BMPs as described in the SWPPP, thus ensuring that water quality and waste discharge requirements are met. With adherence to General Plan policies and actions, and the City's COAs, project impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

As discussed in the SAPP EIR Appendix A, Section 4.9.9, Deplete Groundwater Supplies or Recharge, the City uses groundwater resources to supplement water purchased from other water agencies. Growth and new development, or redevelopment associated with the SAPP, would increase demand for water and for water supplies. However, implementation of projects allowed by the SAPP would have little or no effect on groundwater recharge because the SAPP area is largely built out and would, therefore, neither increase nor decrease the area of permeable surfaces. With adherence to General Plan policies and actions, and the City's COAs, which are described under checklist item a) above, project impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?

See the analysis and discussion for checklist item d) below.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

As discussed in the SAPP EIR Appendix A, Section 4.9.10, Alter Existing Drainage Patterns, development associated with the SAPP has the potential to alter impervious surfaces and construction activities, operation of new development or redevelopment, and associated changes in runoff patterns have the potential to introduce contaminants to stormwater. The SAPP EIR concluded that with implementation of applicable General Plan policies and actions, COAs listed in checklist item a) above, and in conjunction with

compliance with existing regulatory programs (i.e., NPDES Order No. 2009-0009 DWG, NPDES Order No. R2-2009-0074, and provisions of the Municipal Regional Stormwater Permit) impacts related to existing drainage patterns would be less than significant.

The Utility Impact Study (UIS) prepared for the project, and included as Appendix D, analyzed potential effects to the City's storm system (Schaaf & Wheeler 2018a). The UIS evaluated changes to impervious areas with project implementation to compare expected peak runoff entering the storm drain system. The system downstream of the project connection points were evaluated for 10-year capacity. The UIS estimated the impervious area that would be created by the project would be 314,573 sf, which would be approximately 86 percent of the project site. The UIS states that runoff from the project site would be collected and conveyed to the existing 15-inch diameter storm drain pipe in Del Medio Avenue, at the northeast edge of the project site. The existing onsite runoff currently drains to the existing 12-inch diameter storm drain pipe in Del Medio Avenue at the southeast edge of the site. The project site is located in the Adobe Creek East System, discharging to the Adobe Creek near Alma Street. Local flow is collected and flows towards the large diameter storm drain trunk line flowing east to west parallel to Central Expressway and Alma Street. The UIS states that runoff from the project would be discharged to the City system at the existing connections in Pacchetti Way and a new connection to the 27-inch diameter storm drain pipe in California Street (Schaaf & Wheeler 2018a: 6-1). The UIS concluded that the anticipated runoff to the trunk system in Central Expressway from the project would not change substantially from the 2017 Storm Drain Master Plan, based on impervious area estimates, and the project is not anticipated to contribute flows greater than under existing site conditions. In addition, the project would adhere to the same General Plan policies and actions, COAs, and existing regulatory programs as identified in the SAPP EIR. Therefore, project impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As discussed in the SAPP EIR Appendix A, Section 4.9.11, Contribute Runoff Water or Polluted Runoff, the SAPP could increase stormwater runoff. The SAPP EIR concluded that with implementation of applicable General Plan policies and actions, and applicable COAs would reduce the impact to a less-than-significant level.

Given that the project site is currently developed and contains approximately the same amount of impervious surfaces as the proposed design, implementation of the project would not create substantial additional sources of polluted runoff. Project impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

f) Otherwise substantially degrade water quality?

See analysis for checklist item a) above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

See the analysis and discussion for checklist item h) below.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

As discussed in the SAPP EIR Appendix A, Section 4.9.13, Flood Hazard, the Federal Emergency Management Agency (FEMA) is responsible for mapping flood hazard zones and current Flood Insurance Rate Maps (FIRM) indicate that none of the SAPP area is located within a flood zone. The project is not located within a flood hazard zone. Therefore, **no impact** would occur.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

As discussed in the SAPP EIR Appendix A, Section 4.9.14, Exposure to Dam or Levee Failure, the SAPP area is not located within a dam failure inundation zone and seiches and tsunamis would not affect the SAPP area. Therefore, the SAPP EIR concludes that impacts related to these phenomena would be considered less than significant. The project would not alter these conditions. Therefore, this would remain a **less-than-significant impact.**

j) Result in inundation by seiche, tsunami, or mudflow?

See analysis for checklist item i) above.

Mitigation Measures

No significant hydrology or water quality impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to hydrology and water quality.

4.10 LAND USE AND PLANNING

Environmental Issue Area		Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10.	**Land Use and Planning. Would the project:**				
a.	Physically divide an established community?	SAPP EIR Appendix A Section 4.10.2.1	No	No	NA, impact remains less than significant
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	SAPP EIR Appendix A Section 4.10.2.2	No	No	NA, impact remains less than significant
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	SAPP EIR Appendix A Section 4.10.2.3	No	No	NA, no impact would occur

4.10.1 Discussion

No substantial change in the environmental and regulatory settings related to land use and planning, described in the SAPP EIR Appendix A, Section 4.10, Land Use and Planning, has occurred since certification of the EIR in December 2014.

a) Physically divide an established community?

As discussed in the SAPP EIR Appendix A, Section 4.10.2.1, Physically Divide an Established Community, the SAPP does not include large-scale infrastructure projects such as new freeways or high-volume roadways that would divide an established community. The land use changes that would be implemented are expected to increase neighborhood vitality by encouraging the development of underutilized parcels, providing for a mix of land uses, developing new connections through the plan area, and increasing non-automotive forms of transportation. The use of the SAPP area to absorb some of the growth planned as part of the General Plan would allow for the preservation of existing, established neighborhoods. Thus, land use changes envisioned as part of the SAPP, including the project, would not disrupt or divide established communities, and this impact would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

As discussed in the SAPP EIR Appendix A, Section 4.10.2.2, Conflict with an Applicable Land Use Plan, Policy, or Regulation, the SAPP will implement the 2030 General Plan land use, mobility, and other policy direction for the San Antonio Change area. The 2030 General Plan contains many policies, some of which may compete with each other. The SAPP EIR stated that it is possible that specific development proposed and in conformance with the SAPP may not meet every policy within the 2030 General Plan; however, the Environmental Planning Commission and the City Council will decide whether each specific development, on balance, is consistent with the General Plan. The SAPP EIR concluded that implementation of the SAPP is consistent with the desired goals of the applicable land use plans and impacts would be less than significant.

The Los Altos School District (LASD) has indicated it is investigating the use of this site as a potential location for a new elementary school. Redevelopment of the site with the proposed project would preclude use of the site as a school. However, the LASD does not have control of the site at this time, nor any jurisdiction over the project or land uses for the site.

The project land uses are consistent with the SAPP standards and the project is subject to SAPP policies and guidelines for design. Therefore, the project would not conflict with applicable land use plans and impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

As discussed in the SAPP EIR Appendix A, Section 4.10.2.3, Conflict with an Applicable Habitat Conservation Plan, the SAPP area is not located in a habitat conservation plan area. Thus, no conflict with an adopted habitat conservation plan would occur, and no impact would result.

No new conservation plans have been adopted since approval of the SAPP. Therefore, the project would have **no impact** on approved conservation plans. This conclusion is the same conclusion as reached in the SAPP EIR.

Mitigation Measures

No significant land use impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to land use and planning.

4.11 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Resources do not exist in SAPP area	No	No	NA
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Resources do not exist in SAPP area	No	No	NA

4.11.1 Discussion and Conclusion

As described in the SAPP EIR Appendix A, Section 4.11, Mineral Resources, the SAPP area is in a developed urban area and mineral exploration and extraction is not performed in the vicinity. Based on mapping by the State of California, no minerals or aggregate resources of statewide importance are located within the SAPP area. There are no natural gas, oil, or geothermal resources identified as being in or adjacent to the SAPP area. Therefore, the project would have **no impact** on mineral resources.

4.12 NOISE

Environmental Issue Area		Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
12.	**Noise. Would the project result in:**				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	SAPP EIR Section IV.C.2.b	No	No	NA, impact remains less than significant
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	SAPP EIR Section IV.C.2.b	No	No	Yes, impact remains less than significant with mitigation
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	SAPP EIR Section IV.C.2.b	No	No	NA, impact remains less than significant
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	SAPP EIR Section IV.C.2.b	No	No	NA, impact remains less than significant
e.	For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	SAPP EIR Section IV.C.2.b	No	No	NA, impact remains less than significant
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	SAPP EIR Section IV.C.2.b	No	No	NA, no impact would occur

4.12.1 Discussion

No substantial change in the regulatory settings related to noise, as described in the SAPP EIR (pages 139 to 152), has occurred since certification of the EIR in December 2014.

As noted in previous sections, since certification of the SAPP EIR in 2014, a California Supreme Court decision has resulted in changes to CEQA with regard to the effects of existing environmental conditions on a project's future users or residents. The effects of the environment on a project are generally outside the scope of CEQA unless the project would exacerbate these conditions, as concluded by the California Supreme Court. Changes to the CEQA Guidelines to reflect this decision are in process by the State but have not been adopted. Local agencies are not precluded from considering the impact of locating new development in areas subject to existing environmental hazards; however, CEQA cannot be used by a lead agency to require a developer or other agency to obtain an EIR or implement mitigation measures solely because the occupants or users of a new project would be subjected to effects specified. However, previous and updated discussions of effects of the environment related to noise on future residents are included herein for disclosure purposes.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

As discussed in the SAPP EIR, implementation of the SAPP could result in the exposure of sensitive receptors to, or the generation of, noise levels that would exceed applicable standards. Noise sources impacting the project site and the surrounding area include railroad operations, stationary noise sources, and traffic noise sources.

Additionally, the following COA's identified in the SAPP EIR as COA PL-80, PL-81, PL-82, PL-85, PL-86, PL-88, PL-89, PL-90 would be applicable to the project:

- **COA PL-103 Mechanical Equipment:** The noise emitted by any mechanical equipment shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.

- **COA PL-106 Construction Noise Reduction:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

- **COA PL-107 Site Specific Building Acoustical Analysis:** A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBA Ldn or lower. The specific determination of what noise insulation treatment are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans, and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupants' discretion to control noise. Special building techniques (e.g., sound-rated windows and building façade treatments) will be implemented as recommended by the qualified acoustical consultant, to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

- **COA PL-111 Work Hours:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday unless prior approval is granted by the Chief Building Official. At the discretion of the Chief Building Official, the general contractor or the developer may be required to erect a sign at a prominent location on the construction site to advice subcontractor and material suppliers of the working hours. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.

- **COA PL-113 Notice of Construction:** The applicant shall notify neighbors within 300 feet of the project site of the construction schedule in writing, prior to construction. A copy of the notice and the mailing list shall be submitted prior to issuance of building permits.

- **COA PL-114 Disturbance Coordinator:** The project applicant shall designate a "disturbance coordinator" who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone

number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.

Railroad Noise

Caltrain operates along a rail line approximately 50 feet north of the northern boundary of the SAPP area. As described in the SAPP EIR, at this distance, maximum noise levels from train operations would be approximately 82.4 dBA L_{dn} and would decrease with distance from the rail line. The SAPP EIR identified COA PL-107 Site-Specific Building Acoustical Analysis (previously COA PL-86) and stated that implementation of this COA would require a project-specific acoustical analysis to confirm that interior noise levels of 45 dBA L_{dn} or lower are achieved. The SAPP EIR stated that implementation of the COA and the SAPP Guiding Principles would result in less-than-significant impacts from rail noise.

The land use types proposed as part of the project are consistent with the land use types approved and analyzed within the SAPP EIR. The location, hours, and intensity of the noise source (Caltrain) has not changed since certification of the SAPP EIR in December 2014. The northern boundary of the project is approximately 300 feet from the rail line, and thus, the maximum noise levels from train operations would be approximately 66.8 dBA L_{dn} at the project site boundary.

The City of Mountain View General Plan Policy NOI 1.2 requires new multi-family residential development to maintain a standard of 65 dBA L_{dn} for exterior noise at private and community outdoor recreation use areas (City of Mountain View 2012). The nearest shared private outdoor activity area (i.e., outdoor lounge) is located approximately 425 feet from the rail line, and thus, the maximum train noise levels would reach approximately 63.8 dBA L_{dn} at this location. Therefore, the City's exterior noise standard of 65 dBA L_{dn} for multi-family residential development would not be exceeded under existing-plus-project conditions.

Additionally, as stated in the SAPP EIR, implementation of COA PL-107, Site-Specific Building Acoustical Analysis, would require that the design of all buildings constructed as part of the project result in interior noise levels of 45 dBA L_{dn} or lower; thus, complying with the California Building Code. Implementation of COA PL-107 would reduce potential impacts to a less-than-significant level. There are no new circumstances or new information requiring new analysis or verification. Therefore, the findings of the SAPP EIR regarding railroad noise remain valid, and no further analysis is required.

Stationary Noise

As discussed in the SAPP EIR, the land uses and development allowed by the SAPP could include the introduction of new stationary noise sources within the project area, and the development of new noise-sensitive land uses in close proximity to stationary noise sources. Stationary noise sources associated with the nearby and proposed land uses could include loading/unloading operations, generators, outdoor speakers, air conditioners, and pool pumps. The City of Mountain View's General Plan Policy NOI 1.7 requires noise from stationary sources to meet the requirements of the Noise Ordinance, which restricts noise levels from exceeding 55 dBA during daytime hours and 50 dBA during the night. Additionally, the SAPP EIR identified COA PL-103 (previously COA PL-80), Mechanical Equipment, and stated implementation of the COA would require any noise emitted by mechanical equipment to be less than 55 dBA during the day and 50 dBA during the night as measured at an adjoining residential property. COA PL-107, Site-Specific Building Acoustical Analysis, would require a project specific acoustical analysis for all projects to confirm that the design results in interior noise levels of 45 dBA L_{dn} or lower. Thus, with implementation of these COAs, impacts from stationary sources associated with implementation of the SAPP was determined to be less than significant.

The land uses types proposed as part of the project are consistent with the land use types approved and analyzed within the SAPP EIR. Additionally, as stated in the SAPP EIR, implementation of COA PL-103 and COA PL-107 would reduce potential impacts to a less-than-significant level. There are no new circumstances or new information requiring new analysis or verification. Therefore, the findings of the SAPP EIR remain valid and no further analysis is required.

Expected Traffic Noise Levels

The SAPP EIR identified existing traffic noise levels along California Street, San Antonio Road, and El Camino Real ranging from 62 to 67.8 dBA CNEL, and from 63.3 to 69.1 dBA CNEL with buildout of the SAPP. None of the roadway segments that were evaluated showed an increase greater than 5 dBA with buildout of the SAPP.

The project land uses types are generally consistent with the land use types approved and analyzed within the SAPP EIR. The project's development intensities would be consistent with SAPP standards; however, the project would increase the total number of approved residential units in the plan area by 134 units above the number evaluated in the SAPP EIR. The traffic generated by the 134 additional units (approximately 730 daily trips) would be distributed along the surrounding roadway network according to the trip distribution patterns as shown in the *2580 California Street Mixed-Use Development, Site Specific Traffic Analysis* (SSTA), which is included as Appendix C (Hexagon Transportation Consultants 2018). Therefore, the 134 additional residential units would result in a minor increase in traffic relative to the daily traffic volumes on the roadway segments analyzed under the SAPP EIR (California Street [6,090 ADT], San Antonio Road [22,250 ADT], and El Camino Real [22,250 ADT]). The roadway segment that would experience the greatest increase in traffic noise, as identified in the SAPP EIR, was San Antonio Road from California Street to Central Expressway, which would experience a traffic noise increase of 3.3 dBA. Conservatively assuming that all 730 new daily trips associated with the increase in housing units (134 units) were assigned to this roadway segment, the traffic noise would only increase by 0.1 dBA as compared to the traffic noise increase calculated in the SAPP EIR. Therefore, no new significant impacts or substantially more severe impacts related to traffic noise level increases in the project vicinity would occur. The findings of the SAPP EIR remain valid and no further analysis is required.

Exposure of Onsite Sensitive Receptors to Traffic Noise

The SAPP EIR discussed the potential impacts of long-term exposure of proposed on-site sensitive receptors to noise levels generated by off-site traffic noise sources. As stated in the SAPP EIR, new residential development within the SAPP area and along roadway segments that would experience traffic noise levels in excess of 55 dBA CNEL would be required to incorporate noise reduction features into the design of the project to reduce traffic noise impacts to a less-than-significant level. Similarly, the SAPP EIR states that new office, business, commercial, or professional development that would experience traffic noise levels in excess of 70 dBA CNEL would require a similar noise impact analysis and appropriate noise reduction features. Furthermore, implementation of COAs PL-105 (previously PL-82) and PL-107 would ensure projects interior noise levels would be reduced to a less-than-significant level.

The City of Mountain View General Plan Noise Element establishes exterior noise environment guidelines for new noise-sensitive land uses. City of Mountain View General Plan Policy NOI 1.2 requires new multi-family residential development to maintain a standard of 65 dBA L_{dn} for exterior noise at private and community outdoor recreation use areas (City of Mountain View 2012).

To determine the traffic noise levels that the project would experience, traffic noise modeling was performed for the following roadway segments adjacent to the project site. The results are shown in Table 4.12-1:

- San Antonio Road, between California Street and Central Expressway
- California Street, between San Antonio Road and Pacchetti Way
- Pacchetti Way, north of California Street

Table 4.12-1 Modeled Traffic Noise Levels at the Proposed Multi-Family Residential Land Uses

Roadway Segment	Traffic Volume (vehicles per day)[1]	L_{dn} at Outdoor Activity Area (dBA)	Distance to 65 L_{dn} Traffic Noise Contour from Roadway Centerline
San Antonio Road (California Street to Central Expressway)	36,360	63.4	139
California Street (San Antonio Road to Pacchetti Way)	14,460	59.4	55
Pacchetti Way (north of California Street)	2,478	51.8	9

Notes: dBA = A-weighted decibels; L_{dn} = day-night level

Detailed traffic noise modeling inputs and results are provided in Appendix B.

1. Modeled traffic noise levels were calculated based on the existing plus project peak-hour traffic volumes from the Site-Specific Traffic Analysis (SSTA) and an estimated ADT conversion factor developed in coordination with Hexagon. See Appendix C.

Source: Modeled by Ascent Environmental, 2018.

The traffic noise modeling summarized in Table 4.12-1 indicates that noise levels would range from 51.8 dBA L_{dn} to 63.4 dBA L_{dn} at the outdoor activity areas for project multi-family residential land uses. Therefore, the City's exterior noise standard of 65 dBA L_{dn} for multi-family residential development would not be exceeded under existing-plus-project conditions. Outdoor activity areas include shared outdoor multi-family residential activity areas located in courtyards on the first floor and interior of Buildings 1, 2, and 3 and roof decks on Buildings 1, 2, and 3. Additionally, the project includes public open space areas near the center of the project site. Traffic noise modeling indicates that the roadway segment nearest to, and that would generate the highest noise levels at these public open space areas (California Street between San Antonio Road and Pacchetti Way) would produce noise levels of approximately 62.4 dBA L_{dn} at these locations. Therefore, the City's exterior noise guidelines of 68 dBA L_{dn} for neighborhood parks would not be exceeded under existing-plus-project conditions.

Therefore, land uses developed under the project would not be exposed to exterior noise levels that exceed the City's noise standards of 65 dBA L_{dn} for on-site residential land uses, or 68 dBA L_{dn} for public open spaces. Additionally, as stated in the SAPP EIR, implementation of COA PL-107, Site-Specific Building Acoustical Analysis, would ensure that none of the on-site residences would experience interior noise levels that exceed the interior noise standard of 45 dBA L_{dn}. Thus, this impact would remain at a less-than-significant level. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The SAPP EIR includes discussion about the potential for impacts from sources of groundborne noise and vibration. No permanent noise sources that would expose persons to excessive groundborne vibration or noise levels are proposed as part of the SAPP, and there are no existing permanent sources of groundborne vibration or noise in the SAPP area vicinity that could impact proposed sensitive land uses.

However, the SAPP EIR determined that construction activities associated with projects that could occur under the SAPP could result in exposure of sensitive land uses to excessive groundborne vibration and noise levels; and thus, result in a significant impact. Construction Mitigation Measure: NOISE-1 of the SAPP EIR would limit and reduce construction-related vibration impacts by requiring "quiet" pile driving technology where feasible, phase construction so as to not have high-vibration generation activities occurring concurrently, use impact-free demolition methods, and avoid using vibratory rollers and packers near vibration sensitive areas whenever possible. The SAPP EIR concluded that implementation of Construction Mitigation Measure: NOISE-1 would ensure that the exposure of sensitive receptors to excessive groundborne vibration levels from construction activities is mitigated to a less-than-significant level.

The types of land uses proposed by the project are consistent with the land use types analyzed under the SAPP EIR. No permanent sources of groundborne vibration or noise are proposed as part of the project. Additionally, no new off-site sources of groundborne noise and vibration have been located in the vicinity of the SAPP area since adoption of the SAPP EIR. The types of vibration-generating activities associated with the project would be limited to construction activities, as was anticipated and analyzed in the SAPP EIR; and thus, would not be considered a new circumstance involving new or substantially more severe impacts related to ground vibration. No blasting or pile driving would occur during the construction of the project, activities associated with the highest levels of ground vibration and potential to disturb nearby receptors.

Per Municipal Code Section 8.70, Construction Noise, construction is limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays (excluding holidays) unless prior written approval is granted by the chief building official. Additionally, implementation of COA PL-111 (previously PL-88) would also limit construction to the daytime hours detailed in the Municipal Code. These hours are intended to mitigate temporary noise impacts, including groundborne vibration impacts, by avoiding construction during nighttime periods that would disturb noise-sensitive land uses (residential). Additionally, Mitigation Measure: NOISE-1 of the SAPP EIR would further limit and reduce construction-related vibration impacts as described above.

Therefore, no new or substantially more severe impacts would occur from project-related groundborne vibration or groundborne noise as a result of the project, and this impact would be less than significant after mitigation. This conclusion is the same conclusion as reached in the SAPP EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The SAPP EIR includes discussion of the potential substantial permanent increase in ambient noise levels as a result of implementation of the project. It was determined that implementation of the SAAP would result in increases in ambient noise levels from increases in average daily vehicle trips, and the introduction of new stationary noise sources such as new mechanical equipment, new parking area activity, and new loading and unloading activity within the SAPP area.

Refer to checklist item a), above, for discussion about whether the project would result in a substantial permanent increase in ambient noise levels relative to levels described in the SAPP EIR. This includes discussion about the long-term exposure of off-site sensitive receptors to railroad noise, stationary noise-sources such as mechanical building equipment and loading dock activities, and increased traffic noise levels from project-generated vehicle trips.

The land uses proposed as part of the project are consistent with the land use types approved and analyzed within the SAPP EIR; their contribution to traffic noise is addressed in the SAPP EIR. Additionally, as stated in the SAPP EIR, implementation of COA PL-107, Site-Specific Building Acoustical Analysis, would ensure the impact would be reduced to a less-than-significant level. This would remain a less-than-significant impact. This conclusion is the same conclusion as reached in the SAPP EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The SAPP EIR includes discussion about the potential for construction-generated noise. It determined that construction related noise would be regulated by the Noise Ordinance of the Municipal Code and limits such activities to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays (excluding holidays). Additionally, as stated in the SAPP EIR, implementation of the City's Standard COAs relevant to construction noise, which includes the implementation of COA PL-111, COA PL-113 and PL-114 (previously COA PL-88, 89, and 90, respectively), would limit construction hours, require noticing of the construction schedule and provide a construction disturbance coordinator. The SAPP EIR determined that with implementation of the COA's, the impact would be reduced to a less-than-significant level.

The development of land uses proposed as part of the project would require similar types of equipment operating at similar levels of intensity during construction activities. Therefore, the types of noise-generating activities associated with the project would be similar to that which was anticipated during preparation of the SAPP EIR. Additionally, consistent with the SAPP, construction activities would adhere to the nighttime noise restrictions of the Noise Ordinance of the Municipal Code related to construction noise, and the implementation of the applicable COAs would ensure the impact would be reduced to a less-than-significant level. This conclusion is the same conclusion as reached in the SAPP EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The SAPP EIR includes discussion about the existing aircraft noise level, nearby airports and the associated noise levels. The SAPP EIR identifies the Moffett Federal Airfield and the Palo Alto Airport as the nearest airports. It was determined within the SAPP EIR that the SAPP area lies outside of the 55 dBA CNEL noise contour of the Palo Alto Airport and the 60 dBA CNEL noise contour of the Moffett Federal Airfield. Additionally, the SAPP area is located outside of the Airport Influence Area (AIA) of both Moffett Federal Airfield and Palo Alto Airport. The AIA is defined as a feature-based boundary around the Airport within which all development projects must be evaluated by local agencies to determine how the Airport Comprehensive Land Use Plan may impact the proposed development (Santa Clara County 2016).

No substantial change to the Moffett Federal Airfield Comprehensive Land Use Plan or the Palo Alto Airport Comprehensive Land Use Plan, as described in the SAPP EIR (page 150), have occurred since certification of the EIR in December 2014, and this would remain a less-than-significant impact.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No new private airstrips have been developed in the vicinity of the SAPP area since certification of the SAPP EIR in December 2014. Therefore, there are no new circumstances or new information requiring new analysis or verification, and **no impact** would occur.

Mitigation Measures

The following mitigation measure was referenced in the SAPP EIR analysis and would remain applicable if the project were approved.

Mitigation Measure NOISE-1

The following language shall be included as a Condition of Approval for new projects associated with implementation of the SA Precise Plan:

- In the event that pile driving would be required for any project within the SA Precise Plan area, all residents within 300 feet of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions.

- To the extent feasible, the project contractor shall phase high-vibration generating construction activities, such as pile-driving/ground-impacting operations, so they do not occur in the same period with demolition and excavation activities in locations where the combined vibrations would potentially impact sensitive areas.

- The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clamshell or chisel drops).

- The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification related to noise impacts. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts related to noise.

4.13 POPULATION AND HOUSING

Environmental Issue Area		Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
13.	**Population and Housing. Would the project:**				
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	SAPP EIR Appendix A Section 4.13.2.1	No	No	NA, impact remains less than significant
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	SAPP EIR Appendix A Section 4.13.2.2	No	No	NA, no impact would occur
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	SAPP EIR Appendix A Section 4.13.2.3	No	No	NA, no impact would occur

4.13.1 Discussion

No substantial change in the environmental and regulatory settings related to population and housing, described in the SAPP EIR Appendix A, Section 4.13, Population, Housing, and Employment, has occurred since certification of the EIR in December 2014.

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

As discussed in the SAPP EIR Appendix A, Section 4.13.2.1, Induce Substantial Population Growth, the SAPP is projected to increase the population of the SAPP area by 2,490 residents and 3,695 jobs by 2030 due to the construction of new housing, commercial, retail, and office buildings. The development of new housing units in the SAPP area is supported and promoted by 2030 General Plan policies and actions, which encourage the development of mixed-uses, affordable housing (including senior housing), and transit-oriented development within the Precise Plan area (City of Mountain View 2012). The increase in jobs in the SAPP area could cause people to move to the area or surrounding communities; however, many of the new jobs would likely be occupied by those already residing in the surrounding regional area, and as a result, the increase in jobs is not likely to result in a substantial number of people moving into the SAPP area. The improvement and expansion of utilities and services would also occur with implementation of the SAPP. Because new development would be in a developed urban area within the City limits, the development of new utility and transportation infrastructure would not indirectly induce unanticipated population growth. The SAPP EIR concluded that implementation of the SAPP would not substantially and indirectly induce population growth, and any potential impact would be less than significant.

The project is consistent with the land use designations, employment growth, and overall development intensities set forth in the SAPP. However, the project would increase the total number of residential units in the plan area by 134 units above the number evaluated in the SAPP EIR. The 2030 General Plan Housing Element addresses housing need in the City and includes goals and policies aimed at supporting the production of new housing units. Policy 1.3 calls for a mix of housing types at a range of densities to serve a diverse population and Policy 1.4 encourages higher density housing near transit. Thus, because the project would be consistent General Plan policies and actions and project development intensities would be

consistent with SAPP standards, impacts to population growth would be **less than significant,** as described above for the SAPP EIR. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

The project would remove the existing office building, former grocery, and retail center and would not result in the removal of existing housing. Therefore, the project would not displace a substantial number of people or necessitate the construction of replacement housing. **No impact** would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See the analysis for checklist item b) above.

Mitigation Measures

No significant population and housing impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.14 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Public Services.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	SAPP EIR Section IV.D.2.b	No	No	NA, impact remains less than significant
ii. Police protection?	SAPP EIR Section IV.D.2.b	No	No	NA, impact remains less than significant
iii. Schools?	SAPP EIR Section IV.D.2.b	No	No	NA, impact remains less than significant
iv. Parks?	See below in Section 4.15, Recreation	See below in Section 4.15, Recreation	See below in Section 4.15, Recreation	See below in Section 4.15, Recreation

4.14.1 Discussion

Since release of the SAPP EIR in December 2014, state voters approved Proposition 51 (Funding for K-12 School and Community College Facilities. Initiative Statutory Amendment) in November 2016 that will provide nine billion dollars in general obligation bonds for educational facilities (seven billion dollars would be available to K-12 public school facilities). This would provide an additional funding source for school facility needs for the Los Altos School District and the Mountain View-Los Altos Union High School District. This change in funding opportunities would not alter the environmental impact conclusions provided in the certified SAPP EIR.

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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:

Fire protection?

As discussed in the SAPP EIR Section IV.D.2.b, Impacts Analysis, additional residents and employees associated with implementation of the SAPP would increase demand for fire protection. The Mountain View Fire Department (MVFD) does not maintain a staffing ratio goal based directly on population or employment (staffing levels are instead identified based on service demand and other factors) and does not foresee the need to construct a new fire station or add to its current daily staffing as a result of the SAPP. Furthermore, the 2030 General Plan includes the following policies and actions to address fire protection services (City of Mountain View 2012):

- **Policy INC 2.2: Emergency service providers**. Ensure long-term reliability from service providers and suppliers, especially in the case of an emergency or natural disaster.
- **Policy PSA 1.1: Adequate staffing**. Maintain adequate police and fire staffing, performance levels and facilities to serve the needs of the community.
- **Policy PSA 1.2: Design for safety**. Support and promote crime prevention and fire safety strategies in the design of new developments.
- **Action PSA 1.1.1: Share Police and Fire Services**. Work with neighboring cities to evaluate possible efficiency and cost savings from sharing services.

The SAPP EIR concluded that given adherence to General Plan policies and actions, and that MVFD does not foresee the need to construct a new fire station or add to its current daily staffing as a result of SAPP implementation, any potential impacts would be less than significant.

The project includes an additional 134 residential units above the total number evaluated in the SAPP EIR for the Precise Plan area, which would incrementally increase the demand for fire protection services. The MVFD has stated it still has adequate existing resources within the SAPP area to meet the demands of the project (Jones, pers. comm., 2018). Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities to maintain acceptable performance objectives. Impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

Police protection?

As discussed in the SAPP EIR Section IV.D.2.b, Impacts Analysis, additional residents and employees associated with implementation of the SAPP would increase demand for police protection. The Mountain View Police Department (MVPD) does not maintain a staffing ratio goal based directly on population or employment. Staffing levels are instead identified based on service demand and other factors. Population and employment growth associated with the SAPP would increase the number of calls to the MVPD requesting emergency assistance, which could affect emergency response times. As a result, the MVPD may be less effective at meeting its response time goal of 4 minutes or less which is currently achieved 49.9 percent of the time.

General Plan Policy INC 2.2 would ensure the long-term reliability of service providers and suppliers, especially in the case of an emergency or natural disaster. Policy PSA 1.1 and Action PSA1.1.1 would ensure the maintenance of adequate police staffing, performance levels and facilities to serve the needs of communities and would require the MVPD to work with neighboring cities to evaluate possible efficiencies for sharing services. Maintaining adequate police staffing levels and sharing services with other jurisdictions would assist in decreasing emergency response times. Policy PSA 1.2 ensures crime prevention through design strategies in new development. The 2030 General Plan also includes the following additional policies and actions to address police protection services (City of Mountain View 2012):

- **Policy PSA 2.1: Community policing**. Provide superior community-oriented police services.
- **Policy PSA 2.2: Sense of Safety**. Ensure a sense of safety throughout the community.
- **Action PSA 2.2.1: Prompt notification**. Notify residents and others in a timely manner of criminal activity that may potentially affect them.
- **Policy PSA 2.3: Service and effectiveness**. Explore ways to improve service delivery and police effectiveness.
- **Policy PSA 2.5: Regional partnerships**. Participate in regional partnerships to reduce crime and respond to emergencies.

- **Policy PSA 2.7: Police service levels and facilities**. Ensure Mountain View Police Department service levels and facilities meet demands from new growth and development.

Additionally, the following COA identified in the SAPP EIR would be applicable to the project:

- **COA FD-42: Emergency Responder Radio Coverage**. All buildings shall have approved radio coverage for emergency responders within the building. (California Fire Code Section 510)

A 2011 Spatial Needs Study determined that there was no need to expand the Police Headquarters facility at 1000 Villa Street, but that an addition to the Emergency Operations Center would be necessary by 2017. An appropriate environmental review would be conducted at the time of the expansion of this facility. The SAPP EIR concluded that adherence to General Plan policies and actions and the applicable COA would reduce any potential impacts regarding provisioning of police protection to a less-than-significant level.

The project includes an additional 134 residential units above the total number evaluated in the SAPP EIR for the Precise Plan area, which would incrementally increase the demand for police protection services. The MVPD has stated that it still has adequate existing resources within the SAPP area to meet the demands of the project (Hsiung, pers. comm., 2018). Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities to maintain acceptable performance objectives. Impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

Schools?

As discussed in the SAPP EIR Section IV.D.2.b, Impacts Analysis, the construction of new housing units associated with implementation of the SAPP could generate approximately 57 high school students and 370 elementary and middle school students, based on student generation rates and the projected distribution of new students in the Mountain View-Los Altos Union High School District (MVLA UHSD) and Los Altos Elementary School District (LASD) identified in the SAPP EIR. While the additional 57 high school students would not exceed MVLA UHSD capacity, the EIR stated that LASD schools are cumulatively over capacity by 216 students, and the additional 370 students would exceed the current capacity of the schools. Thus, additional school facilities would likely be needed to accommodate anticipated increased in student enrollment resulting from implementation of the SAPP.

New school facilities would be funded in part by development fees in the SAPP area that would occur as part of the SAPP implementation, because these development projects are subject to statutory fees established by the State. The school districts are responsible for implementing the specific methods of mitigating school impacts under the Government Code. Thus, the SAPP EIR concluded that through payment of associated development fees and compliance with applicable State and local regulations, implementation of the SAPP would have a less-than-significant impact on school facilities.

Table 4.14-1 School Capacity, Student Generation Rates, and School Impact Fees

School	2017-2018 Enrollment (Students)	Capacity (Students)	School Impact Fee	Student Generation Rate	Additional Students Generated by Project
MVLA UHSD Los Altos High	2,234[1]	1969	$1.26/sq. ft. residential; $0.20/sq. ft. commercial[2]	0.038 multi-family[3]	24
LASD – Covington Elementary School[4]	596[5]	573	Up to $2.52/sq. ft. residential; $0.40/sq. ft. commercial	0.424 per unit	272
LASD – Egan Junior High[4]	612[5]	594	Up to $2.52/sq. ft. residential; $0.40/sq. ft. commercial	0.127 per unit	82
Total Number of Students Generated by Project					378

1. MVLA UHSD 2018
2. Aguilar, pers.comm., 2018
3. MVLA UHSD 2017
4. LASD 2019
5. Stolorz, pers. comm., 2018

The project would be served by LASD and MVLA UHSD. Specific schools that could serve the project area would include Covington Elementary, Egan Junior High, and Los Altos High, which are currently over-enrolled. To address over-enrollment, Covington Elementary and Egan Junior High use portable classrooms, and LASD is actively searching for new school sites. Los Altos High also uses portable classrooms, and MVLA UHSD is in the process of passing a bond measure that will allow them to build additional stories on the existing schools. The construction of new housing units associated with implementation of the project (642 total dwelling units) could generate approximately 378 students, based on current student generation rates and the projected distribution of new students in each school, as shown in Table 4.14-1. This project, together with other SAPP projects, could result in enrollment capacity exceedances at MVLA USHD and LASD schools. However, exceeding school capacity is not considered a physical impact under CEQA. The school districts would address the need for expansion of school facilities or development of new school facilities, and such development would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Subsequent projects developed under the SAPP would be required to pay applicable school impact fees, listed in Table 4.14-1, in accordance with state law. Therefore, because appropriate State-mandated fees would be paid, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

Mitigation Measures

No significant public services impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to public services.

4.15 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Recreation.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	SAPP EIR Appendix A Section 4.15.3.1 and Section 4.15.3.2	No	No	NA, impact remains less than significant
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	SAPP EIR Appendix A Section 4.15.3.1 and Section 4.15.3.2	No	No	NA, impact remains less than significant

4.15.1 Discussion

No substantial change in the environmental and regulatory settings related to recreation, described in the SAPP EIR Appendix A, Section 4.15, Recreation, has occurred since certification of the EIR in December 2014.

a) 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?

As discussed in the SAPP EIR Appendix A, Section 4.15.3.1, Impacts to Recreational Facilities, population growth resulting from implementation of the SAPP would increase demand for parks, open space, and recreational facilities in and around the City. The City's existing parkland standard is 3 acres of park land per 1,000 residents. Based on a 2030 population of 88,570 projected in the General Plan EIR, the citywide parkland ratio would be 11.3 acres per 1,000 residents. The SAPP EIR stated that, conservatively assuming the new 3,695 employees generated by the SAPP used parkland as extensively as residents, the new parkland ratio would be 10.52 acres per 1,000 residents and employees. Therefore, the addition of new employees to the SAPP area would not violate the parkland standard of 3 acres per 1,000 residents. Furthermore, the 2030 General Plan includes the following policies and actions to address recreation (City of Mountain View 2012):

- **Policy POS 1.1: Additional parkland**. Expand park and open space resources to meet current City standards for open space acreage and population in each neighborhood.
- **Policy POS 1.2: Recreation facilities in new residential developments**. Require new development to provide park and recreation facilities.
- **Action POS 1.1.2: Implement park land dedication ordinance**. Use the park land dedication provisions of the City's Subdivision Ordinance to provide land or fees for parks. The requirements are a condition of residential project approval.
- **Policy LUD 16.6: Open space amenities**. Encourage development to include open space amenities, plazas and parks that are accessible to the surrounding transit, bicycle and pedestrian network.

Additionally, the following COA identified in the SAPP EIR would be applicable to the project:

- **COA PW-14, Park Land Dedication Fee.** Prior to issuance of any building permits, the applicant shall pay the Park Land Dedication Fee (approximately $15,000 to $30,000 per unit) for each new residential unit in accordance with Chapter 41 of the City Code prior to the issuance of the building permit. No credit against the Park Land Dedication Fee will be allowed for private open space and recreational facilities. Provide the most current appraisal or escrow closing statement of the property with the following information to assist the City in determining the current market value of the land: (1) a brief description of the existing use of the property; (2) square footage of the lot; and (3) size and type of each building located on the property at the time the property was acquired.

Increased use of parks and recreational facilities is anticipated to occur across all of the parks within the City rather than being concentrated in one area. The SAPP EIR stated that existing neighborhood and regional parks would not be subject to substantial physical deterioration associated with population increase generated by the SAPP buildout because sufficient park land and open space is available to serve existing and new residents and workers. The construction and enhancement of park, recreational facilities, and open space, and implementation of the associated policies and actions in the 2030 General Plan would ensure that the increased demand and use resulting from an increase in SAPP area population would not significantly accelerate the deterioration of existing park, recreational, and open space facilities. Thus, the SAPP EIR concluded impacts to parks and recreational facilities would be less than significant.

The project's development intensities would be consistent with SAPP standards; however, the project would increase the total number of residential units in the plan area by 134 units above the number evaluated in the SAPP EIR, The project proposes 1.9 acres of publicly-accessible open space onsite, which exceeds the minimum open space required by the SAPP. In addition, the increase of 134 units above the number previously evaluated would not violate the parkland standard of 3 acres per 1,000 residents. With adherence to General Plan policies and actions and the City's COA, project impacts to parks and recreational facilities would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

See the analysis for checklist item a), above.

Mitigation Measures

No significant recreation impacts were identified in the SAPP EIR, and no mitigation measures were required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to recreation.

4.16 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Transportation/Traffic. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	SAPP Final EIR Setting pp. 45-86 Impact TRANS-1 pp. 89-99	No	Yes, but impact conclusion remains the same.	Yes, impact remains less than significant.
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	SAPP Final EIR Setting pp. 45-86 Impact TRANS-1 pp. 89-99	No	Yes, but impact conclusion remains the same.	Yes, impact remains less than significant.
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	SAPP EIR Appendix A, Section 4.8.7.6	No	No	NA, impact remains less than significant
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	SAPP EIR Section IV.A	No	No	NA, impact remains less than significant
e. Result in inadequate emergency access?	SAPP EIR Section IV.D.2.b	No	No	NA, impact remains less than significant
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	SAPP EIR Section IV.A.2.c, Impact TRANS-1 pp. 89-99	No	No	NA, impact remains less than significant

4.16.1 Discussion

Since release of the SAPP EIR in December 2014, the City adopted the *Mountain View Bicycle Transportation Plan Update* in November 2015. The Plan aims to provide a safe and efficient bicycle network that improves access, eliminates barriers to bicycle travel, encourages automobile trip reduction and promotes cycling as a recreational activity and a transportation option (City of Mountain View 2015). The plan recommends implementation of a Class IV bicycle track on roads adjacent to the project site, including San Antonio Road, California Street, and Pacchetti Way. Class IV bicycle tracks for San Antonio Road and California Street were previously identified in the SAPP. Class IV bikeways are on-street bike lanes that are physically separated from motor-vehicle traffic by a vertical separator, such as a curb, bollards, or car parking. The Valley Transportation Authority (VTA) also adopted the *VTP2040: The Long-Range Transportation Plan for Santa Clara County* in October 2014, which builds upon the previous VTP 2035. The VTP 2040 does not propose any new transit projects within the vicinity of the project area over those previously identified in the SAPP EIR (VTA 2014). Also, since release of the SAPP EIR in 2014, the

Metropolitan Transportation Commission updated the Regional Transportation Plan/Sustainable Communities Strategy and adopted the updated Plan Bay Area 2040 in July 2017.

The discussion in this section is based on the SSTA prepared by Hexagon Transportation Consultants, Inc. in May 2018 (See Appendix C).

Existing Conditions

Regional access to the project site is provided by US 101, SR 237, SR 85, El Camino Real, and Central Expressway. Local access to the project site is provided via San Antonio Road, California Street, Rengstorff Avenue, Del Medio Avenue, Pacchetti Way, Showers Drive, Ortega Avenue, and Latham Street. A description of these facilities is included in the traffic analysis.

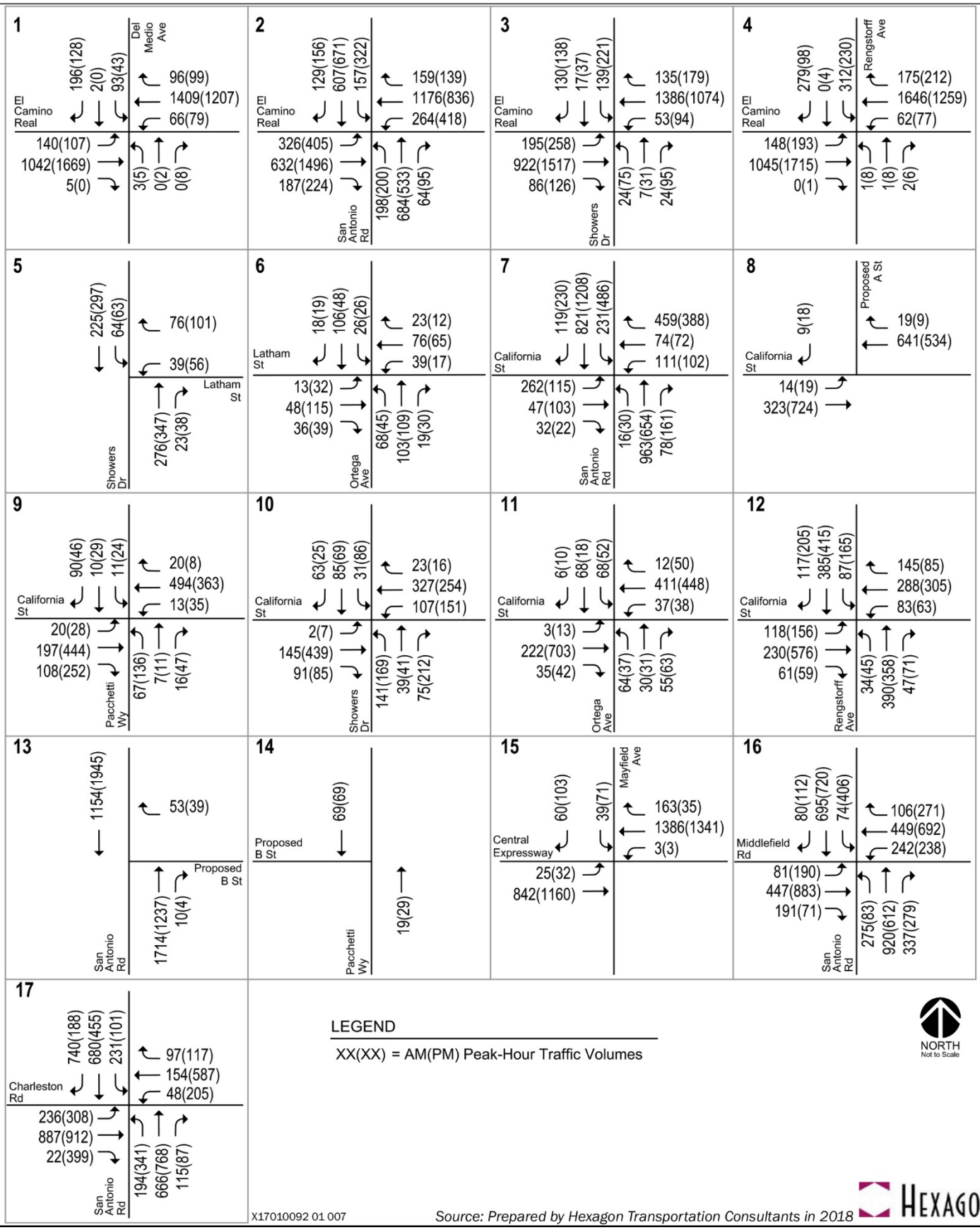
Existing Intersection Lane Configurations and Traffic Volumes

In accordance with VTA guidelines, PM peak hour traffic volumes for the three CMP intersections were obtained from the most recent Santa Clara County CMP database, which contains counts done in 2016. Existing traffic volumes were obtained from peak hour counts collected in November 2017. The existing peak-hour intersection volumes and lane configurations are shown on Exhibit 4.16-1.

Existing Intersection Levels of Service

Intersection levels of service were evaluated against the relevant jurisdiction standards (Mountain View and Palo Alto) and CMP standards. The results of the intersection level of service analysis under existing conditions are summarized in Table 4.16-1. The results of the analysis show that all signalized study intersections for which level of service (LOS) D is the level of service standard for the City currently operate at an acceptable LOS D or better during both the AM and PM peak hours of traffic. All of the CMP study intersections, as well as the intersections along San Antonio Road within the San Antonio Precise Plan Area for which LOS E is the level of service standard, currently operate at an acceptable LOS E or better during both the AM and PM peak hours of traffic. See Table 4.16-2 for a description of LOS criteria.

The stop-controlled approaches along San Antonio Road, California Street, and Latham Street currently operate at LOS B or better during both peak hours. Given that Showers Drive and California Street operate with a median left-turn lane, vehicles can complete left-turns in two stages. Vehicles can exit the southbound traffic flow on Showers Drive and occupy the left-turn lane while waiting for a gap in the northbound traffic flow. Similarly, vehicles can exit the eastbound traffic flow on California Street and occupy the left-turn lane while waiting for a gap in the westbound traffic flow.



Source: Prepared by Hexagon Transportation Consultants in 2018

Exhibit 4.16-1 **Existing Lane Configurations and Traffic Volumes**

Table 4.16-1 Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Traffic	Existing Conditions	
					Avg. Delay (sec)	LOS
1	Del Medio Avenue and El Camino Real	AM PM	11/15/17 11/03/17	Signal	29.4 24.1	C C
2	San Antonio Road and El Camino Real*	AM PM	11/15/17 11/01/17	Signal	56.2 52.2	E D
3	Showers Drive and El Camino Real	AM PM	11/15/17 11/15/17	Signal	36.9 40.2	D D
4	Rengstorff Avenue and El Camino Real*	AM PM	11/15/17 11/15/17	Signal	35.9 24.0	D C
5	Showers Drive and Latham Street	AM PM	11/15/17 11/15/17	SSSC[1]	11.4 13.2	B B
6	Ortega Avenue and Latham Street	AM PM	11/15/17 11/15/17	AWSC[2]	8.8 8.8	A A
7	San Antonio Road and California Street**	AM PM	11/15/17 11/15/17	Signal	50.7 48.9	D D
8	Proposed A Street and California Street	AM PM	11/15/17 11/15/17	SSSC[1]	10.4 10.0	B B
9	Pacchetti Way and California Street	AM PM	11/15/17 11/15/17	Signal	13.4 15.1	B B
10	Showers Drive and California Street	AM PM	11/15/17 11/15/17	Signal	35.5 26.8	D D
11	Ortega Avenue and California Street	AM PM	11/15/17 11/15/17	Signal	22.9 19.1	C B
12	Rengstorff Avenue and California Street	AM PM	11/15/17 11/15/17	Signal	32.3 31.4	A A
13	San Antonio Road and Proposed A Street	AM PM	11/15/17 11/15/17	SSSC[1]	11.9 10.5	B B
14	Pacchetti Way and Proposed A Street	AM PM	11/15/17 11/15/17	SSSC[1]	0.0 0.0	A A
15	Mayfield Avenue and Central Expressway	AM PM	11/15/17 11/15/17	Signal	10.3 13.4	B B
16	San Antonio Road and Middlefield Road*	AM PM	11/15/17 11/15/17	Signal	39.1 42.8	D D
17	San Antonio Road and Charleston Road*	AM PM	11/15/17 10/1/16	Signal	44.2 42.2	D D

Notes: SSSC = side-street stop control, AWSC = all-way stop control

* Denotes the CMP designated intersection

** Denotes intersection on San Antonio Road within the San Antonio Precise Plan Area

1 Average delay for a SSSC intersection is reported for the worst stop-controlled approach

2 Average delay for a AWSC intersection is reported for the entire intersection

Source: Hexagon Transportation Consultants 2018

Site-Specific Traffic Analysis Methodology

The signalized intersections in the traffic study are located in Mountain View, Palo Alto, and Los Altos. Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or oversaturated conditions with excessive delays and long queues. All congestion management program (CMP) intersections in this study (two in Mountain View and two in Palo Alto) are subject to a level of service standard of LOS E, meaning that average delays during peak periods should not exceed 80 seconds per vehicle. Signalized intersections on San Antonio Road within the SAPP area are also subject to a level of service standard of LOS E. All other signalized intersections in the traffic study, whether in Mountain View, Palo Alto, or Los Altos, are subject to a level of service standard of LOS D, meaning that average delays during peak periods should not exceed 55 seconds per vehicle.

The traffic analysis is based on the AM and PM peak hour levels of service for twelve (12) signalized intersections and five (5) unsignalized intersections. Two of these signalized intersections are located within the City of Palo Alto. The study intersections are identified below.

1. Del Medio Avenue and El Camino Real
2. San Antonio Road and El Camino Real (CMP intersection)
3. Showers Drive and El Camino Real
4. Rengstorff Avenue and El Camino Real (CMP intersection)
5. Showers Drive and Latham Street (unsignalized)
6. Ortega Avenue and Latham Street (unsignalized)
7. San Antonio Road and California Street
8. A Street (proposed) and California Street (unsignalized)
9. Pacchetti Way and California Street
10. Showers Drive and California Street
11. Ortega Avenue and California Street
12. Rengstorff Avenue and California Street
13. B Street (proposed) and San Antonio Road (unsignalized)
14. Pacchetti Way and B Street (proposed, unsignalized)
15. Mayfield Avenue and Central Expressway
16. San Antonio Road and Middlefield Road (Palo Alto) (CMP intersection)
17. San Antonio Road and Charleston Road (Palo Alto) (CMP intersection)

The data used for the SSTA were obtained from new traffic counts, other recent traffic studies in the area, field observations, and the Cities of Mountain View and Palo Alto. The following data were collected from these sources:

- existing peak-hour intersection turning-movement volumes, including pedestrian and bicycle volumes;
- existing lane configurations;
- traffic signal timing and phasing; and
- a list of approved and planned projects.

The various analysis methods are described below.

City of Mountain View Signalized Intersections

The City of Mountain View level of service methodology for signalized intersections is the 2000 Highway Capacity Manual (HCM) method, which is analyzed using the TRAFFIX software platform. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average delay time for all vehicles to get through the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Mountain View methodology employs the CMP default values for the analysis parameters.

The City of Mountain View level of service standard for signalized intersections is LOS D or better, except for CMP intersections and intersections on San Antonio Road in the San Antonio Center Planning Area, where the standard is LOS E as established by VTA. One of the study intersections, the San Antonio Road/California Street intersection, is located along San Antonio Road within the San Antonio Center Planning Area, and thus was evaluated based on the LOS E standard. Table 4.16-2 shows the level of service definitions for signalized intersections.

Table 4.16-2 Signalized Intersection Level of Service Definitions Based on Control Delay

LOS	Description	Avg. Control Delay per Vehicle (sec)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.0 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 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	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Hexagon Transportation Consultants 2018

City of Palo Alto Signalized Intersections

The City of Palo Alto level of service standard for signalized intersections is LOS D or better, except for CMP intersections, where the standard is LOS E. The two study intersections which are located in the City of Palo Alto are designated as CMP intersections.

CMP Intersections

The methodology for analyzing CMP intersections is the same 2000 HCM operations method as for non-CMP signalized intersections, using TRAFFIX. The only difference in standards between CMP and non-CMP intersections is that the non-CMP standard (as set by the Cities of Mountain View and Palo Alto) is LOS D or better, while the CMP standard (as set by VTA) is LOS E or better.

City of Mountain View Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays, traffic signal warrants, and other safety and operational concerns are evaluated to determine if the existing intersection control is appropriate.

Level of service at unsignalized intersections was based on the 2000 HCM method using the TRAFFIX software platform. This method is applicable for both side-street and all-way stop-controlled intersections. At side-street stop-controlled intersections (e.g. the Showers Drive and Latham Street intersection), the reported levels of service are reported for the worst stop-controlled approach delay at the intersection. For all-way stop-controlled intersections (e.g. the Ortega Avenue/Latham Street intersection), a weighted average delay of the entire intersection is presented.

The City of Mountain View does not have a formally-adopted level of service standard for unsignalized intersections, but standards have been set for purposes of environmental review. The correlation between average control delay and LOS for unsignalized intersections is shown in Table 4.16-3.

Table 4.16-3 Unsignalized Intersection Level of Service Definitions Based on Delay

LOS	Description	Avg. Control Delay per Vehicle (sec)
A	Little or no traffic delay	Up to 10.0
B	Short traffic delays	10.0 to 20.0
C	Average traffic delays	20.1 to 35.0
D	Long traffic delays	35.1 to 55.0
E	Very long traffic delays	55.1 to 80.0
F	Extreme traffic delays	Greater than 80.0

Source: Hexagon Transportation Consultants 2018

The SSTA includes a discussion of the relevant impact criteria for signalized intersections, unsignalized intersections, and CMP signalized intersections. The results of the traffic analysis are discussed, below.

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

As discussed in the SAPP EIR Impact TRANS-1, implementation of the SAPP, which accounted for 1,235 residential units, 3,695 jobs, and 600,000 square feet of office space, would add traffic to the roadway network. The EIR stated that the additional vehicle traffic would result in deterioration of intersection #17, San Antonio Road/ California Street, below its jurisdictional standard. The SAPP EIR identified Mitigation Measure TRANS-1 (adding a right turn overlap phase), which has not been implemented, to reduce the impacts of the SAPP to Intersection #17 to a less-than-significant level. The EIR for the Village at San Antonio Center Phase 2 project also identified a required improvement at Intersection #17 (installation of a double left turn pocket). This improvement has been implemented by the project applicant for the Village at San Antonio Phase 2. The improvement of a double left turn pocket was incorporated into the SSTA prepared for the project. In addition, the City is working with VTA to develop and adopt a citywide Multi-Modal Improvement Plan (Deficiency Plan) as a supplemental measure to support the use of alternate modes of travel and help address any below-standard cumulative intersections.

The SAPP EIR found that all freeway segments operated at LOS C or better, which meets acceptable LOS standards. Transit impacts and pedestrian and bicycle facility impacts were also found to be less than significant because of the proposed improvements to such facilities in the SAPP. Thus, the SAPP EIR concluded that with implementation of Mitigation Measure TRANS-1, the SAPP would not conflict with established measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation.

Project Trip Generation

The project is consistent with the land use designations, employment growth, and overall development intensity set forth in the SAPP. However, the project would increase the total number of residential units in the SAPP area by 134 units above the number evaluated in the SAPP EIR. The project remains consistent with the SAPP, since there is no cap on the number of residential units in the SAPP area. A SSTA was conducted to evaluate the transportation impacts that would result from the project. Based on the project description and the Institute of Transportation Engineers (ITE) trip generation rates, the project would generate a total of 4,448 gross daily vehicle trips, with 230 gross trips (65 inbound and 165 outbound) occurring during the AM peak hour and 355 gross trips (213 inbound and 142 outbound) occurring during the PM peak hour.

The project is required to implement a Transportation Demand Management (TDM) program to reduce single-occupancy vehicle trips associated with the project, and includes measures specifically developed to

meet the specific needs for the project, considering the logistical resources, challenges, and opportunities of the site. Measures include but are not limited to; VTA Eco Pass free transit, secure bicycle parking, bicycle repair lounges, on-site bike share program (community bikes), commuter kiosks, and a carshare program. These measures would reduce vehicle trips to achieve at least a four percent trip reduction for residential uses. In addition, the project is eligible for several trip reductions:

- A 9 percent reduction was applied to the residential use based on the project's proximity to a Caltrain station.
- A 20 percent pass-by reduction was applied to the commercial uses in the PM peak hour.
- A 15 percent reduction was applied to the smaller trip generator, to account for the internalization of trips between the residential and retail land use components of the project.
- Credit was given for the trips that are or were generated by the existing uses on the site.

After applying appropriate trip reductions and existing site trip credits, the project would generate 3,927 new daily vehicle trips, with 186 new trips (48 inbound and 138 outbound) occurring during the AM peak hour and 262 new trips (163 inbound and 99 outbound) occurring during the PM peak hour.

Project Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system, the locations of complementary land uses, and prior traffic analyses in the traffic study area. The project is similar in land use characteristics to the 400 San Antonio Road development; both include about 600 apartments and small commercial development. The 400 San Antonio Road development is located nearby, across San Antonio Road from the proposed project site; 400 San Antonio Road is also situated within the San Antonio Precise Plan Area. Therefore, the same trip distribution percentages from that project were used for consistency.

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. Project trips would enter and exit the site's internal street network (A Street and B Street) from California Street, San Antonio Road, and Pacchetti Way. Because the median on San Antonio Road precludes left-turns into or out of the project site from the western end of B Street, and the partial median on California Street precludes left-turns out of the project site from the southern end A Street, several different routes were analyzed to reflect the various ways that drivers may enter and exit the site. Inbound project trips, originating from north of the project site, were assumed to have a 10 percent/90 percent split between the Pacchetti Way entrance and the California Street entrance, respectively. This split reflects the fact that, while the California Street entrance is a more direct route and would be utilized by most drivers, the San Antonio Road/California Street intersection can become congested during peak times, which causes some drivers to divert onto San Antonio Circle to take the circuitous Pacchetti Way entrance route. The project trip distribution and trip assignment are shown on Exhibit 4.16-2 and Exhibit 4.16-3, respectively. Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Exhibit 4.16-4.

Intersection Level of Service Analysis

The results of the site-specific intersection level of service analysis, as shown in Table 4.16-4, indicate that with project implementation, the signalized study intersections would operate at an acceptable level (LOS D or better for which LOS D is the level of service standard, and LOS E or better for which LOS E is the level of service standard) during both the AM and PM peak hours. In addition, the analysis results show that the unsignalized study intersections along San Antonio Road, California Street, and Latham Street would operate at LOS B or better during all peak hours, with average delays of 20 seconds or less. The analysis also indicates that vehicles on the stop-controlled approaches (A Street, B Street, and Latham Street) would experience minor delays of less than 15 seconds. As noted above, the SAPP EIR concluded that significant impacts were expected at intersection #17, and a mitigation measure (TRANS-1) was recommended to implement a right-turn overlap phase. However, the SSTA for the project demonstrated that significant impacts at intersection #17 are no longer expected in the existing plus project scenario; therefore, it is not necessary to implement TRANS-1.

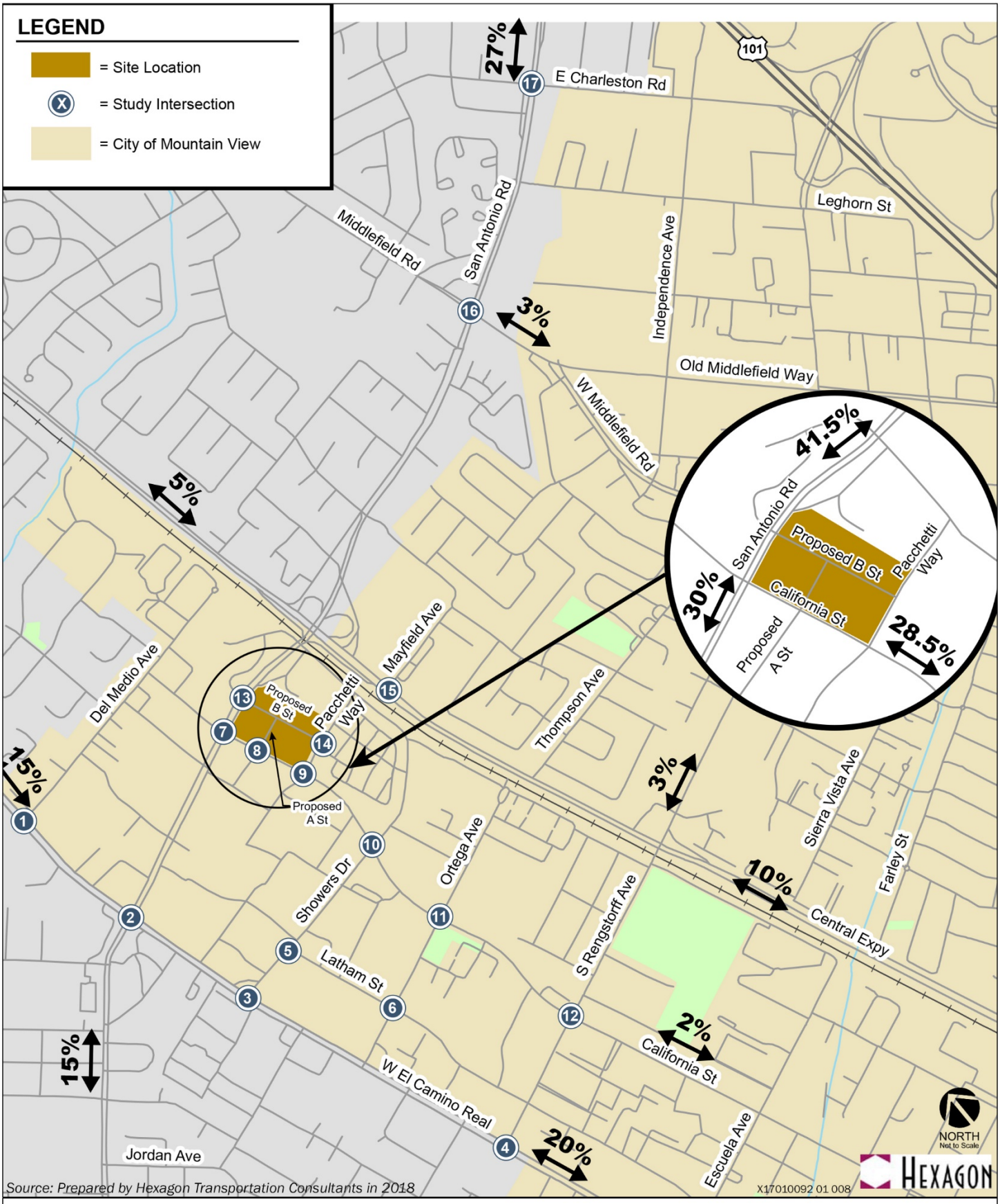
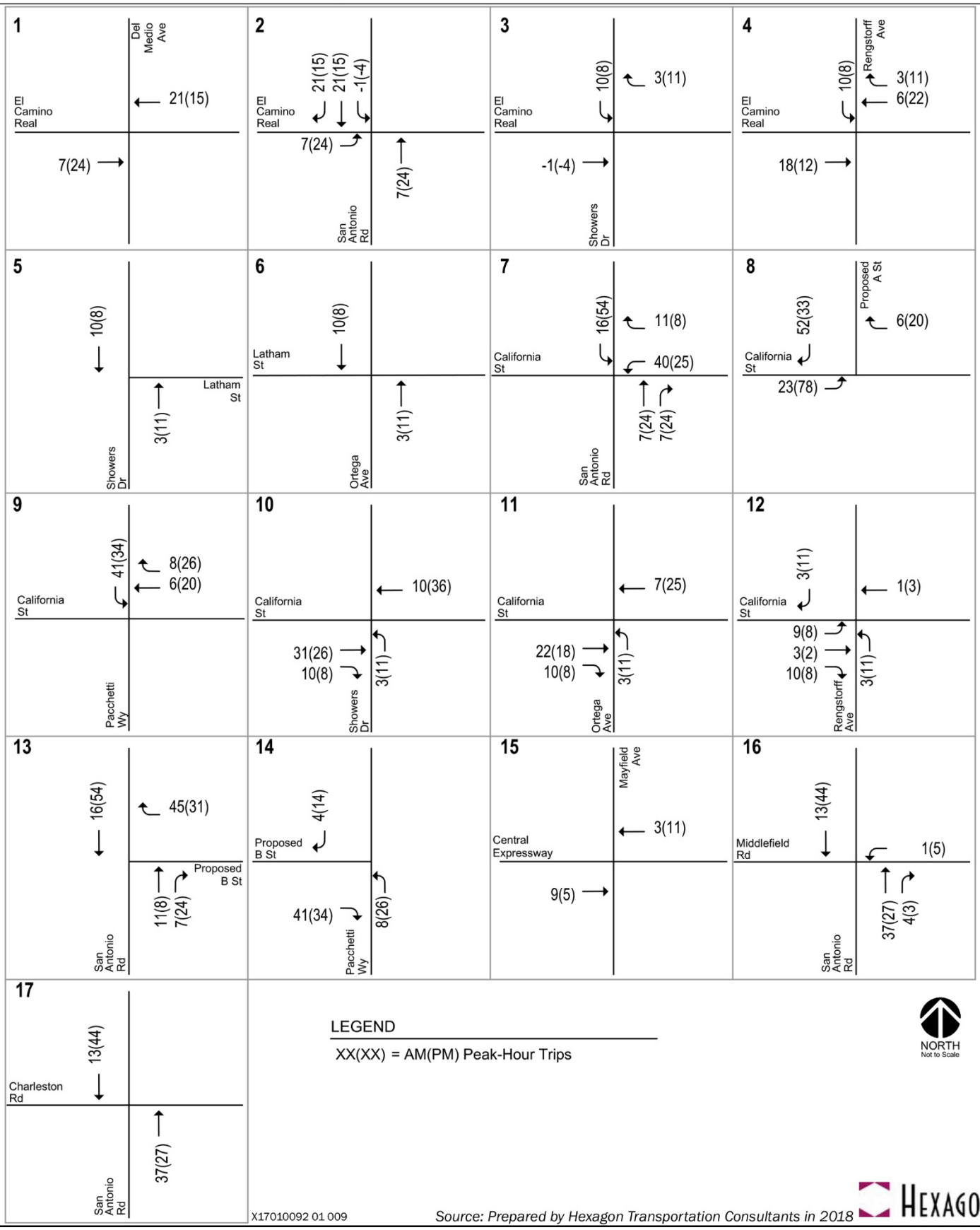


Exhibit 4.16-2 **Project Trip Distribution**



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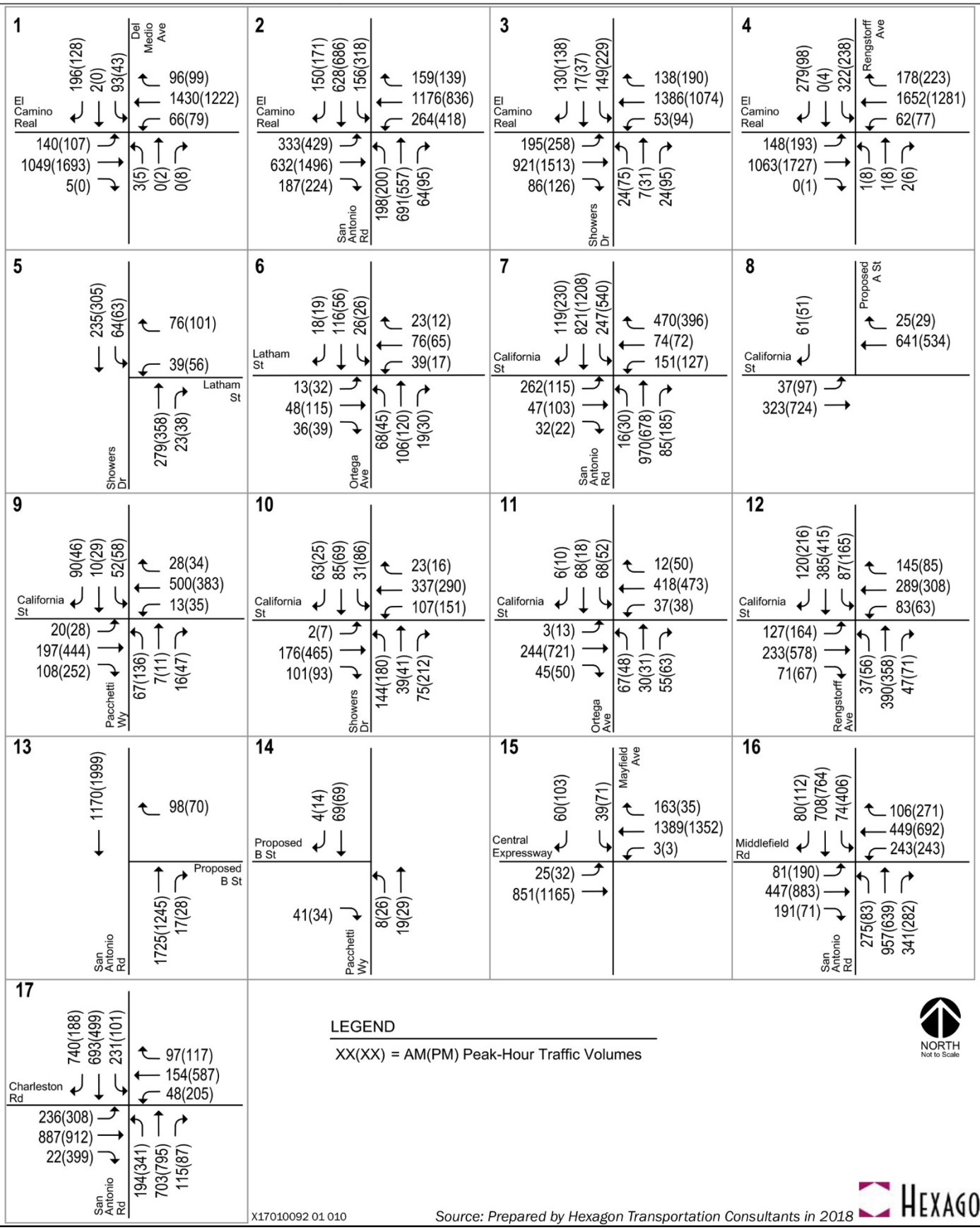
Source: Prepared by Hexagon Transportation Consultants in 2018

Exhibit 4.16-3 **Project Trip Assignment**



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Source: Prepared by Hexagon Transportation Consultants in 2018

Exhibit 4.16-4 **Existing Plus Project Traffic Volumes**

Table 4.16-4 Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Traffic Control	Existing Conditions				
				No Project		With Project		
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay
1	Del Medio Avenue and El Camino Real	AM PM	Signal	29.4 24.1	C C	29.2 23.9	C C	-0.1 -0.2
2	San Antonio Road and El Camino Real*	AM PM	Signal	56.2 52.2	E D	56.5 52.5	E D	0.5 0.3
3	Showers Drive and El Camino Real	AM PM	Signal	36.9 40.2	D D	37.4 40.3	D D	0.5 0.1
4	Rengstorff Avenue and El Camino Real*	AM PM	Signal	35.9 24.0	D C	35.9 24.2	D C	0.0 0.3
5	Showers Drive and Latham Street	AM PM	SSSC[1]	11.4 13.2	B B	11.5 13.4	B B	0.0 0.0
6	Ortega Avenue and Latham Street	AM PM	AWSC[2]	8.8 8.8	A A	8.9 8.9	A A	0.1 0.1
7	San Antonio Road and California Street**	AM PM	Signal	50.7 48.9	D D	51.2 49.8	D D	0.4 0.5
8	Proposed A Street and California Street	AM PM	SSSC[1]	104 10.0	B B	8.1 9.0	A A	9.4 14.6
9	Pacchetti Way and California Street	AM PM	Signal	13.4 15.1	B B	13.6 15.4	B B	-0.1 0.0
10	Showers Drive and California Street	AM PM	Signal	35.5 36.8	D D	33.2 36.6	C D	-5.2 -0.4
11	Ortega Avenue and California Street	AM PM	Signal	22.9 19.1	C B	22.9 18.9	C B	-0.1 -0.3
12	Rengstorff Avenue and California Street	AM PM	Signal	32.3 31.4	C C	32.6 31.8	C C	0.6 0.7
13	San Antonio Road and Proposed A Street	AM PM	SSSC[1]	11.9 10.5	B B	12.6 10.9	B B	0.2 0.1
14	Pacchetti Way and Proposed A Street	AM PM	SSSC[1]	0.0 0.0	A A	8.8 8.8	A A	3.0 2.9
15	Mayfield Avenue and Central Expressway	AM PM	Signal	10.3 13.4	B B	10.3 13.4	B B	0.0 0.0
16	San Antonio Road and Middlefield Road*	AM PM	Signal	39.1 42.8	D D	392 43.4	D D	0.1 0.9
17	San Antonio Road and Charleston Road*	AM PM	Signal	44.2 42.2	D D	44.2 42.8	D D	0.3 0.7

Notes: SSSC = side-street stop control, AWSC = all-way stop control

* Denotes the CMP designated intersection

** Denotes intersection on San Antonio Road within the San Antonio Precise Plan Area

1 Average delay for a SSSC intersection is reported for the worst stop-controlled approach

2 Average delay for a AWSC intersection is reported for the entire intersection

Source: Hexagon Transportation Consultants 2018

Freeway Segment Analysis

Per VTA's 2014 TIA Guidelines, a freeway segment level of service analysis is required when a project would add trips greater than one percent of a segment's capacity. Project traffic on the freeway segments in the vicinity were calculated and represent less than one percent of capacity of all freeway segments in the area. Therefore, a freeway segment level of service analysis was not completed.

Other Transportation Issues

The SSTA found that the project would not be expected to have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area. Thus, no project sponsored improvements would be necessary to mitigate impacts in these areas.

Cumulative Conditions

Under cumulative conditions, the SAPP EIR determined a LOS F during either the AM and/or the PM peak hours for the intersections along El Camino Real, San Antonio Road, and Rengstorff Avenue. The SSTA found that an increase in traffic as a result of the additional 134 residential units would not result in a substantial increase in cumulative traffic at the intersections along those corridors. For example, the 134 units would increase traffic at the intersection of San Antonio Road and California Street by less than half of one percent in the morning peak hour and by one percent in the PM peak hour. Since these intersections along El Camino Real, San Antonio Road, and Rengstorff Avenue would already operate at below-standard conditions, the minor increase in traffic from the 134 additional units would not significantly exacerbate the 2030 cumulative traffic conditions or create any new impacts outside of those identified in the SAPP EIR. Therefore, the project would not result in any new or substantially more severe significant cumulative impacts.

Conclusion

Based on the findings of the SSTA, the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, and this impact would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR. The previously-identified impact at Intersection #17 in the SAPP EIR (San Antonio Road and California Street) would not occur under existing plus project conditions, and TRANS-1 would not be required.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

See the analysis under checklist item a) above.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

As discussed in the SAPP EIR Appendix A, Section 4.8.7.6, Public-Use Airports, the SAPP area is not located within any protected airspace zones defined by the ALUC and has no heliports listed by the FAA. Thus, the project is not located within any protected airspace zones and would not interfere with air traffic levels or patterns. **No impact** would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The SSTA analyzed potential effects to pedestrian and bicycle facilities and site access and circulation. Vehicular access to the project site would be provided via internal streets, known as A Street and B Street. Access onto and off the project site from San Antonio Road would be provided via right-turn in and right-turn out movements only. Access enabling all movements except left-turns out would be provided on California Street; and full access would be provided on Pacchetti Way. The width of the driveways would range from 20 to 26 feet wide (measured at the throat).

In addition to the project driveways that abut the adjacent streets (i.e. San Antonio Road, California Street, and Pacchetti Way), the project would include two separate below-grade parking garages, each with two levels. Access to the parking garages would be provided via A Street and B Street. The width of the garage driveways would range from 22 to 24 feet wide (measured at the throat). Based on the measured width, the project driveways would meet the City's minimum requirement of 18 feet in width for two-way driveways. The distances from the curb on B Street back to the start of the garage ramps appears to range from approximately 27 to 33 feet. Given the short distance between the street curb and the end of the garage ramps, the SSTA noted that City staff recommend the installation of mirrors, allowing drivers to see pedestrians on the sidewalk approaching the garage exits. In addition, City staff recommend signage and pavement markings should be provided to alert vehicles of pedestrians when exiting the garage. Although no significant impact was identified, these operational recommendations would be added as conditions of approval for the project.

On-site circulation was reviewed in accordance with the City of Mountain View Zoning Code and generally accepted traffic engineering standards. The project would provide good connectivity through the site for bicycles and pedestrians.

The signal warrant discussion in the SSTA describes the traffic signal that would be installed at the intersection of A Street/California Street. As explained, City staff would require the installation of a new traffic signal in this location because an unsignalized crossing could pose risks to pedestrians given the high traffic volumes along California Street, and could result in operational issues at the San Antonio/California intersection, thereby encouraging neighborhood through traffic. While no significant impact has been identified, this operational improvement would be added as a condition of approval to ensure pedestrian safety, reduce traffic congestion at the adjacent intersection, and reduce the potential for neighborhood through traffic.

The project would meet design and safety standards established by the City and would be consistent with the intersection design standards in the SAPP. Therefore, the project would not substantially increase hazards because of a design feature or incompatible land uses. Impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

e) Result in inadequate emergency access?

As discussed in the SAPP EIR Section IV.D.2.b, Impacts Analysis, temporary lane closures and construction-related traffic during implementation of the SAPP could delay or obstruct the movement of emergency vehicles. The following COA identified in the SAPP EIR would be applicable to the project:

- **COA PW-89**. Traffic Control Plans: Submit Traffic Control plans for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure for review and approval. Sidewalk closures are not allowed unless reconstruction of sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detour should be shown on the Traffic Control plans.

Implementation of COA PW-89, which requires the submittal of a traffic control plan prior to construction, would provide adequate emergency access. Furthermore, the project would meet all design and safety standards established by the City and would be consistent with SAPP policy CIRC-2.6, which would require that street configurations prioritize pedestrian and bicycle comfort, and accommodate necessary delivery, emergency and solid waste vehicle access. Adherence to General Plan policies and actions that ensure maintenance of existing emergency response plans and development of a Local Hazard Mitigation Plan would also address effects related to emergency response and evaluation procedures (see checklist Item 4.8 g). Therefore, impacts to emergency access would be **less than significant**.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As discussed in the SAPP EIR Impact TRANS-1, with the proposed improvements to transit, pedestrian, and bicycle facilities, the impact on pedestrian and bicycle facilities was determined to be less than significant. The project would not result in any substantial changes to the existing or planned pedestrian, bicycle, a transit networks and operations and would not result in unsafe conditions or conflict with adopted policies, plans, or programs related to public transit, bicycle, or pedestrian facilities. Therefore, impacts would be **less than significant**.

Mitigation Measures

No significant transportation impacts have been identified, and no mitigation measures are required. As noted above, the SAPP EIR concluded that significant impacts were expected at intersection #17, and a mitigation measure (TRANS-1) was recommended to implement a right-turn overlap phase. However, the SSTA for the project demonstrated that significant impacts at intersection #17 are no longer expected in the existing plus project scenario; therefore, it is not necessary to implement TRANS-1.

Conclusion

No new circumstances or project changes have occurred nor has any substantially important new information been found requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to transportation/traffic.

4.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	SAPP EIR Section IV.E.2.b	No	No	Yes, impact remains less than significant
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	SAPP EIR Section IV.E.2.b	No	No	Yes, impact remains less than significant
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	SAPP EIR Section IV.E.2.b	No	No	Yes, impact remains less than significant
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	SAPP EIR Section IV.E.2.b	No	No	Yes, impact remains less than significant
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	SAPP EIR Section IV.E.2.b	No	No	Yes, impact remains less than significant
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	SAPP EIR Section IV.E.2.b	No	No	NA, impact remains less than significant
g. Comply with federal, state, and local statutes and regulations related to solid waste?	SAPP EIR Section IV.E.1.d	No	No	NA, impact remains less than significant
h. Create demand for natural gas, electricity, telephone, and other utility services that cannot be met.	SAPP EIR Section IV.E.2.c	No	No	NA, impact remains less than significant
i. Result in inefficient, wasteful, and unnecessary consumption of energy.	SAPP EIR Section IV.E.2.b	No	No	NA, impact remains less than significant

4.17.1 Discussion

Since completion of the SAPP EIR, the City of Mountain View adopted the 2015 Urban Water Management Plan (UWMP) (City of Mountain View 2016). The SAPP Water Supply Assessment (WSA) was based in part on information from the City's 2010 UWMP. While there is some variation between the WSA and 2015 UWMP in the estimates of water supply and demand for buildout of the City, both the WSA and 2015 UWMP conclude that there is adequate water supply available to meet this demand during normal years and water supply deficits in single- and multi- dry years are projected to be met with the implementation of the City's Water Shortage Contingency Plan. Thus, the 2015 UWMP does not substantially change the water supply impact analysis provided in the SAPP EIR.

A UIS and WSA (Schaaf & Wheeler 2018b), included as Appendix D and E, respectively, have been prepared for the proposed Greystar Mountain View North of California Street Master Plan. The following public services and utilities analysis updates the information from the SAPP EIR and uses the project-specific analyses to determine if any new or substantially more severe impacts would occur or if infrastructure improvements would be required to serve the project that were not considered in the SAPP EIR.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

As discussed in the SAPP EIR Section IV.E.2.b, Impact Analysis, future development within the SAPP area would result in an increase in wastewater flows, resulting in the need for upsized wastewater treatment mains and other improvements. The SAPP EIR identified COA PW-13, regarding water and sewer capacity fees. The COA stated that water and sewer capacity fees would be implemented by the City, per its authorization of amendments to Chapters 28 and 35 of the City Code requiring development projects to pay capacity fees, if applicable, for building permits issued on or after July 1, 2015. Subsequently, the City's Standards Conditions, effective January 30, 2017, included COA PW-10, Water and Sewer Capacity Charges, which states the following:

- **COA PW-10, Water and Sewer Capacity Charges**. Prior to issuance of any building permits, the applicant shall pay the water and sewer capacity fees for the development. The water and sewer capacity charges for residential connections are based on the number and type of dwelling units. There are separate charges for different types of residential categories so that the capacity charges reasonably reflect the estimated demand of each type of connection. The water and sewer capacity charges for nonresidential connections are based on the water meter size and the building area and building use, respectively. Credit is given for the existing site use(s) and meter size(s) as applicable.

The SAPP EIR also included Mitigation Measure UTL-2.

- **Mitigation Measure UTL-2**. As private properties within the Plan area are developed, project-specific capacity and condition analyses of applicable wastewater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the wastewater system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's wastewater infrastructure, as necessary.

The SAPP EIR concluded that implementation of 2030 General Plan policies and actions, the applicable COA, and Mitigation Measure UTL-2 would reduce project-related impacts to wastewater treatment requirements to a less-than-significant level.

Consistent with Mitigation Measure UTL-2 of the SAPP EIR, a UIS was prepared for the project (See Appendix D). The UIS analyzed the incremental increase in development above what was previously analyzed in the SAPP EIR and found that the project would contribute an additional 14,330 gallons per day (gpd) of sewer flow. This would add flow to existing deficiencies but would not increase the number of deficient pipes in the existing sewer system serving the project area. The project is located within the portion of the City referred to as the Alma Recorder Area which contributes flow to the Los Altos Inceptor Sewer and has a contractual limitation of two million gallons per day of peak wet weather flow (PWWF). Pre-project flow to the Alma Recorder during PWWF is estimated to be 16 percent below the contractual limit, and 14 percent below the contractual limit post-project. In the Future Cumulative Condition, pre-project flow to the Alma Recorder during PWWF would be 11 percent below the contractual limit and 10 percent below the contractual limit post-project, assuming all the recommended capital improvement projects (CIPs) in the *2030 General Plan – Updated Water System Modeling* have been constructed. As explained in the UIS, Palo Alto owns the RWQCP, and contractual capacity is based on the Joint Sewer System agreement, with addendums that revised contractual capacity in relationship to facility expansion. With implementation of the 2030 General Plan policies and actions and applicable COA and because there is existing capacity at the plant and the project's wastewater would be similar to existing domestic wastewater quality and would not result in any

changes to treatment requirements or exceed the plant's NPDES permit, project impacts to wastewater treatment requirements would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in the SAPP EIR Section IV.E.2.b, Impact Analysis, future development within the SAPP area would result in an increase in wastewater flows and increased demand for water. Increased wastewater flows are discussed under checklist item a), above. Water demand during construction activities would be temporary in nature and would not be substantial. Water demand associated with construction activities would not require additional water treatment facilities or entitlements. COA PW-10, described under checklist item a) and identified in the SAPP EIR would be applicable to the project. Mitigation Measure UTL-1 from the SAPP EIR would also be implemented:

- **Mitigation Measure UTL-1.** As private properties within the Plan area are developed, project-specific capacity and condition analyses of applicable water infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the water system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water infrastructure, as necessary.

The SAPP EIR concluded that implementation of 2030 General Plan policies and actions, the applicable COA, and Mitigation Measure UTL-1 would reduce project-related impacts to water supply facilities to a less-than-significant level.

Consistent with Mitigation Measure UTL-1 of the SAPP EIR, a WSA was prepared for the project (See Appendix E). The WSA states that the Project would increase water demand within the City by approximately 23 acre-feet per year (AFY), which was not accounted for in the 2015 Urban Water Management Plan (UWMP) and therefore represents an increase in the projected demand. Pursuant to Section 10910 of the California Water Code (CWC), and based on the analysis detailed in the WSA, the City's currently projected water supplies would be sufficient to meet the projected annual water demands of existing and previously approved uses and the implementation of the project during normal, single dry-, and multiple dry-years. The Utilities Impact Study also concluded that the water system meets system design criteria at peak hour demand. With implementation of the 2030 General Plan policies and actions and applicable COA, project impacts to water supply facilities would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR. See the discussion below, under checklist item 4.18 b), regarding cumulative effects.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in the SAPP EIR Section IV.E.2.b, Impact Analysis, individual project sites in the SAPP area may have stormwater drainage characteristics that change as a result of new development. As new development is proposed, the City will require individual developments to determine stormwater infrastructure needs and potential improvement costs. These needs could include upsizing of pipes that were not studied in the Storm Drainage Master Plan, or new mains to connect unserved areas. At the time of development, infrastructure improvements would be determined and compliance with Policy INC 8.2: National Pollutant Discharge Elimination System (NPDES) Permit would be required. The following COAs identified in the SAPP EIR would be applicable to the project:

- **COA FEP-05, Construction Sediment and Erosion Control Plan.** (see text above, under 4.9.1(a))

- **COA FEP-11, Efficient Irrigation.** Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include: (a) setting irrigation timers to avoid runoff by splitting irrigations into several short cycles; (b) employing multi-programmable irrigation controllers; (c) employing rain shutoff devices to prevent irrigation after significant precipitation; (d) use of drip irrigations for all planter areas which have a shrub density that will cause excessive spray interference of an overhead system; and (e) use of flow reducers to mitigate broken heads next to sidewalks, streets, and driveways. Identify which practices will be used in the building plan submittal.

- **COA FEP-22, Stormwater Treatment (C.3).**

Additionally, Mitigation Measure UTL-3 would be implemented:

- **Mitigation Measure UTL-3.** As private properties within the Plan area are developed, project-specific analyses of stormwater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary.

The SAPP EIR concluded that implementation of 2030 General Plan policies and actions, applicable COAs, and Mitigation Measure UTL-3 would reduce project-related impacts on stormwater infrastructure to a less-than-significant level.

Consistent with SAPP EIR Mitigation Measure UTL-3, a UIS was completed for the project which evaluated the projects' impacts on stormwater infrastructure. Two CIPs were identified in the 2017 Storm Drain Master Plan downstream of the project as medium priority. The project would contribute flow to the existing deficient pipes but is not expected to increase runoff because the project's impervious area is the same as the pre-project site condition. With implementation of the 2030 General Plan policies and actions and applicable COAs, project impacts on stormwater infrastructure would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

See the analysis under checklist item b) above.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

See the analysis under checklist item a) above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

As discussed in the SAPP EIR Section IV.E.2.b, Impact Analysis, implementation of the SAPP would generate approximately one percent increase in the permitted daily disposal at Kirby Canyon Landfill. The permitted daily throughput of Kirby Canyon Landfill is 2,600 tons per day and the remaining capacity of the landfill is 16,191,600 cubic yards (CalRecycle 2018). Thus, the SAPP area would be served by a landfill with sufficient permitted capacity to accommodate waste generated from future growth. Furthermore, the 2030 General Plan includes the following policies and actions to address solid waste (City of Mountain View 2012):

- **Policy INC 10.1: Zero waste.** Pursue a citywide goal of zero waste.

- **Policy INC 10.4: Construction waste reuse.** Encourage building deconstruction and reuse and construction waste recycling.

- **Policy INC 11.1: Waste diversion and reduction.** Meet or exceed all federal, state and local laws and regulations concerning solid waste diversion and implementation of recycling and source reduction programs.
- **Policy INC 11.2: Recycling.** Maintain and expand recycling programs.
- **Policy INC 11.3: Composting.** Provide productive reuse or composting services or both for all discarded organic materials in the city, including all food and green waste.

The SAPP EIR concluded that implementation of 2030 General Plan policies would reduce solid waste generation from the project. Impacts would be less than significant.

The project is consistent with the land use designations, employment growth, and overall development intensity set forth in the SAPP. However, the project would increase the total number of residential units in the plan area by 134 units above the number evaluated in the SAPP EIR. According to CalRecycle's estimated solid waste disposal rates, residents dispose of approximately 4.9 pounds of solid waste per resident per day (CalRecycle 2017). Assuming two residents per unit, the 134 additional units would generate an additional 0.66 tons per day, which is less than one percent of the permitted daily throughput of Kirby Canyon Landfill. Given the remaining capacity of the landfill, the project's small additional contribution, and implementation of the 2030 General Plan policies, the project would not result in a new or greatly increased impact on landfill capacity. Impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

As discussed in the SAPP EIR Section IV.E.1.d, Solid Waste, the City achieved a diversion rate of 72 percent in 2006. 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. As a first step in this process, the City completed a waste characterization study. For 2009, the disposal rate was 4.0 pounds per capita per day against a target of 7.8 pounds (based on population) as measured by CalRecycle's methodology. The Zero Waste Plan will seek to further reduce the per capita disposal rate for both residential and commercial waste. Furthermore, the 2030 General Plan includes policies to reduce waste, as described in checklist item f), above.

The project would adhere to the applicable 2030 General Plan policies, which would reduce waste to meet federal, state, and local waste diversion requirements, and would be required to comply with federal, state, and local regulations related to solid waste. This impact would be **less than significant**.

h) Create demand for natural gas, electricity, telephone, and other utility services that cannot be met?

As discussed in the SAPP EIR Section IV.E.2.c, Cumulative Impacts of the SA Precise Plan, future demand for natural gas and electricity is expected to be met by PG&E through increasing reliance on renewable sources in response to regulatory requirements intended to address climate change. PG&E is required by the California Public Utilities Commission to update the existing systems to meet any additional demand. PG&E builds new infrastructure on an as-needed basis. Any electrical and natural gas distribution lines, substations, transmission lines, delivery facilities, and easements required to serve buildout of the SAPP would be subject to CEQA review by PG&E. However, it is expected that much of the distribution infrastructure would be collocated with other utilities underground within roadway rights-of-way to minimize the extent of environmental effects. The SAPP EIR stated that potential environmental effects for the construction of transmission lines include but are not limited to air quality (during construction), biological resources (depending on location), cultural resources (depending on location), hazardous materials, land use, noise and vibration (during construction), traffic, visual resources, and health hazards. Potential environmental effects of obtaining more power through the development of power plants include but are not limited to air quality, biological resources, cultural resources (depending on location), hazardous materials, land use, noise and vibration, traffic, visual resources, waste management, water and soil resources, and

health hazards. The SAPP EIR concluded that development associated with growth in the SAPP area and elsewhere in the City would be considered to be less than significant because of the small increment of increased energy demand as a result of energy conservation requirements and programs that were established under the 2030 General Plan EIR and the Greenhouse Gas Reduction Plan (GGRP). Additionally, with the implementation of statewide regulations AB 32 and Title 24 requirements, impacts from the future growth would be further reduced with the required integration of energy-efficiency measures. The SAPP EIR stated that this impact would be less than significant.

The project does not propose off-site infrastructure improvements. Therefore, with implementation of the 2030 General Plan policies and adherence to statewide regulations, impacts would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

i) Result in inefficient, wasteful, and unnecessary consumption of energy.

As discussed in the SAPP EIR Section IV.E.2.b, Impact Analysis, growth associated with the SAPP would not result in the wasteful, inefficient, or unnecessary consumption of energy by residential, commercial, industrial, or public uses because projects would be required to implement the current codes and ordinances in the Mountain View GGRP and Mountain View General Plan, which would result in the reduction of energy-related impacts.

The Mountain View GGRP was adopted on July 10, 2012, along with the Mountain View 2030 General Plan. The GGRP meets the requirements of the BAAQMD for "qualified plans" as described in the BAAQMD CEQA Guidelines. 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. Compliance with the mandatory measures ensures an individual project's consistency with the GGRP. For each of the following mandatory measures, the GGRP either reinforces the implementation of current codes and ordinances, or recommends changes to the City's codes and ordinances that would result in GHG reductions.

- Measure E-1.3 – Non-Residential Lighting Retrofit
- Measure E-1.6 – Exceed State Energy Standards in New Residential Development
- Measure E-1.7 – Exceed State Energy Standards in New Non-Residential Development
- Measure E-1.8 – Building Shade Trees in Residential Development
- Measure T-1.1 – Transportation Demand Management

All new projects associated with implementation of the SAPP would be required to comply with these codes and ordinances, as applicable, which would result in the reduction of energy-related impacts to a less-than-significant level. Furthermore, the project would be required to comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations.

The project is a mixed-use residential development within the SAPP area that promotes a dynamic mixed-used environment. The project promotes transit services through higher-density, transit-oriented development and improves bicycle and pedestrian connections. Given that the project would be required to comply with Title 24 requirements, the Mountain View GGRP, and the Mountain View General Plan, the project would not result in inefficient, wasteful, and unnecessary consumption of energy. This impact would be **less than significant**. This conclusion is the same conclusion as reached in the SAPP EIR.

Mitigation Measures

The following mitigation measures were referenced in the SAPP EIR and have already been implemented:

- **Mitigation Measure UTL-1.** As private properties within the Plan area are developed, project-specific capacity and condition analyses of applicable water infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the water system. As a condition of approval and prior to issuance of

grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water infrastructure, as necessary.

- **Mitigation Measure UTL-2**. As private properties within the Plan area are developed, project-specific capacity and condition analyses of applicable wastewater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the wastewater system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's wastewater infrastructure, as necessary.

- **Mitigation Measure UTL-3**. As private properties within the Plan area are developed, project-specific analyses of stormwater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the SAPP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to utilities and service systems.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the SAPP EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Mandatory Findings of Significance.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	SAPP EIR Appendix A Section 4.4.6 and Section 4.5.2	No	Yes, discussed throughout environmental checklist	Yes, impacts remain less than significant with mitigation
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	SAPP EIR Section IV and Appendix A	No	Yes, discussed throughout environmental checklist	Yes, impacts remain less than significant with mitigation
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	SAPP EIR Section IV.B, Section IV.C, and Appendix A Section 4.8.7	No	Yes, discussed throughout environmental checklist	Yes, impacts remain less than significant with mitigation

CONCLUSION

Since the SAPP EIR was certified in December 2014, there have been regulatory changes noted in the above checklist. However, no new significant impacts or substantially more severe impacts were identified.

Effects on fish and wildlife habitat and species are discussed above in checklist items 4.4.1 a) through f). As discussed above, the project COAs have been refined to include the number of trees to be removed and the number of heritage trees to be retained on the project site, based on the arborist report for the project. The information in the arborist report and the refinement of the COAs are consistent with the findings of the SAPP EIR and no new significant or substantially more severe biological impacts would occur with the project. Effects on cultural resources are discussed above in checklist items 4.5.1 a) and b) and were determined to be less than significant.

Cumulative effects are addressed throughout the SAPP EIR and this checklist and would not result in a considerable contribution to a cumulative effect; therefore, cumulative impacts would be less significant. The cumulative analysis in the UIS addresses future cumulative conditions in 2030 and cumulative plus project conditions for the City's storm drainage, water, and wastewater infrastructure systems. In general, the Study determined that implementation of improvements identified in the 2030 General Plan – Updated Water System Modeling would be adequate to accommodate future growth in the project area. The sewer system analysis also assumed compliance with the CIPs identified in the Wastewater Capacity and Alignment Study El Camino Real & San Antonio Change Area Project 14-48, prepared by West Yost in 2017. The UIS stated that the project would add flows to pipelines that would be deficient under cumulative conditions, but it would not increase the number of deficient pipelines. The UIS recommended that several pipelines

identified in the West Yost CIPs be upsized from 10-inch and 12-inch diameter to 15-inch diameter to meet the City's maximum flow depth to pipeline diameter criteria under cumulative conditions. The final determination of the appropriate sizing of these pipeline facilities will be determined by the City at the design and implementation phase of each CIP. The applicant would pay sewer capacity fees to fund the identified CIPs. These fees will be added as a condition of approval of the project.

The SAPP EIR and the Mountain View 2030 General Plan and Greenhouse Gas Emissions EIR evaluated impacts to humans, including aesthetic and visual resources, air quality, geology and soils, noise, hazardous materials, public services and recreation, population and housing, mineral resources, hydrology and water quality, and utility and service system impacts. The project would contribute to the same less than significant impacts identified in the previous EIRs. Approved mitigation measures in the SAPP EIR that are not already complete would continue to be implemented with the project. The project would comply with the Mountain View GGRP, the Mountain View General Plan, and the City standard COAs. Therefore, no new significant impacts or substantially more severe impacts would occur with implementation of the project. The findings of the certified SAPP EIR remain valid and no further analysis is required.

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Appendices to this report can be viewed at:

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Mondays and Wednesdays
8 a.m. to 6 p.m.

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