CEQA Compliance Checklist

Pear Avenue Mixed-Use Development Project

CITY OF MOUNTAIN VIEW

October 2018

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	**Pear Avenue Mixed-Use Development Project**	FILE NUMBER: PL2017-380
SITE ADDRESS:	Pear Avenue, Mountain View, CA 94043	APN: 116-14-028, -089, -094, -095, -098, -126, -136, and -137
APPLICANT:	The Sobrato Organization	
PROPERTY OWNER:	The Sobrato Organization 10600 North De Anza Boulevard, Suite 200, Cupertino, CA 95014-2075	

Previously Certified EIRs:

- *North Bayshore Precise Plan Subsequent Environmental Impact Report (EIR)* (2017), State Clearinghouse (SCH) #: 2013082088
- *North Bayshore Precise Plan EIR* (2014), SCH #: 2013082088
- *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR* (2012) SCH #: 2011012069

PROJECT DESCRIPTION SUMMARY: The Sobrato Organization proposes to construct a mixed-use development on a 16.2-acre site located in the 650-acre North Bayshore Precise Plan area. The project site is located in the southeastern portion of the North Bayshore Precise Plan area in the *P(39) North Bayshore Precise Plan* zoning district, on Assessor's Parcel Numbers (APNs) 116-14-028, -089, -094, -095, -098, -126, -136, and -137. The project site is bounded by La Avenida Street to the south, Inigo Way to the west, Space Park Way to the north, and the Santiago Villa Mobile Home Park to the east.

The site would include two main areas: the northern parcel, with four new residential buildings; and the southern parcel, with a new residential building, a new office building, and an existing office building. A 1.4-acre parcel at the northwestern corner of the site would be set aside for future development of affordable housing. The parcel at 1110 La Avenida Street (southeast corner of the site) has been designated as a "reserve" parcel, and is not proposed for redevelopment. With the exception of the existing five-story office building and the reserve parcel, all existing site buildings would be demolished. The project includes the following activities:

- Demolish all but two buildings (156,317 square-foot office, 18,740 square-foot industrial/office);
- Construct a six-story 231,210-square-foot office building;
- Construct 635 market-rate units within five buildings, with a proposed parking ratio of 0.71 space per unit;
- Allocate 1.4 acres for up to 150 affordable units on a separate parcel at the northwest end of the site; and
- Remove 84 Heritage trees with approval of a Heritage Tree Removal Permit.

The project also proposes the extension of Inigo Way between Pear Avenue and Space Park Way, and the construction of outdoor plazas, courtyards, and pedestrian greenways throughout the site. The eastern end of Pear Avenue would be converted into a pedestrian area.

The project site proposes to remove 103,513 square feet of existing industrial uses, retain 175,057 square feet of existing office and industrial uses, and construct 231,210 square feet of office uses on the site, resulting in a total of 406,267 square feet of office and industrial/office uses on the site. The project also proposes to construct 635 market-rate residential units within five buildings on the northern and southern residential portions of the site. The project would set aside a 1.4-acre parcel for future development of up to 150 affordable residential units. The proposed floor-area ratio (FAR) for the office uses is 0.59, and the proposed residential FAR is 1.68.[1]

ENVIRONMENTAL SETTING: The proposed project is located in the southeastern portion of the North Bayshore Precise Plan area of Mountain View. The 16.2-acre site is developed with 278,387 square feet of existing office and industrial buildings, as well as landscaping and surface parking lots.

Surrounding land uses include the Computer History Museum, the Santa Clara Valley Transit Authority North Coach Terminal, a mobile home park (Santiago Villa), and several office buildings.

DETERMINATION: This checklist determined that the proposed project would result in either no impact or a less than significant impact as addressed in the *North Bayshore Precise Plan Subsequent EIR* (2017). The project complies with CEQA (California Environmental Quality Act), since office and residential uses at the proposed intensity on the site were analyzed in the *North Bayshore Precise Plan Subsequent EIR* (2017).

NO ADDITIONAL IMPACT FINDING: The proposed project is in compliance with the California Environmental Quality Act, because the Checklist was prepared pursuant to CEQA Guidelines and found that with implementation of the North Bayshore Precise Plan standards and guidelines, standard City Conditions of Approval, State regulations, and certain mitigation measures identified in the *North Bayshore Precise Plan Subsequent EIR (2017),* the proposed addition of up to 231,210 square feet of office uses, up to 635 market-rate units, and up to 150 affordable units would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIR.

Prepared by: Martin Alkire, Principal Planner
Community Development Department

Date: October 5, 2018

All referenced documentation is available for public review at the City of Mountain View, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.

[1] The affordable housing parcel is not included in FAR or site area calculations.

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1. INTRODUCTION

Per the Section 15183(a) of the CEQA Guidelines, CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

The following environmental checklist provides information for the decision-makers and the public regarding the City's evidence and reasoning for determining the project's consistency with the assumptions and mitigation measures in the North Bayshore Precise Plan and *North Bayshore Precise Plan Subsequent Environmental Impact Report (2017).*

2. HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The *North Bayshore Precise Plan Subsequent Environmental Impact Report (2017)* evaluated the environmental impacts of the amended North Bayshore Precise Plan. The North Bayshore Precise Plan area is the area identified in the Mountain View 2030 General Plan as the North Bayshore Change Area.

The adopted North Bayshore Precise Plan consists of City-initiated revisions to the Mountain View 2030 General Plan and *P(39) North Bayshore Precise Plan* zoning district to allow residential uses, in addition to office and commercial uses. The North Bayshore Precise Plan was designed to provide a vision and guiding principles, development standards, and design guidelines for the properties in this area, in conformance with the 2030 General Plan vision for North Bayshore.

Up to 9,850 new multi-family residential units are allowed under the 2030 General Plan and North Bayshore Precise Plan, in addition to 3.6 million square feet of office and commercial development. The project area could also include new or enhanced parks and trails and new public streets. The Precise Plan allows a mix of multi-family units, including a goal of up to 70 percent one-bedroom and "micro" units,[2] with the remaining 30 percent comprised of two- and three-bedroom units.

The residential uses are planned to be located in the central portion of the Precise Plan area, and have a 2030 General Plan land use designation of either *North Bayshore Mixed-Use* or *Mixed-Use Center*.

The North Bayshore Precise Plan includes the development of "Complete Neighborhoods," which have been envisioned to include a mix of land uses, amenities, and services. The amended Precise Plan includes an increase in retail and supporting services over the previous plan, and includes neighborhood-serving retail in several locations along Shoreline Boulevard and regional retail in the Gateway Character Area. The Precise Plan includes a goal of a minimum of 20 percent affordable housing units within the North Bayshore Precise Plan area. Infrastructure and transportation improvements are included as part of the Precise Plan.

[2] "Micro" units are defined as approximately 300-350 square feet in size, with some shared common areas.

The Mountain View City Council certified the *North Bayshore Precise Plan Subsequent EIR* and approved the amended North Bayshore Precise Plan project in December 2017.

3. PROJECT DESCRIPTION

3.1 EXISTING SITE CONDITIONS

The proposed project is located on Pear Avenue in the North Bayshore area of Mountain View. The 16.2-acre project site is located at the southeastern portion of the North Bayshore Precise Plan area in the *P(39) North Bayshore Precise Plan* zoning district, on APNs 116-14-028, -089, -094, -095, -098, -126, -136, and -137. The site is developed with 278,387 square feet of existing office and industrial buildings, landscaping, and surface parking lots. The project site is bounded by La Avenida Street to the south, Inigo Way to the west, Space Park Way to the north, and the Santiago Villa Mobile Home Park to the east.

A regional map and a vicinity map of the site are shown on Figures 3.1-1 and 3.1-2, and an aerial photograph of the project site and the surrounding area is shown on Figure 3.1-3.

3.2 PROPOSED PROJECT

The Sobrato Organization (project applicant) proposes to construct a mixed-use development on a 16.2-acre site that would include two main areas: the northern parcel, with four new residential buildings; and the southern parcel, with a residential building, a new office building, and an existing office building completed in 2015. A 1.4-acre parcel at the northwestern corner of the site would be set aside for future development of affordable housing. The building at 1110 La Avenida Street has been designated as a "reserve" parcel, and is not proposed for redevelopment. With the exception of the existing five-story office building and the reserve parcel, all existing site buildings would be demolished.

The project includes the following major activities:

- Demolish all but two existing buildings on the site;
- Construct a six-story 231,210-square foot office building;
- Construct 635 market-rate units within five buildings;
- Allocate 1.4 acres for up to 150 affordable units on a separate parcel at the northwest end of the site; and
- Remove 84 Heritage trees with approval of a Heritage Tree Removal Permit.

The project also proposes the extension of Inigo Way from Pear Avenue to Space Park Way, and the construction of outdoor plazas, courtyards, and pedestrian greenways throughout the site. The eastern end of Pear Avenue would be converted into a pedestrian area.

The project site proposes to remove 103,513 square feet of existing office uses, retain 175,057 square feet of existing office and industrial/office uses and construct 231,210 square feet of office development on the site, resulting in a total of approximately 406,267 square feet of office uses on the site. As mentioned above, the project also proposes to construct up to 635 market-rate residential

units within five buildings on the northern and southern residential portion of the site. A separate parcel at the northwest end of the site would be set aside for future development of up to 150 affordable units. No development project has been submitted for the affordable housing project; the number of potential affordable housing units are an estimate for planning purposes.

A conceptual site plan is shown on Figure 3.2-1, and building elevations are shown on Figures 3.2-2 and 3.2-3.

3.3 GENERAL PLAN AND ZONING

GENERAL PLAN

The project site is designated *North Bayshore Mixed-Use* in the Mountain View 2030 General Plan. The *North Bayshore Mixed-Use* designation promotes a vibrant mix of retail, including restaurants and services, along with residential, offices, lodging, entertainment, and small businesses along the North Shoreline Boulevard corridor. Pedestrian and bike paths connect this area to surrounding office campuses and other areas.

- *Allowed land uses:* Office, commercial, lodging, entertainment, and residential

- *Intensity (office):* 0.45 FAR; intensities up to 0.65 FAR and 1.50 FAR may be permitted with measures for highly sustainable development specified within zoning ordinance or precise plan standards.

- *Intensity (residential):* 1.0 FAR (approximately 40 dwelling unit per acre [du/ac] or 40 – 80 residents per acre). FAR greater than 1.0 may be allowed if consistent with the North Bayshore Precise Plan affordable housing strategies.

- *Intensity (lodging):* 1.85 FAR.

- *Intensity (mixed-use)*: Mixed-use intensities are defined within Precise Plan or zoning ordinance standards.

- *Height guideline:* Up to eight stories for office and lodging; up to 15 stories for residential.

ZONING

The project site is zoned *P(39) North Bayshore Precise Plan* and is located within the *Pear Complete Neighborhood Area* of the Precise Plan. The *Pear Complete Neighborhood Area* includes parcels bordered by Shoreline Boulevard, Space Park Way, and U.S. 101. Under the North Bayshore Precise Plan, the neighborhood is characterized by a mix of high- to moderate-intensity residential and office buildings with art, theater, and institutional uses.

The western portion of the project site is within the *General Character Area* and, and the eastern portion of the site is within the *Edge Character Area*. The *General Character Area* is intended to be office employment-focused with a campus-like environment. The *General Character Area* allows a base FAR of 1.00 for a mixed-use non-residential and residential project, with a maximum FAR of

3.50. The *Edge Character Area* allows a base FAR of 1.00 with a maximum FAR of 1.85. The project proposes a non-residential FAR of 0.59 and a residential FAR of 1.68. The proposed project is consistent with the FAR requirements of the North Bayshore Precise Plan.

3.4 OFFICE COMPONENT

The total proposed office development, including the buildings to remain and the proposed 231,210-square-foot building, would be 406,267 square feet.

EXISTING

The recently constructed five-story, 156,317-square foot office building, located at 1255 Pear Avenue at the southeast corner of Pear Avenue and Inigo Way, and a one-story, 18,740-square foot industrial/office building, located at 1110 La Avenida Street at the southeast corner of the site, would be retained.

PROPOSED

A 231,210-square foot, six-story office building would be constructed immediately south of the existing five-story office building, at the northeast corner of La Avenida Street and Inigo Way. The building would be set back approximately 25 feet from the property line at La Avenida Street and Inigo Way. The proposed roof height is 92.5 feet. At the height of the rooftop screen, the proposed office building would have a maximum height of 102 feet. The sixth floor would have a balcony surrounding most of the building.

3.5 RESIDENTIAL COMPONENT

The project proposes up to 635 market-rate residential units within five buildings on the northern and southern residential portions of the site. The project would set aside a separate parcel at the northwest end of the site for future development of up to 150 affordable units.

NORTHERN RESIDENTIAL PARCEL

The northern residential parcel would include 415 apartment units in four buildings on a podium over two levels of parking (one level below grade). Parking would be allocated for residential and shared office/residential uses. The four buildings would be up to six stories (an estimated 80 feet) tall in the interior of the site and step down to four stories and an estimated 54 feet tall at the east end of the site, depending on the grade at which it is measured. The northern parcel would be bordered by Space Park Way to the north, the Santiago Villa Mobile Home Park to the east, the proposed Pear Avenue promenade to the south, and the proposed Inigo Way extension and an existing office building (Microsoft) to the west.

SOUTHERN RESIDENTIAL PARCEL

The southern residential building would include 220 units "wrapped" around a six-level above-grade parking structure. The building would be six stories and up to 74 feet tall in the interior of the site, and would step down to five stories and 60 feet tall at the east edge of the site, closest to the Santiago

Villa Mobile Home Park. The building would include parking for the proposed residential uses and the two adjacent office buildings (1255 Pear Avenue and proposed six-story office building).

The southern parcel would be bordered by the proposed Pear Avenue promenade to the north, Santiago Villa and a single-story industrial/office building to the east, La Avenida Street to the south, and the proposed office building to the west.

AFFORDABLE HOUSING SITE

The project applicant proposes to dedicate a parcel of land (1.4 acres) for the future development of up to 150 affordable residential units. The affordable units would be bordered by the proposed Inigo Way extension to the east, an existing office building (Microsoft) to the south, an existing parking lot to the west, and Space Park Way to the north. As previously noted, no development project has been submitted to the City for the affordable housing project; the number of potential affordable housing units are an estimate for planning purposes.

3.6 GREEN BUILDING AND EMISSIONS REDUCTION FEATURES

The project would include installation of new utilities, landscaping, driveways, and other site improvements. All buildings and parking structures would incorporate a number of sustainability and energy efficiency features. The project would include a Transportation Demand Management (TDM) program to reduce vehicle trips and promote alternative transportation options for all employees affiliated with the office buildings and project residents.

The Mountain View Green Building Code requires adherence to the Non-Residential Mandatory Measures of the 2016 California Green Building Code (CALGreen). New non-residential buildings of over 25,000 square feet must meet the requirements of Title 24, Part 6, and meet the intent of LEED[3] Silver. The Green Building Code also requires new residential developments with at least five units to have at least 70 GreenPointRated points and meet the CALGreen Non-Residential Mandatory Measures. In addition, the *North Bayshore Precise Plan* requires all new non-residential construction to meet LEED BD+C Gold Intent; thus, the project would exceed City Green Building standards. Appendix B of the North Bayshore Precise Plan requires additional green building measures.

The project proponent anticipates that this goal would be achieved in part by implementing some or all of the following green building measures and design features:

- Exceed State Title 24 California Energy Code requirements
- Installation of on-site renewable energy
- Public transportation access and community connectivity
- Electric vehicle charging stations
- Cool roofs
- Water efficient landscaping
- Low flow water fixtures

[3] US Green Building Council's Leadership in Energy and Environmental Design (LEED).

- Recycling of at least 75 percent of construction waste
- Use of recycled and/or regionally-available building materials
- Use of low-emitting materials

3.7 CONSTRUCTION ACTIVITIES

The applicant proposes to construct the project in two major phases, including the northern and southern project areas.

NORTH OF PEAR CONSTRUCTION

Demolition of the area north of Pear Avenue is estimated to require approximately two years. Grading and construction is estimated to require an additional two years.

SOUTH OF PEAR CONSTRUCTION

Demolition of the area south of Pear Avenue is estimated to require approximately three months. Grading and construction is estimated to require an additional two years.

3.8 PARKING

Vehicle parking would be located within two parking garages on the northern and southern residential parcels. The northern residential parcel would have one level of below-grade parking and one level of above-grade parking. The northern parcel would have 415 parking spaces assigned to residential uses and 156 parking spaces shared between residential uses and office uses, for a total of 571 parking spaces.

The southern parcel would have 219 assigned residential parking spaces, 834 assigned office parking spaces, and 152 parking spaces shared between residential and office uses. A proposed above-grade parking garage wrapped with residential units would be located in the southern residential parcel, east of the proposed office building. The parking garage would provide 1,205 parking spaces on six tiers. Conceptual elevations of the parking garage are shown on Figure 3.8-1.

Bicycle parking would be distributed throughout the project site, both inside and outside buildings. The proposed residential development would provide 72 short-term and 681 secured long-term bicycle parking spaces. The proposed office development would provide 44 short-term and 206 secured long-term bicycle parking spaces. The project would be consistent with the North Bayshore Precise Plan bicycle parking requirements.

3.9 SITE ACCESS AND CIRCULATION

Vehicle access to the site would be via Pear Avenue, La Avenida Street, Inigo Way, and Space Park Way. The project proposes to extend a new public street, the northern extension of Inigo Way, along the western edge of the site, from Pear Avenue to Space Park Way. Vehicle driveway entrances for the northern parcel would be located along Pear Avenue and Space Park Way. For the southern parcel, driveway entrances would be located on the La Avenida Street and Pear Avenue.

The existing Pear Avenue right-of-way within the project site is proposed to be converted into a broad, public, paved and landscaped bicycle and pedestrian promenade through the middle of the site from La Avenida Street to Pear Avenue. A pedestrian/greenway access easement is also proposed along the eastern edge of the site, from La Avenida Street to Space Park Way.

A circulation plan for the project site is shown on Figure 3.9-1.

3.10 HERITAGE TREES

The site and adjacent areas contain 555 trees, including 91 Heritage trees, as defined in the City of Mountain View Municipal Code. The project proposes to remove 84 Heritage trees and 426 non-Heritage trees and transplant six non-Heritage trees. The project proposes to plant at least 168 new trees both on the project site and along the project street frontages.

3.11 TRANSPORTATION DEMAND MANAGEMENT

The proposed project includes a TDM program, in conformance with the North Bayshore Precise Plan. The program would meet a trip cap established for new development based on the mode share target of 45 percent single-occupant vehicle (SOV) and 10 percent carpool. The goal of the TDM program is to reduce single-occupancy vehicle trips and encourage employees and residents to use alternate transportation modes (Refer to *Section 8.16, Transportation/Traffic* and Appendix G).

In addition to implementing the TDM programs for the new office building, the proposed TDM programs would be offered to the existing office building (1255 Pear Avenue) on the project site and the surrounding businesses. The 1255 Pear Avenue office building is currently occupied by Google, Inc., which already implements TDM programs for the building.

4. COMPARISON WITH PRECISE PLAN

The approved North Bayshore Precise Plan (2017) includes 3.6 million square feet of net new office uses and commercial development, and allows up to 9,850 residential units in the North Bayshore Precise Plan area. The Pear Avenue Mixed-Use Project proposes to remove 103,513 square feet of existing office uses, retain 175,057 square feet of existing office and industrial/office uses and construct 231,210 square feet of office development on the site, resulting in a total of approximately 406,267 square feet of office uses on the site. The project also proposes up to 635 market-rate residential units within five buildings on the northern and southern residential portion of the site, and up to 150 affordable units are proposed on a separate parcel at the northwest end of the site, for a total of 785 residential units.

The site is located within the Pear Complete Neighborhood in the General Character Area and Edge Character Area of the North Bayshore Precise Plan. The project proposes the type and scale of development envisioned in the Precise Plan and, based on a review by City staff, complies with the adopted Precise Plan standards and guidelines.

5. APPROVALS REQUIRED

The proposed Pear Avenue Mixed-Use Project will require approval from the Mountain View City Council. The project is subject to the City's site-specific design review process, and would require the following discretionary City permits:

- Planned Community Permit
- Development Review Permit
- Lot Line Adjustment
- Tentative Map
- Heritage Tree Removal Permit
- Building Permit
- Excavation Permit
- Grading Permit
- Demolition Permit(s)
- Recycled Water Permit

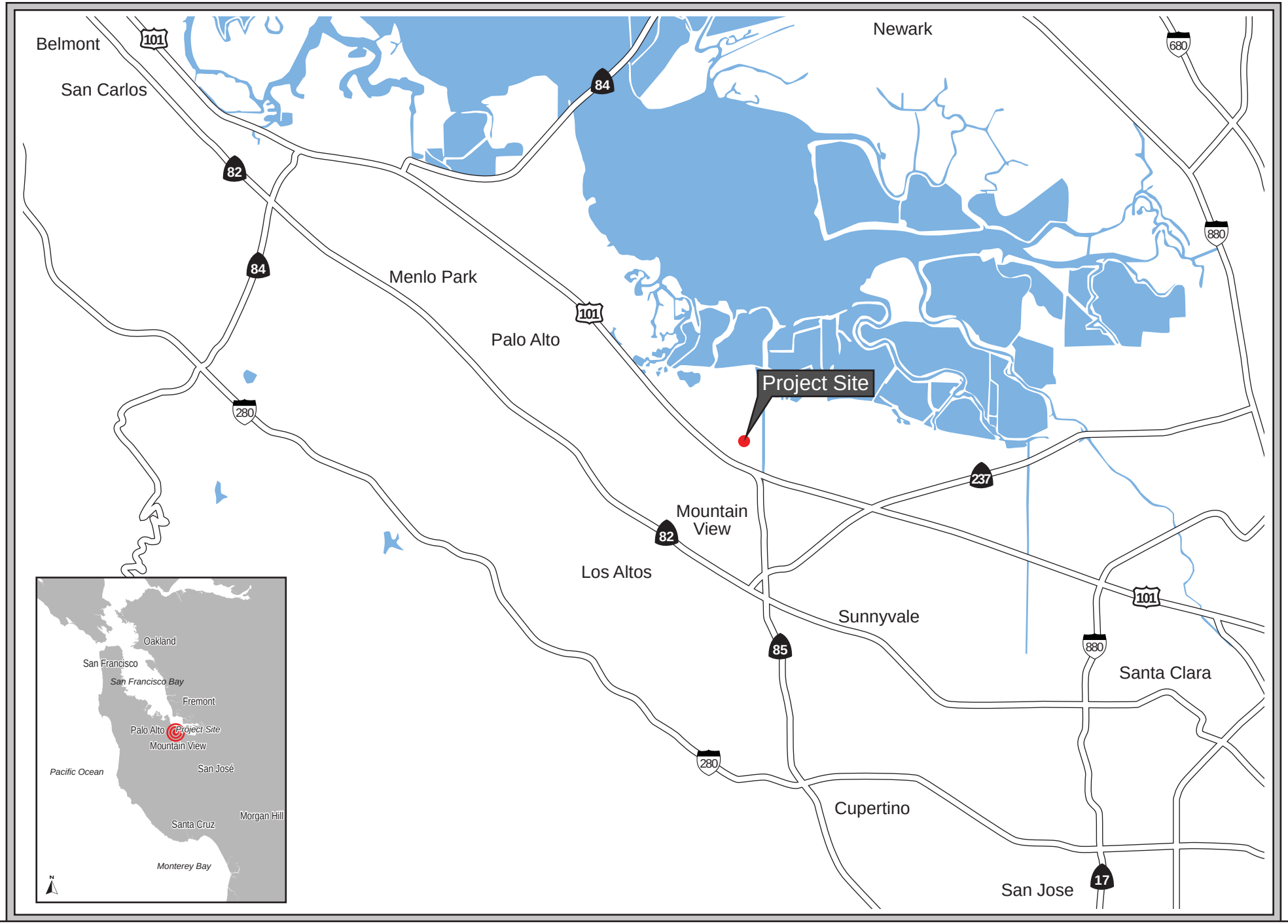
6. ENVIRONMENTAL CONCLUSION

The proposed project is in compliance with the California Environmental Quality Act because a checklist was prepared pursuant to CEQA Guidelines and found with implementation of the North Bayshore Precise Plan standards and guidelines, standard City Conditions of Approval, state regulations, and mitigation measures identified in the *North Bayshore Precise Plan Subsequent EIR,* the proposed addition of 127,697 square feet of net new office uses and up to 785 residential units would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIR.

Appendices Following Checklist:

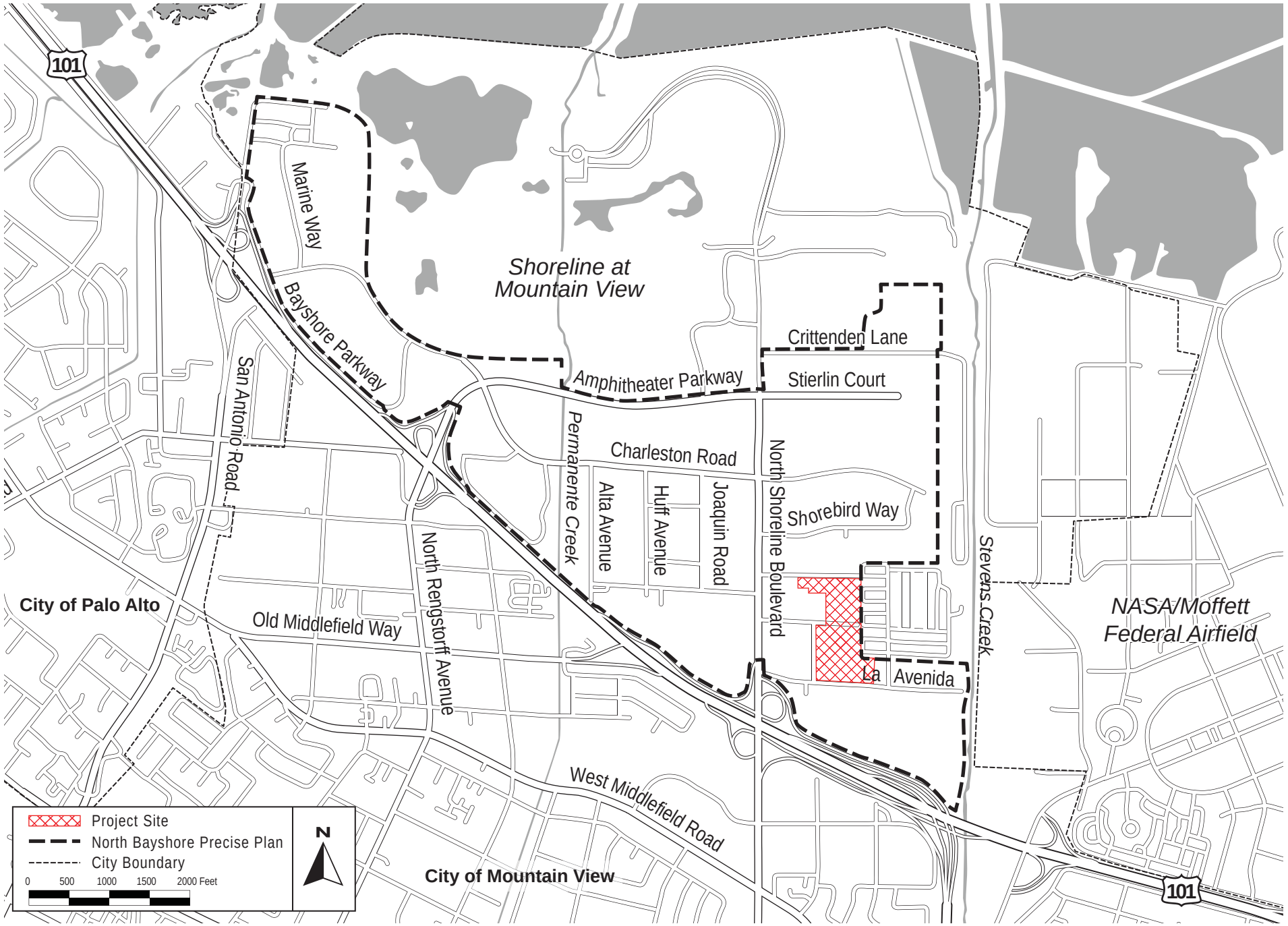
Appendix A: Air Quality Assessment
Appendix B: Arborist Report
Appendix C: Greenhouse Gas Emissions Compliance Memo
Appendix D: Environmental Conditions Summary
Appendix E: Mitigation Summary Letter
Appendix F: Noise Report
Appendix G: Site Specific Transportation Analysis (SSTA)
Appendix H: Gateway Traffic and Trip Cap Estimates
Appendix I: Driveway and Gateway Trip Generation Analysis
Appendix J: Utility Impact Study

Other referenced documents and correspondence are available for review at the City of Mountain View, Community Development Department, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.



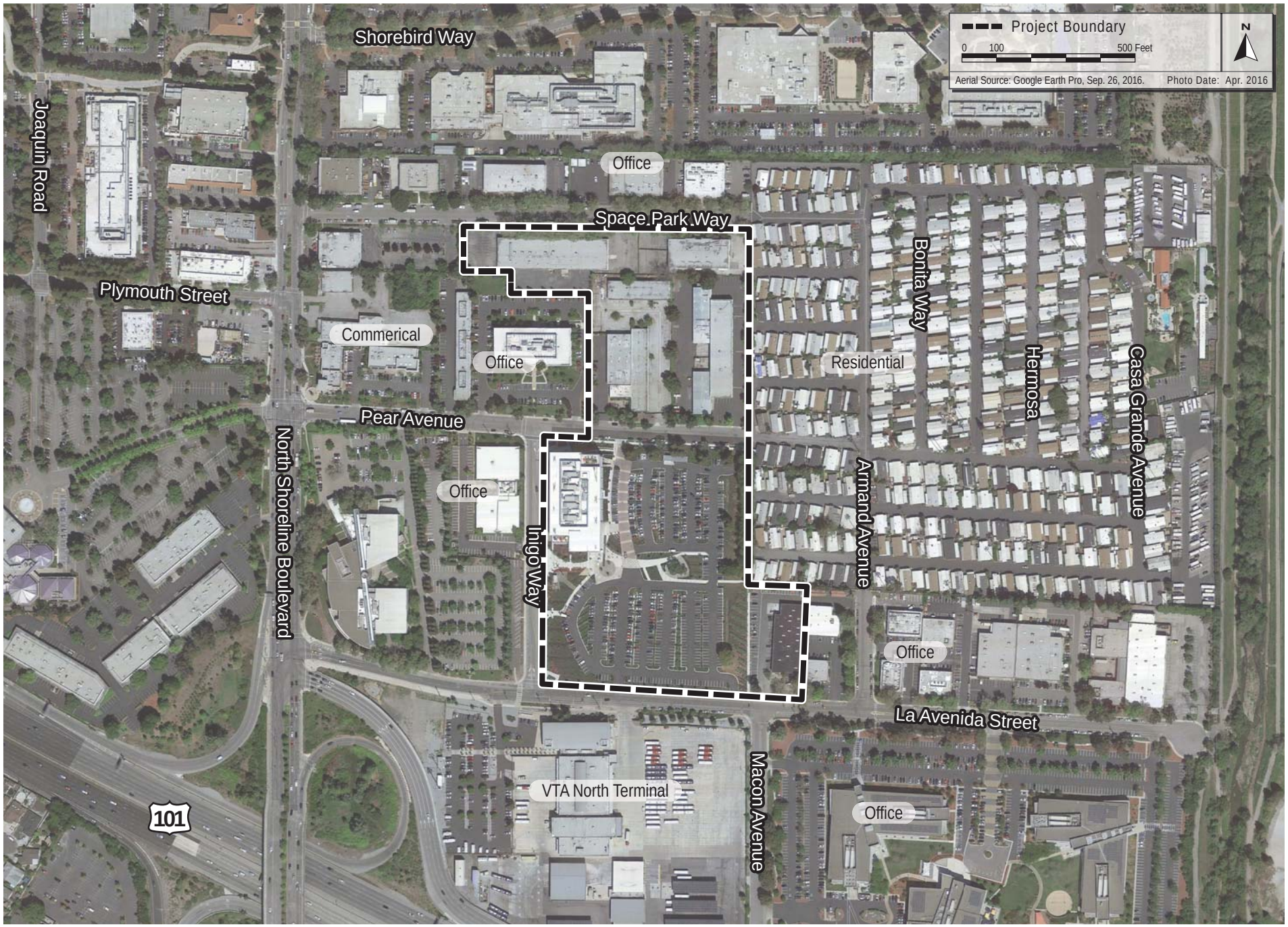
REGIONAL MAP

FIGURE 3.1-1



VICINITY MAP

FIGURE 3.1-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES FIGURE 3.1-3

SITE PLAN

FIGURE 3.2-1

1 SOUTH PARCEL ELEVATION - EAST - VIEW FROM SANTIAGO VILLAGE

2 OVERALL ELEVATION - WEST - PROMENADE

PEAR AVENUE | UNITS | COURTYARD | UNITS | PUBLIC PASEO | UNITS | COURTYARD | UNITS | SPACE PARK WAY

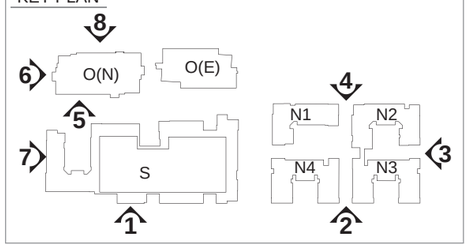
3 NORTH PARCEL ELEVATION - NORTH - SPACE PARK WAY

SANTIAGO VILLA | PUBLIC GREEN WAY | UNITS | STAIR | UNITS | LOBBY | PRIVATE PASEO | GARAGE ENTRY | UNITS | LOBBY | INIGO WAY

4 NORTH PARCEL ELEVATION - WEST INIGO WAY EXPANSION

SPACE PARK WAY | LOBBY | UNITS | LOBBY | PUBLIC PASEO | LOBBY | UNITS | LOBBY | AMENITY SPACE | PEAR AVE

KEY PLAN



Source: ARC TEC INC., 3/21/2018.

PROJECT ELEVATION PLAN

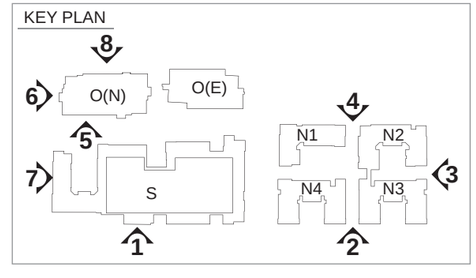
FIGURE 3.2-2

5 OFFICE BUILDING - WEST - INIGO WAY

6 OFFICE BUILDING - SOUTH - LA AVENIDA STREET

7 SOUTH RESIDENTIAL BUILDING - SOUTH - LA AVENIDA STREET

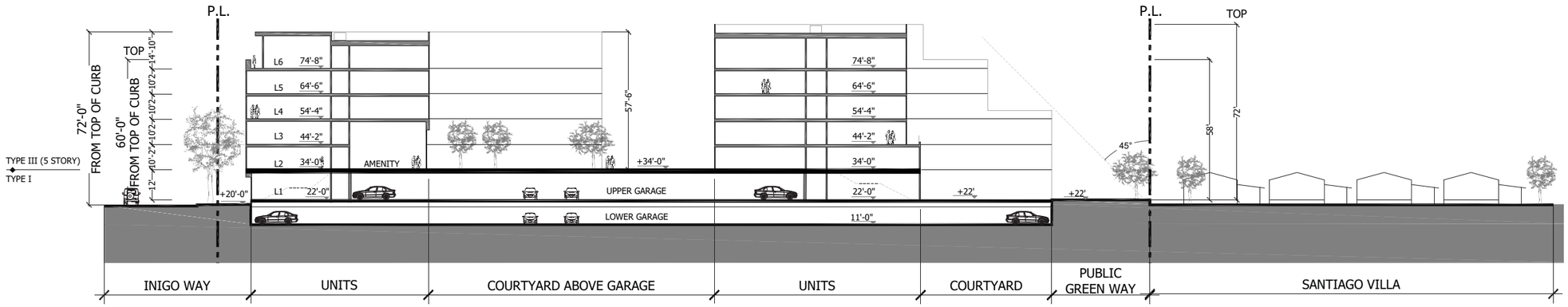
8 OFFICE BUILDING - EAST - PROMENADE



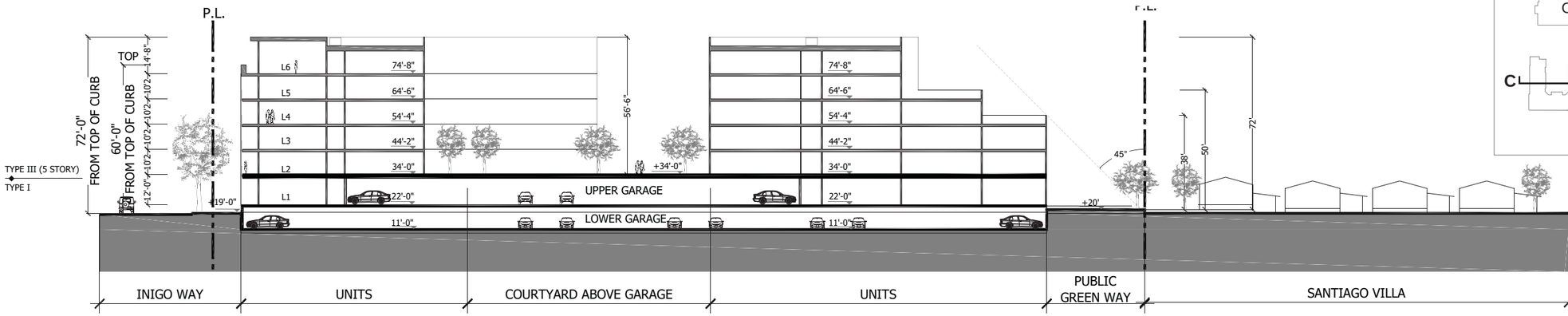
Source: ARC TEC INC., 3/21/2018.

PROJECT ELEVATION PLAN

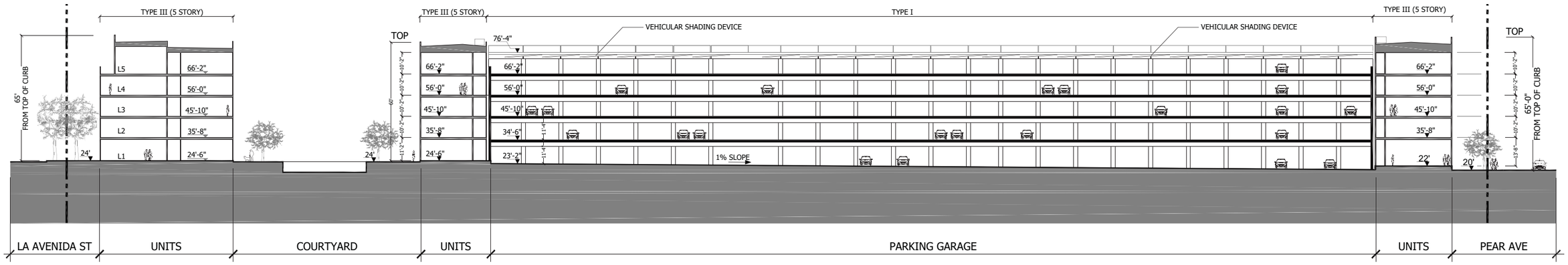
FIGURE 3.2-3



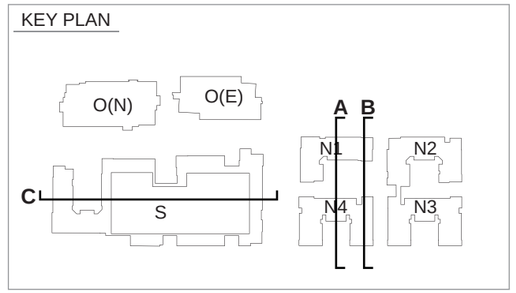
Building Section A



Building Section B

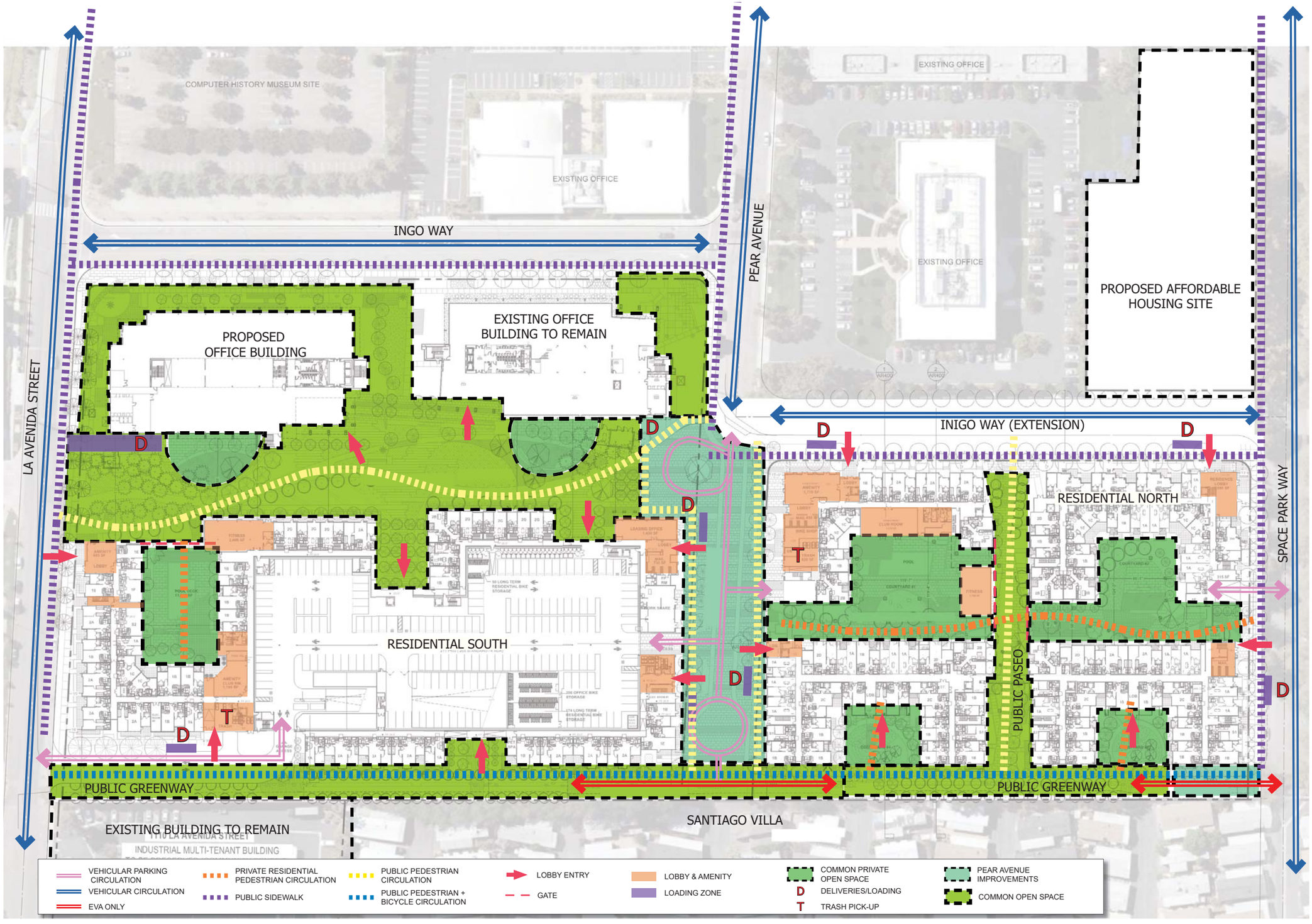


Building Section C



GARAGE ELEVATION PLAN

FIGURE 3.8-1



PROJECT CIRCULATION PLAN

FIGURE 3.9-1

7. ENVIRONMENTAL CHECKLIST: COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

The purpose of the checklist is to evaluate the categories in terms of any **"changes"** or **"new information"** that may result in a changed environmental impact evaluation. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no relevant change in the condition or status of the impact due to its insignificance or its treatment in a previous environmental document.

Overriding considerations were adopted with the certification of an EIR that accepted the possibility of certain impacts regardless of whether mitigations could reduce them to a less-than-significant level. Thus, certain environmental categories might be answered with a "no" in the checklist because the proposed project does not introduce changes that would result in a modification to the conclusion of the EIR Findings Document.

7.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where an Impact Was Analyzed in Prior Environmental Documents

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

B. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or that the proposed project will result in substantial increases in the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional mitigation measures or alternatives may be needed.

C. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases of the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional mitigation measures or alternatives may be needed.

D. Any New Information of Substantial Importance Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information "of substantial importance" is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it "was not known and could not have been known with reasonable diligence at the time of the previous EIR." To be relevant in this context, such new information must show one or more of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration that might change the nature of analysis of impacts or the specifications of a mitigation measure.

If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered.

If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered again.

If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

E. Prior Environmental Document Mitigations Implemented or Address Impacts.
Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents provide mitigations to address effects in the related impact category. If N/A is indicated, a previous environmental document and this environmental checklist conclude that the impact does not occur with this project and, therefore, no mitigation is needed.

7.2 DISCUSSION AND MITIGATION SECTIONS

Discussion
A discussion of the elements of the checklist is provided under each environmental category in order 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.

Standard Mitigation Measures
Applicable Standard Mitigation Measures are listed under each environmental category.

EIR Mitigation Measures

Applicable mitigation measures from previous EIRs that apply to the changes or new information are referenced under each environmental category.

Special Mitigation Measures

If changes or new information involve new impacts, special mitigations will be listed which will be included as project conditions to address those impacts.

8. ENVIRONMENTAL CHECKLIST

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.1 AESTHETICS. **Would the project:**					
a. Have a substantial adverse effect on a scenic vista?	NBPP Draft SEIR (2017) pp. 135-136	No	No	No	N/A
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	NBPP Draft SEIR (2017) pp. 135-136	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	NBPP Draft SEIR (2017) pp. 136-138	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	NBPP Draft SEIR (2017) pp. 138-139	No	No	No	N/A

Existing Setting and Project Description:

Based on the *North Bayshore Precise Plan Subsequent EIR* completed in 2017, the expansion of an existing office campus and the addition of residential uses within the North Bayshore Precise Plan Area would not result in a significant impact to aesthetic resources.

The North Bayshore Precise Plan is organized into four different character areas, each with distinct urban form and character: Gateway, Core, General, and Edge. The majority of the proposed project site (APNs 116-14-094, -095, -098, and -126, and the western areas of APNs 116-14-089 and -126) is within the *General Character Area* and is consistent with the associated development standards which allow residential building heights up to eight stories or 95 feet and non-residential building heights up

to five stories or 95 feet. The project proposes residential buildings up to six stories and 80 feet tall (stepped down along the site boundaries), and an office building six stories and 92.5 feet tall, within the *General Character Area*. The five-story existing building on the site is within the *General Character Area* (refer to Figures 3.2-2 and 3.2-3).

The eastern portion of the site (APNs 116-14-028 and -137, and the eastern areas of APNs 116-14-089 and -136) is within the *Edge Character Area* and is consistent with the development standards which allow residential building heights up to four stories or 55 feet. Within the *Edge Character Area*, the project proposes residential buildings that meet the North Bayshore Precise Plan's required 45 degree building envelope plane as measured from the property line (refer to Figures 3.2-2 and 3.2-3).

The northern parcel would include residential apartments on a podium with large landscaped courtyards and a public paseo mid-block extending in the east-west direction. Building edges would be pedestrian scaled with stoops, amenity spaces, and numerous building entries. The three to six story massing of the buildings would be reduced and set back in scale as they transition to the existing neighbors on the east.

The southern parcel would be organized around a north/south-oriented central promenade with the proposed and existing offices to the west, and residential housing to the east. The large landscaped promenade would provide a connection and setback buffer between the commercial office buildings and the proposed residential units, and would link La Avenida Street to Pear Avenue, creating a pedestrian space shared by employees, residents, and the public.

The façades of the proposed office buildings would be concrete and glass, with stucco and metal sections, and the parking structure would be constructed primarily of concrete. The large above-grade parking structure in the southern residential parcel would be wrapped with residential units and therefore screened from view.

Because no specific development plans have been completed for the affordable housing site, the analysis in this section is focused on the office and market-rate residential components of the project (see Figures 3.2-1 through 3.2-3).

Impact Analysis:

1a. Views of mountains are limited on most of the project site due to mature trees, elevated sections of U.S. 101, and other obstructions, although views are better in open areas and along La Avenida Street and Pear Avenue. A view and shadow study is required for new buildings greater than 95 feet in height by the standards of the North Bayshore Precise Plan, *Chapter 3.3.5, Building Height and Massing, Standard 7*. The proposed mixed-use development would be six stories in height (the tallest building, the six-story office, would be 92.5 feet tall). Residential buildings have a maximum height of 80 feet and would step down on the east edge of the site, closest to the Santiago Villa Mobile Home Park. The project meets the residential height standards outlined in the North Bayshore Precise Plan, *Chapter 3.3.5*.

Under existing conditions, views of the Santa Cruz Mountains from La Avenida Street and Pear Avenue are already limited by existing development, including the two-story Santa Clara Valley Transportation Authority (VTA) North Coach Division and Microsoft buildings south of La Avenida Street. The addition of the proposed development would not substantially affect views of the Santa Cruz Mountains.

The proposed project would not result in a significant new impact to scenic vistas. The project would comply with General Plan Policies LUD 9.5 and LUD 16.5, which would ensure that significant viewsheds would be preserved by retention of open space between the proposed buildings. After construction of the proposed project, views from public greenways, Inigo Way, and the proposed promenade would remain unobstructed. The project would not substantially block views of the Santa Cruz Mountains. For these reasons, the project would result in a less than significant impact on scenic vistas.

1b. There are no officially designated State Scenic Highways in the Precise Plan area, nor is the Precise Plan area visible from a designated State Scenic Highway. The project site is not located on a scenic view corridor. The proposed project would not, therefore, damage scenic resources within a State Scenic Highway. For these reasons, the project would result in a less than significant impact on scenic resources.

Trees on site that are proposed for removal would be replaced, and additional plantings would be installed throughout the project site and site frontages. The project site does not contain rock outcroppings or other scenic resources. For these reasons, the project would result in a less than significant impact to scenic resources on site and in the project area.

1c. The proposed project is consistent with General Plan policies designed to protect and enhance visual character of the project area. The project would implement Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways and Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. The project would be consistent with Policies LUD 9.5 and 16.5, which would preserve views and viewsheds, and would minimize light and glare from new development.

The City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the architecture and urban design of new developments would protect the City's visual environment. The project would also be consistent with the development standards and guidelines in *Chapter 3: Land Use and Design* (including building massing and frontage guidelines, in Sections 3.4 and 3.8) of the Precise Plan, to ensure the proposed development fits the planned form and character of the area. For these reasons, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

1d. The proposed project is consistent with General Plan Policy LUD 9.6, which would minimize the amount of light and glare from new lighting sources, and with *Chapter 3: Land Use and Design* and the Bird Safe Design Guidelines of the Precise Plan, which would reduce the likelihood of building

collision bird fatalities through window coverings, façade treatments, and light pollution reduction. Implementation of the proposed project would, therefore, not create a new source of substantial light or glare.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **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?	NBPP Draft SEIR (2017) p. 353	No	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NBPP Draft SEIR (2017) p. 353	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland	NBPP Draft SEIR (2017) p. 353	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
(as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					
d. Result in the loss of forest land or conversion of forest land to non-forest use?	NBPP Draft SEIR (2017) p. 353	No	No	No	N/A
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?	NBPP Draft SEIR (2017) p. 353	No	No	No	N/A

Impact Analysis:

2a-e. Based on the *North Bayshore Precise Plan Subsequent EIR (2017)*, there are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, land under the Williamson Act Contract, or timberland within the North Bayshore Precise Plan area. The project site is not designated by the California Resources Agency as farmland of any type and is not subject to a Williamson Act contract. No land adjacent to the project site is designated or used as farmland or timberland.

The *North Bayshore Precise Plan Subsequent EIR (2017)* determined that no forestland would be converted to non-forestry uses under the North Bayshore Precise Plan.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a. Conflict with or obstruct implementation of the applicable air quality plan?	NBPP Draft SEIR (2017) pp. 152-157	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	NBPP Draft SEIR (2017) pp. 157-160	No	No	No	N/A
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)?	NBPP Draft SEIR (2017) pp. 159-160, 171	No	No	No	Yes
d. Expose sensitive receptors to substantial pollutant concentrations?	NBPP Draft SEIR (2017) pp. 160-169	No	No	No	Yes
e. Create objectionable odors affecting a substantial number of people?	NBPP Draft SEIR (2017) pp. 169-170	No	No	No	N/A

The discussion in this section is based in part on the *Pear Mixed-Use Development Air Quality Assessment, Mountain View, CA*, prepared by *Illingworth & Rodkin, Inc.,* on December 18, 2017. This report is attached to this checklist as Appendix A.

Existing Setting:

The site is currently developed with 278,387 square feet of existing office and industrial buildings, landscaping, and surface parking lots. The site generates air quality emissions from operations of the buildings and vehicle trips by employees and visitors. The closest sensitive receptor to the project site is the Santiago Villa Mobile Home Park, adjacent and to the east of the site.

Impact Analysis:

3a. Incorporation of policies and measures identified in the *North Bayshore Precise Plan Subsequent EIR (2017)* into the proposed mixed-use project would ensure consistency with the 2010 Clean Air Plan (CAP). Buildout of the Precise Plan residential uses would not increase vehicle miles traveled (VMT) faster than population growth. Further, the proposed mixed-use development would not disrupt or hinder implementation of any Clean Air Plan control measures. The *North Bayshore Precise Plan Subsequent EIR (2017)* includes mitigation measures to reduce the cumulatively considerable net increase in criteria air pollutants, as described below.

3b. The project would generate less emissions than the Bay Area Air Quality Management District (BAAQMD) significance thresholds related to ozone and particulate matter. Therefore, the project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. The *North Bayshore Precise Plan Subsequent EIR (2017)* concluded that carbon monoxide concentrations for full build-out of the Precise Plan would be less than significant. This is because air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and federal standards) in the Bay Area since the early 1990s and traffic conditions in the future would be less than the BAAQMD screening criteria used to indicate the potential for an exceedance of a carbon monoxide ambient air quality standard.

3c. The *North Bayshore Precise Plan Subsequent EIR (2017)* identified a potentially significant air quality impact (**Impact AQ-2**) related to the construction emissions of criteria pollutants and their precursors.

Construction Period Emissions

The California Air Pollution Control Officers Association's California Emissions Estimator Model (CalEEMod) provided annual emissions for construction. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker and truck traffic.

The CalEEMod modeling of project-generated construction emissions was based on the applicant-provided schedule and equipment usage assumptions for both the north and south parcels.[4] When combining both projects, the construction period would run continuously for approximately four years, or an estimated 1,056 construction workdays (assuming an average of 22 construction days per month). Average daily emissions were computed by dividing the total construction emissions for each phase by the number of construction days.

Table 8.3-1 shows average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), coarse particulate matter (PM_{10}) exhaust, and fine particulate matter ($PM_{2.5}$) exhaust during construction of the project. As indicated in Table 8.3-1, predicted construction period emissions would not exceed the BAAQMD significance thresholds. The results of the analysis are contained within Appendix A, and are summarized below.

Table 8.3-1: Average Daily Construction Emissions from the Project

Description	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total construction emissions	5.38 tons	13.41 tons	0.48 tons	0.46 tons
Average daily emissions[1]	10.2 lbs.	25.4 lbs.	0.9 lbs.	0.9 lbs.
BAAQMD Thresholds (pounds per day)	***54* lbs.**	***54* lbs.**	***82* lbs.**	***54* lbs.**
Exceed Threshold?	**No**	**No**	**No**	**No**

[1] Assumes 1,056 workdays.

As shown in the table, the construction emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ associated with the proposed project would not result in an exceedance of established thresholds. Additionally, the project would implement the City's standard conditions of approval and BAAQMD's construction measures, described below in the response to checklist question 3d, to further reduce construction-related impacts.

The proposed mixed-use development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. The North Bayshore Precise Plan Draft Subsequent EIR Mitigation Measures **MM AQ-2.1** and **MM AQ-2.2** would implement BAAQMD-recommended best management practices.

3d. The *North Bayshore Precise Plan Subsequent EIR (2017)* identified a potentially significant air quality impact (**Impact AQ-3**) from project operations near sensitive uses, specifically from short-term impacts from construction air quality emissions, including criteria air pollutants, toxic air contaminants (TACs), and $PM_{2.5}$. Mitigation measure **MM AQ-3.1** requires future development to complete

[4] CalEEMod modeling of construction emissions for the affordable housing component was based on a generic 150-unit housing project. It is assumed that the affordable housing component would be consistent with the North Bayshore Precise Plan (2017).

Construction Health Risk Analyses, dependent on the project size and location in compliance with the Air Quality Guidelines and the BAAQMD Draft Construction Health Risk Screening Table.

Based on these requirements, a Construction TAC Assessment was completed for the project by *Illingworth & Rodkin* (Appendix A). Modeling completed for this analysis incorporated the anticipated details of project construction activities. The results of the assessment for project construction indicate the maximum incremental residential infant cancer risk at the maximally exposed individual (MEI) receptor would be 43.7 in one million and the residential adult incremental cancer risk would be 1.3 in one million. The maximum-modeled annual $PM_{2.5}$ concentration, which is based on combined exhaust and fugitive dust emissions, was 0.3 microgram per cubic meter ($\mu g/m^3$). The maximum modeled annual residential diesel particulate matter (DPM) concentration (i.e., from construction exhaust) was 0.19 $\mu g/m^3$, which is much lower than the reference exposure level (REL). The maximum computed hazard index (HI) based on this DPM concentration is 0.04, which is lower than the BAAQMD significance criterion of a HI greater than 1.0.

In addition to construction of the project, there are other sources of TACs identified within 1,000 feet of the project site (see Appendix A, Figure 1). The impact of these sources was predicted using the same BAAQMD screening tools used to predict their impacts on the proposed project residences. Table 8.3-2 identifies the effect of each source and the cumulative community risk levels.

Table 8.3-2: Combined Construction Source Cancer Risks, $PM_{2.5}$ Concentrations, and Hazard Index

Source	Cancer Risk (per million)	$PM_{2.5}$ Concentration ($\mu g/m^3$)	Acute and Chronic Hazard (HI)
Proposed Project Construction	**Infant = 43.7** Adult = 1.3	0.30	0.04
U.S. 101, 825 ft. south	<3.7	<0.3	<0.01
N. Shoreline Blvd., 900 feet west	2.3	0.07	<0.01
Stationary Source - Plant 13038, 700 feet south	1.0	<0.02	<0.01
BAAQMD Single-Source Thresholds	*10.0*	*0.3*	*1.0*
Significant?	***Yes***	***No***	***No***
Total	Infant = <51 Adult = <8	<0.7	<0.1
BAAQMD Cumulative Thresholds	*100*	*0.8*	*10.0*
Significant?	***No***	***No***	***No***

The project would have a significant impact with respect to community risk caused by project construction, because cancer risk from construction activities would exceed the single-source significance threshold at the residence with the maximum impact. The cancer risk predictions assume there is an infant at that receptor site. Exposures for children or adults would be below the significance threshold.

The City will require the following measures, identified in Appendix A, as conditions of approval to reduce health risk impacts from construction to a less than significant level.

Conditions of Approval:

- EXHAUST EMISSIONS REDUCTION: The project will develop a plan demonstrating that the off-road equipment used on-site to construct the project will achieve at least a fleet-wide average 77 percent reduction in exhaust $PM_{2.5}$ emissions.

- PARTICULATE EMISSIONS STANDARDS: All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously will meet, at a minimum, U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines or equivalent. (Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes California Air Resources Board [CARB]-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment [i.e., non-diesel] would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.)

Implementation of the *North Bayshore Precise Plan Subsequent EIR (2017)* **MM AQ-2.1** and **MM AQ-2.2** is considered to reduce exhaust emissions by over five percent and fugitive dust emissions by over 50 percent. Implementation of the conditions of approval above would further reduce on-site diesel exhaust emissions by 90 percent or more. With construction period controls, including the conditions of approval above, the computed maximum increased residential infant cancer risk for construction would be 2.4 in one million. The cancer risk would be below the BAAQMD thresholds of 10 per one million for cancer risk; therefore, with incorporation of **MM AQ-2.1**, **MM AQ-2.2**, and the conditions of approval above, the project would have a less than significant impact on community risk.

Operational Exposure

The *North Bayshore Precise Plan Subsequent EIR (2017)* evaluated the exposure of planned sensitive uses in the area to sources of TACs. This included an evaluation of exposure from U.S. Highway 101 traffic, local roadways and stationary sources. The area within 1,000 feet that was used to screen for TAC sources. Table 8.3-3 shows both the maximum and combined impacts from the TAC sources within 1,000 feet of the project site. The exposures, in terms of excess lifetime cancer risk, annual $PM_{2.5}$ concentrations and HI are below the thresholds for single and cumulative sources.

Table 8.3-3: Community Risk Exposure – Cancer Risks, $PM_{2.5}$ Concentrations and Hazard Index			
Source	**Cancer Risk (per million)**	**$PM_{2.5}$ Concentration ($\mu g/m^3$)**	**Acute and Chronic Hazard (HI)**
U.S. 101, which is 825 ft. south	<3.7	<0.3	<0.01
N. Shoreline Blvd., which is 900 feet west	2.3	0.07	<0.01
Stationary Source - Plant 13038, which is 700 feet south	1.0	<0.02	<0.01
Total	<6.8	<0.4	<0.03
BAAQMD Thresholds	*100*	*0.8*	*10.0*
Significant?	***No***	***No***	***No***

3e. The *North Bayshore Precise Plan Subsequent EIR (2017)* did not identify a significant odor impact, and the proposed project would also not create objectionable odors.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.4 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 Game or U.S. Fish and Wildlife Service?	NBPP Draft SEIR (2017) pp. 198-204, 222	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	NBPP Draft SEIR (2017) pp. 204-206	No	No	No	N/A
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	NBPP Draft SEIR (2017) pp. 204-206, 211	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
interruption, or other means?					
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?	NBPP Draft SEIR (2017) pp. 206-207, 220	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NBPP Draft SEIR (2017) pp. 207, 223-224	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 222-223	No	No	No	N/A

The discussion in this section is based in part on the arborist survey prepared by *The Guzzardo Partnership* on March 21, 2018, which is attached to this checklist as Appendix B.

Existing Setting and Project Description:

The 16.2-acre project site is developed with buildings, parking lots, and landscaping. The project site is within a developed and landscaped habitat, as defined by the *North Bayshore Precise Plan Subsequent EIR (2017)* (p. 180). The site provides habitat and foraging opportunities for urban-adapted birds.

Congdon's tarplant (a special-status plant) and special-status birds are found in the North Bayshore Precise Plan area. Due to lack of suitable grassland habitat, Congdon's tarplant is not likely on the project site. The project site would not provide habitat for any other special status plants. Although special-status birds have been identified in the North Bayshore Precise Plan area, the project site does not provide habitat for these species, and none are expected on site. The project site does not provide habitat for wildlife movement corridors, although nearby Stevens Creek does support this function.

The proposed plantings across the site would include native and non-native species that would offer some value to wildlife, consistent with the provisions of the Precise Plan. One element of these campus plantings that has a specific habitat value is the placement of native oaks (primarily coast live oak and valley oak) in a network, where ideally oaks would be situated no more than approximately 75 to 150 feet apart.

Heritage Trees: The site and adjacent vicinity contains 555 trees, including 91 Heritage trees, as defined in the City of Mountain View Municipal Code.[5] The summary of trees on site is shown in Table 8.4-1, below, and is further described in Appendix B.

Table 8.4-1: Summary of Trees on Site

Tree Disposition	On Project Site	Street Trees	Off Project Site	Total
Heritage Trees to Remain	0	0	7	7
Heritage Trees to Remove	74	10	0	84
Heritage Trees to Transplant	0	0	0	0
Total Heritage Trees	**74**	**10**	**7**	**91**
Non-Heritage Trees to Remain	10	5	17	32
Non-Heritage to Remove	372	54	0	426
Non-Heritage Trees to Transplant	6	0	0	6
Total Non-Heritage Trees	**388**	**59**	**17**	**464**
Total Trees	***446***	***75***	***24***	***555***

The project proposes to remove 84 Heritage trees and 426 non-Heritage trees on the site and nearby. The project proposes to plant at least 168 new trees on the project site and along the project street frontages.

The proposed project would be consistent with *Chapter 5, Habitat and Biological Resources* of the Precise Plan. *Chapter 5.2* incorporates Bird Safe Design requirements and guidelines, including façade treatments, occupancy sensors, and bird collision best management practices. Bird Safe Design standards and guidelines in the Precise Plan would help diminish the likelihood of bird collision fatalities through window coverings, façade treatments, and light pollution reduction.

[5] Includes trees on the affordable housing parcel at the northwest corner of the project site.

Impact Analysis:

4a. Based on the *North Bayshore Precise Plan Subsequent EIR (2017)*, the proposed project would have a less than significant impact on special-status species plants. There is only one special-status plant, Congdon's tarplant, which could potentially occur in the Precise Plan area. This species has the ability to occur in disturbed grassland habitats; however, no suitable habitat occurs on the project site.

Planting of invasive non-native species could further degrade habitat, both in the Precise Plan area and in natural areas such as the Stevens Creek corridor. The Landscape Design standards and guidelines in *Chapter 5.4, Landscape Design* of the Precise Plan include a prohibition on planting invasive species, implementation of best management practices to manage and control invasive species found on the site, and preservation of native plants, including special-status plants. The North Bayshore Precise Plan Plant Palette would be used to guide and inform the selection of plant type and species for the project. The project's implementation of these measures would avoid substantial impacts to sensitive species and habitats.

Due to the lack of suitable habitat, special-status animal species would not likely occur on the project site. The project site in not within the burrowing owl or nesting egret Habitat Overlay Zones (HOZs).

Nesting raptors or birds of prey may nest on the project site's existing trees. The Precise Plan incorporates standards and guidelines that will avoid or minimize potential impacts to nesting birds. *Chapter 5.3, Nesting Bird Protection* of the Precise Plan includes standards such as avoidance of construction during the nesting season, preconstruction surveys for nesting birds during breeding-season work, and maintenance of buffers around active nests, that would minimize the potential for such impacts.

With incorporation of the following conditions of approval, which are consistent with the standards and guidelines in the North Bayshore Precise Plan, Chapter 5.3, the proposed residential and office development project would not result in a new or substantially increased environmental impact to nesting and migratory birds compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Conditions of Approval:

- PRE-ACTIVITY SURVEYS: If construction, building additions, or removal of trees and shrubs occurs between February 1 and August 31, pre-activity surveys for nesting birds shall be conducted by a qualified biologist. These surveys shall be conducted no more than seven days prior to the initiation of these activities in any given area. During each survey, the biologist shall inspect all potential nesting habitats (e.g., trees, shrubs, and buildings) within the work area; within 300 feet of the work area for raptor nests; and within 100 feet of the work area for nests of non-raptors.

- NEST BUFFERS: If an active nest (i.e., a nest with eggs or young, or any completed raptor nest attended by adults) is found sufficiently close to work areas to be disturbed by these activities, the biologist, in coordination with the California Department of Fish and Wildlife, shall

determine the extent of a disturbance-free buffer zone to be established around the nest. Typical buffer zones are 300 feet for raptors and 100 feet for non-raptors. However, the biologist, in consultation with the California Department of Fish and Wildlife, may determine that a reduced buffer is appropriate in some instances. For example, topography, buildings, or vegetation that screen a nest from the work area, or very high existing levels of disturbance (indicating the birds' tolerance to high levels of human activity) may indicate that a reduced buffer is appropriate. No new activities (i.e., work-related activities that were not ongoing when the nest was established) will occur within the buffer as long as the nest is active.

- AVOIDANCE OF THE NESTING SEASON: If construction, building additions, building alterations, or removal of trees and shrubs is scheduled to take place outside the nesting season, impacts to protected nesting birds would be avoided. The nesting season for most birds in the North Bayshore area extends from February 1 through August 31. Work activities performed during the September 1 to January 31 period would not be subject to the pre-activity surveys and nest buffers described below.

As described above, the project would comply with the Bird Safe Design measures included in Chapter 5.2 of the Precise Plan. These measures would reduce the impact to birds due to collisions to a less than significant level.

4b., c. There is no riparian habitat or wetland on or adjacent to the site and, therefore, the project would not have an impact on state or federally protected riparian habitat, sensitive natural community, or wetlands.

4d. As disclosed in the *North Bayshore Precise Plan Subsequent EIR (2017)*, the project site is not an important area for movement by non-flying wildlife, and it does not contain any high-quality corridors allowing dispersal of such animals through the plan area (page 206). The only feature within the Precise Plan area that is considered an important site for migratory wildlife nesting is the egret rookery, which is north of the site on Shorebird Way. Given the distance of the site from the rookery, the proposed project would not directly or indirectly impact the egret rookery.

The proposed residential and office development would be designed to minimize adverse effects on movement of native and migratory bird species. The project would implement the bird safe design measures in Chapter 5.2 of the Precise Plan to help reduce the likelihood of building collision fatalities through façade treatments and light pollution reduction.

There are no wetland or riparian habitats on the site, the site is beyond the top-of-bank of Stevens Creek, and the project would not interfere with the movement of migratory fish. Therefore, the project would have a less than significant impact on the movement of native or migratory wildlife species, established native resident or migratory wildlife corridors, and native wildlife nursery sites.

4e. The project proposes the removal of 84 Heritage trees. In accordance with the Mountain View Tree Preservation Ordinance, a tree removal permit would be obtained prior to the removal of Heritage trees. The project would comply with the Mountain View Heritage Tree Ordinance and accompanying tree

replacement and maintenance requirements, as conditions of approval. With incorporation of the following standard conditions of approval, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Standard Conditions of Approval:

- 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.

- REPLACEMENT: The applicant shall offset the loss of each Heritage tree with a minimum of two replacement trees, for a total of 168 replacement trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plan as Heritage replacement trees.

- TREE PROTECTION MEASURES: The tree protection measures listed in the arborist's report prepared by *The Guzzardo Partnership* and dated March 21, 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, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.

- TREE MITIGATION AND PRESERVATION PLAN: The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. 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.

4f. The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCVHP) 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 North Bayshore Precise Plan area, including the project site, is located outside the SCVHP area, and the project site is not within a SCVHP 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 222-223 of the *North Bayshore Precise Plan Subsequent EIR (2017)*, the City of Mountain View concluded that the nitrogen emissions (based on existing and future vehicle emissions) that would result from build-out of the Precise Plan were found less than cumulatively considerable (given that buildout of the Precise Plan is a small portion of Santa Clara County's overall emissions). The SCVHP 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 SCVHP, such that cumulative impacts to this habitat and associated special-status species would not be significant and adverse. For these reasons, the project would not conflict with an adopted habitat conservation plan.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.5 CULTURAL RESOURCES. **Would the project:**					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	NBPP Draft SEIR (2017) pp. 233-234	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	NBPP Draft SEIR (2017) pp. 234-236	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	NBPP Draft SEIR (2017) pp. 236-237	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	NBPP Draft SEIR (2017) pp. 236-237	No	No	No	N/A

The discussion in this section is based in part on the cultural resources literature search and Native American consultation prepared by *Holman & Associates* on January 13, 2017.

Existing Setting:

The project site is approximately 0.3 mile west of Stevens Creek and 1.3 miles south of the San Francisco Bay. The *North Bayshore Precise Plan Subsequent EIR (2017)* did not identify any direct impacts to these watercourses.

The site was used for agricultural purposes from the 1930s to the 1950s. The Kaiser Sand and Gravel Plant and an associated asphalt batch plant occupied the site from 1968 to 1992. By 1963, several large greenhouses were constructed on the site, along with an auto dismantling business. Between the mid-1960s and mid-1980s, these prior structures were replaced with ten commercial buildings and associated paved parking areas. Given the project site's former uses and redevelopment as an office park, it is unlikely that buried historical or prehistoric resources are present.

Impact Analysis:

5a. Based on the *North Bayshore Precise Plan Subsequent EIR (2017)*, there are no historic resources in the Precise Plan area listed in the National Register of Historic Places or the California Register of Historical Resources, and the North Bayshore Precise Plan area does not contain property or parcels listed on the City's Register of Historic Resources. Therefore, the project would not result in a significant impact on historic resources.

5b-d. Although it is unlikely that buried historic or prehistoric buried archaeological and paleontological resources are present on the site, these resources could be encountered during excavation, construction, or infrastructure improvements for the project, resulting in a significant impact to cultural resources. In compliance with 2030 General Plan policies and actions, the City has reviewed the most recent cultural resources information to determine if known archaeological and paleontological sites underlie the project site. Based on the City's review, the City has determined that known historic archaeological or paleontological resources are not located on or within one-quarter mile of the site. The project would implement the City's standard conditions of approval related to the discovery of pre-historic or historic period archaeological resources and human remains (in compliance with 2030 General Plan Policies LU-11.5 and LU-11.6), should they be encountered on the site.

With incorporation of the following standard conditions of approval, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Standard Conditions of Approval:

- DISCOVERY OF ARCHAEOLOGICAL RESOURCES: If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and 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.

- DISCOVERY OF HUMAN REMAINS: In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a

determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the 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.

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

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.6 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?	NBPP Draft SEIR (2017) pp. 257	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	NBPP Draft SEIR (2017) pp. 258	No	No	No	N/A
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	NBPP Draft SEIR (2017) pp. 257-258	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
landslide, lateral spreading, subsidence, liquefaction or collapse?					
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	NBPP Draft SEIR (2017) pp. 258	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 258	No	No	No	N/A

Existing Setting:

Consistent with the conclusions of the *North Bayshore Precise Plan Subsequent EIR (2017)*, the project site is generally underlain by silt loam and silty clay loam alluvium soils with a slope of 0.5 percent. The project site is not located within a Santa Clara County Compressible Soils Hazard Zone. Soils located near the project site have been found to exhibit moderate to very high shrink-swell (i.e., expansive) behavior.[6]

Groundwater levels in the Precise Plan area range from nine to 11 feet below the ground surface.[7] Groundwater on the project site flows generally northeast to southeast toward the nearby marshlands adjoining the San Francisco Bay. Groundwater flow direction may deviate from the regional trend due to zones of higher or lower permeability and groundwater pumping or recharge.

[6] United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey: Santa Clara Area, California, Western Part, North Bayshore Precise Plan Area*. October 3, 2016. Available at: http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

[7] PES Environmental, Inc. *Environmental Conditions Summary*. July 22, 2016.

The project site is within a seismically active region, and the North Bayshore Precise Plan area is within a liquefaction hazard zone.

Impact Analysis:

6a. As disclosed in the *North Bayshore Precise Plan Subsequent EIR (2017)*, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map. While no active faults are known to cross the project site and fault rupture is not anticipated to occur, ground shaking on the site could damage structures and threaten future occupants of the proposed development. In addition, the project site is located in a liquefaction hazard area, which is consistent with the conclusions in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

To avoid or minimize potential damage from seismic shaking and liquefaction, the proposed project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the California Building Code. Specific recommendations contained in a geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division, in accordance with the standard condition of approval listed below. Implementation of standard conditions of approval and General Plan Policies would reduce the impacts of seismically induced ground shaking and liquefaction on the project and reduce the risk of loss, injury or death.

In accordance with Action PSA 4.2.6 of the General Plan, the following standard condition of approval shall be implemented to reduce the impacts of expansive soils, seismic, and seismic-related hazards (e.g., liquefaction, lateral spreading, and differential settlement) on the site to a less than significant level.

Standard Conditions of Approval:

- GEOTECHNICAL REPORT: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (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 causes by seismic activity, and traffic loads; method for back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

The project would not be subject to substantial slope instability or landslide related hazards due to the relatively flat topography of the site and surrounding areas. The impacts of landslides on the project would, therefore, be less than significant.

As identified in the *North Bayshore Precise Plan Subsequent EIR (2017)*, the project would implement General Plan policies PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, PSA 4.2, and INC 2.3 to reduce the impacts of geologic hazards on future site occupants. Compliance with the California Building Code, General Plan policies, and the above standard condition of approval, would ensure that geological impacts related to implementation of the proposed project would be less than significant.

6b. The project site is inclined approximately 0.5 percent to the north. Given the site and site area's flat topography, the proposed project would not be subject to substantial erosion; therefore, the project would not expose people or structures to significant erosion-related hazards.

6c., d. Soils with a high expansion potential occur on-site, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Given the proximity (within 10 miles) of seismically active faults, seismic ground shaking could result in liquefaction, liquefaction-induced lateral spreading, or differential settlement. Implementation of Mountain View standard conditions of approval would reduce the impacts of expansive soils, seismic and seismic-related hazards to a less than significant level.

6e. The project would connect to existing City sewer lines, and does not propose treatment of wastewater on site. Therefore, the project would have no substantial impact on the project site soils' ability to support alternative wastewater systems.

With incorporation of the above standard conditions of approval, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.7 GREENHOUSE GAS EMISSIONS. **Would the project:**					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	NBPP Draft SEIR (2017) pp. 266-270	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	NBPP Draft SEIR (2017) pp. 271-274	No	No	No	Yes

The discussion in this section is based in part on the *Greenhouse Gas Emissions Compliance Memo* prepared by *The Sobrato Companies* on December 19, 2017, which is attached to this checklist as Appendix C.

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

Impact Analysis:

7a., b. The North Bayshore Precise Plan provides standards and guidelines for development that is a model of highly sustainable and innovative development within the City of Mountain View. Based upon the greenhouse gas (GHG) emissions analysis completed for the *North Bayshore Precise Plan Subsequent EIR (2017)*, these standards and guidelines, along with currently adopted State regulations, would not be sufficient to meet the Senate Bill (SB) 32 targets for GHG emissions by 2030 (**Impact GHG-1**).

MM GHG-1.1 required projects to implement measures to avoid or reduce some of the projected GHG emissions. Achieving the substantial GHG emissions reductions needed by 2030 would require a substantial multiple-pronged approach that includes policy decisions citywide (**MM GHG-1.2**) and

additional emission controls at the federal and state level and new and substantially advanced technologies whose adoption cannot be predicted with accuracy at this time. It also would require substantial behavioral changes both to replace fuel sources and reduce single-occupant vehicle trips further, especially to and from workplaces.

As noted, the amended North Bayshore Precise Plan (2017) includes a bonus floor-area ratio tiering system for commercial and residential development, where additional FAR may be granted by the City in exchange for highly sustainable measures and community benefits. The Precise Plan also includes required green building measures for new residential development to help improve a project's sustainability performance. The City also has several policy documents to guide future sustainable development and further reduce GHG emissions over time, such as the GGRP, Climate Protection Roadmap and the Environmental Sustainability Action Plan.

The *North Bayshore Precise Plan Subsequent EIR (2017)* states that bonus FAR projects shall prepare an analysis of feasible energy efficiency and renewable energy, materials management, and mobility measures to reduce GHG emissions resulting from the project. Potential GHG reductions relating to transportation are also required to include a vehicle trip reduction performance standard and/or reduced parking standard.

Consistent with the North Bayshore Precise Plan, the City of Mountain View GGRP, the Draft 2017 Climate Change Scoping Plan Update, and the BAAQMD Draft 2017 Clean Air Plan, the applicant prepared the above-mentioned analysis, described in Appendix C of this checklist.

The project proposes greenhouse gas emissions reduction measures, including electric vehicle (EV) charging stations, a solar-ready roof, bicycle and pedestrian improvements, and energy-efficient air conditioning and heating systems (see Appendix C). The project also includes a Transportation Demand Management program that meets the requirements listed in the North Bayshore Precise Plan (2017) (Appendix G of this checklist).

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017).*

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.8 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?	NBPP Draft SEIR (2017) pp. 297-298	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 297-298	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	NBPP Draft SEIR (2017) pp. 298-299	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 299-308	No	No	No	Yes
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	NBPP Draft SEIR (2017) pp. 308	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	NBPP Draft SEIR (2017) pp. 308	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	NBPP Draft SEIR (2017) pp. 308-309	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 309	No	No	No	N/A

The discussion in this section is based in part on the *Environmental Conditions Summary* prepared by *PES Environmental, Inc.* on July 22, 2016 and the *Mitigation Summary Letter* prepared by *Cornerstone Earth Group* on December 20, 2016. These reports are attached as Appendices D and E, respectively.

Existing Setting and Background:

Agricultural Pesticides: From the 1930s to the 1950s, the project site consisted mainly of agricultural land (orchards and row crops) with a few widely spaced residences and multiple associated outbuildings. By 1963, several large greenhouses were constructed on the site, along with an auto dismantling business. Between the mid-1960s and mid-1980s, these prior structures were replaced with ten commercial buildings and associated paved parking areas. Soils on the project site may contain residual pesticide contamination from past agricultural activities, if the soils have not been previously excavated during construction of the existing buildings.

Groundwater and Soil Contamination: Prior investigations identified environmental concerns at the site associated with gasoline, diesel, and waste oil underground storage tanks (USTs) that were removed in the 1980s, 1990s, and 2000s.

At 1230 La Avenida Street, a former tenant excavated an area of approximately 10 feet in diameter (unknown depth) on the north side of the building in 2005 for temporary equipment placement. The material used to backfill the excavation is unknown, and the undocumented fill is considered a potential environmental concern at the property.

The Los Altos Garbage Company completed vehicle maintenance activities at 1285 Pear Avenue between 1971 and 1996. In 1982, City workers encountered groundwater in an excavation that appeared to contain gasoline, which triggered further investigations at the facility. Elevated concentrations of total petroleum hydrocarbon as gasoline (TPHg) and benzene, toluene, ethylbenzene, and xylene (BTEX) were identified in soil and groundwater during UST removal in 1989 and 1995. Remedial activities included soil excavation, air sparging, and groundwater extraction and treatment. Air sparging is a soil remediation method in which air is pumped into contaminated soil, allowing extraction of hydrocarbon vapors. Air sparging activities performed in the 1980s reportedly were discontinued due to interference from methane gas, but no source of the methane has been identified. The leaking underground storage tank (LUST) case at 1285 Pear Avenue was closed by the Santa Clara Valley Water District (SCVWD) in 1999. Residual concentrations of total petroleum hydrocarbon (TPH) and BTEX, however, were noted to remain in soil and groundwater.

Rudolph & Sletten, Inc. historically operated a corporation yard facility at 1250-1260 La Avenida Street. Between 1987 and 2007, gasoline, diesel, and waste oil USTS and an oil-water separator were removed. Elevated concentrations of TPHg, total petroleum hydrocarbon as diesel (TPHd), and BTEX were identified in soil and groundwater sampled in the vicinity of the former USTs and oil-water separator. At a location along the eastern boundary of 1250 La Avenida Street, a hotspot (unrelated to the removed USTs) was identified, with high TPHg and TPHd levels suggesting the presence of free-phase (i.e., not dissolved or mixed in water or soil) product in groundwater. A petroleum sheen on groundwater and discolored soil were encountered during subsequent excavation activities. The LUST case was closed by the Santa Clara County Department of Environmental Health (DEH) in 2008 after mitigation measures and periodic groundwater monitoring. In their closure summary, the DEH identified Site Management Requirements, which are listed in the *Hazards and Hazardous Materials Impacts Analysis* of this checklist.

During a 1985 geotechnical study at 1225, 1235, and 1245 Pear Avenue, unmixed or free-phase gasoline was identified in two borings on the property. TPH and volatile organic compounds (VOCs) were subsequently detected in groundwater. The TPH impacts were attributed to releases at the Rudolph & Sletten property, and the VOCs were attributed to groundwater originating from the Teledyne/Spectra-Physics property (see discussion below). The eastern portion of the 1225 – 1245 Pear Avenue parcel also operated as an automobile dismantling business. Automobile dismantling activities could result in elevated hydrocarbon and metals concentrations in soil.

At 1245 Space Park Way, gasoline USTs were removed in 1988, and soil and groundwater investigations were completed. The SCVWD issued a case closure letter for the LUST case in July 2000, identifying Site Management Requirements, which are listed in the *Hazards and Hazardous Materials Impacts Analysis* of this checklist.

Building Materials: Buildings constructed prior to 1978 may include asbestos-containing materials (ACMs) in building materials such as roofs, tiling, and insulation. Asbestos-containing materials are of concern because exposure to them has been linked to cancer.

Lead was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. In 1972, the Consumer Products Safety Commission limited lead content in new paint to 0.5 percent, and to 0.06 percent in 1978. Similar to ACMs, lead may also be present in older buildings.

Off-Site Impacts: There are a number of hazardous materials listings within a one-quarter mile radius of the site. Two sites that have the ability to impact the site are described below. All other database listings either had no violations, were closed by the regulatory agency, were hydrologically cross-gradient or down-gradient, or were evaluated to be a significant distance (greater than one-quarter mile) from the site. As a result, these properties are not expected to pose a significant environmental risk to the site.

Teledyne/Spectra-Physics: The Teledyne/Spectra-Physics property is located approximately 1,400 feet southwest of the site. Teledyne Semiconductor operated as a semiconductor manufacturer since 1962. Spectra-Physics, Inc. was a manufacturer of electronic equipment and gas lasers since 1961. VOC releases at these facilities, primarily trichloroethene (TCE) have resulted in a plume of VOC-impacted groundwater (known as the North Bayshore Area plume) that extends approximately one mile in length. Remedial efforts are being completed jointly by the responsible parties under EPA and San Francisco Bay Regional Water Quality Control Board (RWQCB) oversight. Based on reported VOC concentrations in onsite groundwater, along with historical groundwater monitoring data, the North Bayshore Area plume appears to extend beneath the site.

Santa Clara Valley Transportation Authority North Coach Division: The VTA North Coach Division is located adjacent to the site across La Avenida Street. The VTA property is located up-gradient of the site with respect to groundwater flow direction. The VTA undertook petroleum hydrocarbon investigations in 1987. USTs formerly storing petroleum hydrocarbons (primarily diesel) were removed from the North Coach Division property. Following monitoring and remediation, the

LUST case associated with petroleum hydrocarbons was closed by the RWQCB in 1997. VOCs, primarily TCE, were first identified in groundwater at the VTA property in 1988, but subsequent investigations did not identify a source of the VOCs. A "no further action" letter associated with VOCs was issued by the RWQCB in 2005, stating that the contamination likely originated from Teledyne/Spectra-Physics.

Impact Analysis:

8a., b. The project site is currently developed with office and industrial uses. The proposed residential and office development would routinely use limited amounts of fuels, oils, and cleaning materials and would not generate substantial hazardous emissions from hazardous materials use or transport. The *North Bayshore Precise Plan Subsequent EIR (2017)* concluded that projects that comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard City conditions of approval would reduce the potential for hazardous materials impacts to existing residents and businesses in and near the Precise Plan area to a less than significant level.

8c. The project is not within one-quarter mile of an existing or proposed school. The applicant proposes to construct office and residential uses, which would not be substantial emitters of hazardous materials or hazardous waste following construction.

8d. The proposed project site is located on a site that is included on a list of hazardous materials sites with open clean up cases compiled pursuant to Government Code Section 65962.5. A California Spills, Leaks, Investigations, and Cleanups Program (SLIC) case was opened for the 1255 Pear Avenue property in 2013. Contaminants of concern at the site include PCE, TPH, and TCE. Contaminants have been observed in soil and groundwater on the site. The site is enrolled in the EPA Voluntary Cleanup Program (VCP), overseen by the Santa Clara County Department of Environmental Health (SCCDEH).

The *North Bayshore Precise Plan Subsequent EIR (2017)* found that all future development projects would be required to comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard conditions of approval related to hazardous materials and hazardous waste. These policies include contamination prevention, clean-up, and agency oversight.

The *North Bayshore Precise Plan Subsequent EIR (2017)* also identified program-level mitigation measures to reduce impacts from hazardous materials contamination (**MM HAZ-3.1** through **MM HAZ-3.15**). Consistent with **MM HAZ-3.1**, **MM HAZ-3.4**, and **MM HAZ-4.13**, the project applicant is required to coordinate development activities with SCCDEH and adhere to project-specific development requirements.

Additionally, the following standard conditions of approval would apply to the proposed project.

Standard Condition of Approval:

- DISCOVERY OF CONTAMINATED SOILS: If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices

(BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in the Occupational Safety and Health Administration (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.

- VAPOR BARRIER: A chemical vapor barrier shall be installed beneath all occupied structures to mitigate the potential for chemical vapor intrusion within those structures. Vapor barriers shall be designed and installed according to current industry standards. Specifications for the vapor barrier shall include thickness, type, durability, and diffusion rates for potential VOCs of concern. The specifications shall also describe the effectiveness of the liner over the life of the building.

  A Long-Term Operations, Maintenance, and Monitoring Plan (OMMP) shall also be submitted for approval that presents the actions to be taken following construction to maintain and monitor the vapor intrusion mitigation system, and a contingency plan should the vapor mitigation system be damaged or fail. A financial assurance mechanism shall additionally be established (i.e., proof that adequate funds are available for long-term maintenance and monitoring of the vapor intrusion mitigation system) and described in the OMMP. An independent consultant approved by the City shall review the vapor barrier design and installation and shall certify that it meets current industry standards. A regulatory oversight agency (Santa Clara County Department of Environmental Health, Department of Toxic Substances Control, or the Regional Water Quality Control Board) shall also be contacted to determine whether additional requirements apply.

In addition to the standard condition listed above, the project includes the following conditions of approval, identified in Appendices D and E of this checklist. These conditions would ensure project compliance with *North Bayshore Precise Plan Subsequent EIR (2017)* **MM HAZ-3.3**, **MM HAZ-3.4**, **MM HAZ-3.7**, and **MM HAZ-3.11**.

Conditions of Approval:

- TOXIC ASSESSMENT: An *Environmental Conditions Summary* and a *Mitigation Summary Letter* were prepared and are attached as Appendices D and E. Toxic assessment reports shall be submitted for the former automobile dismantling business located on the eastern portion of the 1225 – 1245 Pear Avenue parcel and areas of the property historically used for agricultural purposes. In addition , if subsurface features (e.g., elevator pits, basement parking) are proposed that are in different areas than those examined in Appendices D and E, a toxic assessment of these areas would be required. The toxic assessment reports shall be prepared as described below:

- 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 of Mountain View 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.

- SITE MANAGEMENT PLAN: Prior to building permit submittal, Site Management Plans (SMPs) and a Health and Safety Plan (HSP) will be developed or modified for the northern and southern parcels, respectively, to establish appropriate management practices for handling and monitoring of chemically affected soil, soil vapor, and groundwater that potentially may be encountered during construction activities. Based on the phased approach for the northern parcel, the SMP will be prepared in two stages: initially to meet construction activities related to installation of a temporary parking area, and then modified to include criteria for the full development. The SMP for the southern parcel, prepared in 2013, was approved by Santa Clara County for the Phase 1 development activities. This SMP will be modified to incorporate criteria for the Phase 2 portion of the southern parcel. The SMPs shall be prepared/modified by an Environmental Professional and shall be submitted to an oversight agency for review and approval prior to construction. The SMPs shall also be provided to the City.

  Prior to the start of any construction activity that involves below-ground work, information regarding site risk management procedures, including copies of the HSP and SMP, shall be provided to contractors for their review. SMP measures, including the following, shall be incorporated into the project design documents:

  - Site control procedures to control the flow of personnel, vehicles, and materials in and out of the site.
  - Measures to minimize dust generation, stormwater runoff, and tracking of soil off-site.
  - Dewatering protocols, if dewatering is anticipated, including methods to evaluate water quality and discharge/disposal alternatives; the pumped water shall not be used for on-site dust control or any other on-site use.
  - Protocols for conducting earthwork activities in areas where chemically affected soil, soil vapor, and/or groundwater are present or suspected. Worker training requirements, health and safety measures, and material handling procedures shall be described.
  - Perimeter air monitoring for dust during any activity that significantly disturbs chemically affected site soil to document the effectiveness of dust control measures.
  - Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.
  - Protocols to characterize/profile soil suspected of being contaminated so that appropriate mitigation, disposal, or reuse alternatives, if necessary, can be implemented. Soil in contact with groundwater should be assumed to contain chemicals found in groundwater. All soil

excavated and transported from the site should be appropriately disposed at a permitted facility.

- Stockpiling protocols for clean and chemically affected soil.
- Decontamination procedures to reduce the potential for construction equipment and vehicles to release site soils onto public roadways or other off-site transfer.
- Procedures to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals should not be accepted.
- Methods to monitor extractions and trenches for the potential presence of VOC-impacted vapors. Mitigation protocols shall be developed and implemented in the event elevated VOC vapors are released during excavation activities that may pose a risk to construction worker health and/or a risk to the health of occupants of neighboring properties.
- Protocols to evaluate if the residual contaminants will adversely impact the integrity of below-ground utility lines and/or structures.
- Measures to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches (within impacted soil or groundwater) extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.

The project applicant's Environmental Professional shall assist in the implementation of the SMP for the property and shall perform part-time observation services during demolition, excavation, grading, and trenching activities. Upon completion of construction, the Environmental Professional shall prepare a report documenting compliance with the SMP; this report shall be submitted to the oversight regulatory agency and City.

- SOIL SAMPLING: Soil sampling and laboratory analyses shall be completed on the site to evaluate for the presence of residual 1) environmentally persistent pesticides; 2) metals used in paint (lead), for agricultural purposes (arsenic, lead, and mercury), and found in automotive repair and dismantling operations (cadmium, chromium, lead, nickel, and zinc); and 3) for petroleum hydrocarbons and solvents in former automotive operations areas. If concentrations of constituents of potential concerns are detected exceeding the lowest of the Regional Water Quality Control Board, Department of Toxic Substances Control, or U.S. Environmental Protection Agency residential screening levels, the chemically affected soil shall be appropriately mitigated under the oversight of an appropriate agency, such as the Santa Clara County Department of Environmental Health, the Department of Toxic Substances Control, or the San Francisco Bay Regional Water Quality Control Board.

- UNDERGROUND STORAGE TANKS: Although the fuel leak cases were closed by overseeing regulatory agencies, residual petroleum hydrocarbon-affected soil and groundwater remain in place. Compliance with the oversight agency's Site Management Requirements shall be achieved prior to construction in these areas. During construction activities, undocumented fill used to fill

former UST excavations shall be removed and replaced as engineered fill under the observations and requirements of the Geotechnical Engineer of Record. If an organic vapor meter detects vapors greater than background levels or discolored soil is noted, discrete samples shall be collected of the excavated material and analyzed for constituents of potential concern at a frequency of one sample per 250 cubic yards. If concentrations of constituents of potential concern are detected exceeding the lowest of the Regional Water Quality Control Board, Department of Toxic Substances Control, or U.S. Environmental Protection Agency residential screening levels, this soil shall be appropriately disposed off-site.

- UNDOCUMENTED FILL: During construction activities, undocumented fill, such as at 1230 La Avenida Street, shall be removed and replaced as engineered fill as directed by the Geotechnical Engineer of Record. If an organic vapor meter detects vapors greater than background levels or discolored soil is noted, discrete samples shall be collected of the excavated material and analyzed for constituents of potential concern at a frequency of one sample per 250 cubic yards. If concentrations of constituents of potential concern are detected exceeding the lowest of the Regional Water Quality Control Board, Department of Toxic Substances Control, or U.S. Environmental Protection Agency residential screening levels, this soil shall be appropriately disposed off-site.

- ASBESTOS SURVEY: In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint for the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures.

  A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with California Occupational Safety and Health Administration (Cal/OSHA) standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District regulations.

- LEAD BASED PAINT REMOVAL: The removal of lead-based paint is not required if it is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it shall be removed prior to demolition. In either case, applicable OSHA regulations shall be followed; these include requirements for worker training, air monitoring, and dust control. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Universal wastes, lubrication fluids, and refrigerants shall be removed before structural demolition begins. Before disposing of any demolition waste, the Demolition Contractor shall determine if the waste is hazardous and shall ensure proper disposal of waste materials.

- GROUNDWATER CONTAMINATION: Prior to redevelopment of the site, well records from the Santa Clara Valley Water District shall be researched and attempts made to locate abandoned water supply wells within the site area to be redeveloped. SCVWD records shall also be researched to confirm that the groundwater monitoring wells in the area to be redeveloped have been appropriately destroyed. If encountered during earthwork activities, septic systems shall be abandoned in accordance with Department of Environmental Health requirements.

The proposed residential and office project would be required to comply with the development requirements under the direction of the City of Mountain View and applicable regulatory oversight agencies. The project would implement the conditions of approval above and would adhere to **MM HAZ-3.1** through **MM HAZ-3.15** in the *North Bayshore Precise Plan Subsequent EIR (2017)*. For these reasons, the project would not result in a new or substantially increased hazardous materials impact.

8e., **f.** The proposed development is consistent with the Moffett Federal Airfield Comprehensive Land Use Plan and Mountain View 2030 General Plan Policy LUD 2.5 (Encourage compatible land uses within the Airport Influence Area for Moffett Federal Airfield as part of Santa Clara County's Comprehensive Land Use Plan).

8g. The proposed project would not interfere with an adopted Mountain View emergency response or evacuation plan.

8h. The project site, and the greater North Bayshore Precise Plan area, are not adjacent to wildland areas.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017).*

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.9 HYDROLOGY AND WATER QUALITY. **Would the Project:**					
a. Violate any water quality standards or waste discharge requirements?	NBPP Draft SEIR (2017) pp. 325-330	No	No	No	N/A
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)?	NBPP Draft SEIR (2017) pp. 336	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 325-330	No	No	No	N/A
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	NBPP Draft SEIR (2017) pp. 325-330	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
runoff in a manner which would result in flooding on- or off-site?					
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	NBPP Draft SEIR (2017) pp. 330-333	No	No	No	N/A
f. Otherwise substantially degrade water quality?	NBPP Draft SEIR (2017) pp. 336	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 333-336	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	NBPP Draft SEIR (2017) pp. 333-336	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 333-336	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	NBPP Draft SEIR (2017) pp. 333-336	No	No	No	N/A

Existing Setting:

The elevations of the proposed project site vary between approximately 15 and 25 feet mean sea level (MSL), with the site generally sloping down from south to north.

According to the applicable Flood Insurance Rate Map Community Panel 06085C-0037H, dated May 18, 2009, the proposed project site lies within Flood Zone X. Flood Zone X consists of areas of 0.2 percent chance flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas of protected levees from one percent annual chance flood. The site is within the area protected from the one percent annual flood or greater flood hazard by a levee system that has been provisionally accredited.[8] Overtopping or failure of any levee systems is possible.

Impact Analysis:

9a. The proposed project would be required to comply with standard City conditions of approval, based on Regional Water Quality Control Board requirements, to reduce water quality impacts during construction.

Standard Conditions of Approval:

- 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 acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

- CONSTRUCTION BEST MANAGEMENT PRACTICES: All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system. Refer to the City of Mountain View document, "It's in the Contract but mot in the Bay" for the specific construction practices required at the job site.

- 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.

- 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.

- HYDROMODIFICATION MANAGEMENT: Post-construction stormwater runoff shall drain to approved permanent Hydromodification Management (HM) controls to mitigate increases in peak runoff flow and increased runoff volume. Projects that will decrease impervious surface area in comparison to the pre-project condition are not subject to the HM requirement. Information related to this requirement, including the exemption criteria, is included in the City's document entitled, "Hydromodification Management Plan Guidelines for Development Projects," and the Santa Clara Valley Urban Runoff Pollution Prevention Program's manual entitled, "C.3 Stormwater Handbook: Guidance for Implementing Stormwater Requirements for New and Redevelopment Projects."

  The City's "Hydromodification Management Plan Guidelines for Development Projects" manual requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing requirements of the controls that will be installed. Include the Stormwater Management Plan with the building plan submittal. Property owners of projects that include stormwater controls constructed in accordance with this condition are required to enter into a formal recorded self-inspection and maintenance agreement with the City.

- 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).

[8] Federal Emergency Management Agency. *Flood Insurance Rate Map, Map Number 06085C0037H*. Effective Date: May 18, 2009.

- LANDSCAPE DESIGN: For residential and non-residential buildings, landscape design shall minimize runoff and promote surface filtration. Examples include:
  - No steep slopes exceeding 10 percent;
  - Using mulches in planter areas without ground cover to avoid sedimentation runoff;
  - Installing plants with low water requirements; and
  - Installing appropriate plants for the location in accordance with appropriate climate zones.

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

- OUTDOOR STORAGE AREAS (INCLUDING GARBAGE ENCLOSURES): Outdoor storage areas (for storage of equipment or materials which could decompose, disintegrate, leak or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following:
  - Paving the area with concrete or other nonpermeable surface;
  - Covering the area; and
  - Sloping the area inward (negative slope) or installing a berm or curb around its perimeter. There shall be no storm drains in the outdoor storage area.

- MULTI-FAMILY DWELLING COMPLEX CAR WASH: For multi-family dwelling complexes (25 or more units), a dedicated car wash area shall be installed. The car wash area shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following: (a) paving the area with concrete or other nonpermeable surface; (b) sloping the area inward (negative slope) or installing a berm or curb around its perimeter; and (c) discharging the wash water to an approved wastewater treatment system connected to the sanitary sewer.

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

The proposed project would be consistent with *Chapter 4.3, Stormwater* of the Precise Plan. *Chapter 4.3* incorporates stormwater treatment controls and guidelines, including post-construction stormwater controls, green streets, trash capture, vehicle washing, and source controls. Through compliance with the above City of Mountain View standard conditions and North Bayshore Precise Plan standards, the project would not result in new or greater impacts to water quality standards or waste discharge requirements than those identified in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

9b. The proposed project would not deplete groundwater supplies or interfere with groundwater recharge. The project would be consistent with the North Bayshore Precise Plan, and would not result in new or substantially increased impacts than those described in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

9c., d. The proposed project would construct residential and office uses within an existing urban area, on a site that is currently developed. The redevelopment of the project site would not alter the drainage pattern of the area. The project would install stormwater treatment facilities, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements and the North Bayshore Precise Plan Stormwater Management Standards and Guidelines (Section 4.4). The project would not result in new or substantially increased drainage impacts than those described in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

9e., f. The proposed project would decrease the amount of impervious surfaces from approximately 14.0 acres to approximately 8.2 acres by removing surface parking and increasing pervious surfaces. The project would treat the entire site, including existing and proposed building roof areas, per provision C.3 regulations and as otherwise required under applicable standards and requirements.

The North Bayshore Precise Plan builds on the C.3 provisions for the installation of stormwater treatment controls, recommending higher treatment levels for stormwater and accelerating reduction in trash loads. The project would comply with the standards and guidelines in the North Bayshore Precise Plan, and other requirements as applicable, and so would not create runoff that would exceed the capacity of stormwater drainage systems. The project would not result in new or substantially increased impacts than those described in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

9g-i. The proposed project site is not located in a Federal Emergency Management Agency (FEMA) flood hazard zone or an inundation area for any reservoir in the event of a complete dam failure. Based on the location of the project, the project would not result in a significant impact from flooding.

9j. According to the *North Bayshore Precise Plan Subsequent EIR (2017)*, the location of the North Bayshore Precise Plan Area is not likely to be affected by seiches, tsunamis, or mudflow and no policies or actions are needed to further reduce the impact.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.10 LAND USE AND PLANNING. Would the project:					
a. Physically divide an established community?	NBPP Draft SEIR (2017) pp. 348-352	No	No	No	N/A
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 General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	NBPP Draft SEIR (2017) pp. 348-353	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	NBPP Draft SEIR (2017) pp. 353	No	No	No	N/A

Impact Analysis:

10a. The *North Bayshore Precise Plan Subsequent EIR (2017)* amended the General Plan to allow an increase in residential uses in the North Bayshore Precise Plan Area. The land uses proposed under the current project do not represent substantially different uses than the surrounding office, commercial, and residential uses in the area or involve components that would physically divide an existing community. The proposed project would be consistent with the land use patterns and intensity analyzed in the *North Bayshore Precise Plan Subsequent EIR (2017)*, and would not physically divide an established community.

10b. The *North Bayshore Precise Plan Subsequent EIR (2017)* did not identify any significant impacts from a conflict with applicable land use plans, policies, and regulations. The proposed residential and

office project is consistent with the site's *North Bayshore Mixed-Use* General Plan land use designation and the current *P(39) North Bayshore Precise Plan* zoning.

For these reasons, the proposed residential and office development project would not conflict with land use plans, policies, or regulations.

10c. The North Bayshore Precise Plan area is not located within any approved local, regional, or state conservation plan. Therefore, the proposed residential and office development project within the North Bayshore Precise Plan area would have no impact on approved conservation plans and no mitigation measures are required.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.11 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?	NBPP Draft SEIR (2017) pp. 259	No	No	No	No
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?	NBPP Draft SEIR (2017) pp. 259	No	No	No	No

Impact Analysis:

11a., b. Based on mapping by the State of California, there are no minerals or aggregate resources of statewide importance located within Mountain View. There are no natural gas, oil, or geothermal resources identified in or adjacent to Mountain View. The site is in an urban area and there are no locally-important mineral resources identified in the 2030 General Plan EIR.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.12 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?	NBPP Draft SEIR (2017) pp. 373-376	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	NBPP Draft SEIR (2017) pp. 371-373	No	No	No	Yes
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	NBPP Draft SEIR (2017) pp. 366-368	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	NBPP Draft SEIR (2017) pp. 368-371	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 376	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
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?	NBPP Draft SEIR (2017) pp. 376	No	No	No	N/A

The discussion in this section is based in part on the *Pear Avenue Mixed-Use Project Environmental Noise and Vibration Assessment* prepared by *Illingworth & Rodkin, Inc.,* on February 6, 2018. This report is attached to this checklist as Appendix F.

Existing Setting and Background:

The North Bayshore Precise Plan area and the project site are subject to transportation-related noise from traffic on surrounding roadways and aircraft overflights from Moffett Federal Airfield and, to a lesser extent, Palo Alto Airport and the main regional airports in San Jose and San Francisco. U.S. 101, which borders the Precise Plan area to the south, represents a substantial source of noise for the southernmost portion of the Precise Plan area, and the northern border of the Precise Plan area near Shoreline at Mountain View Regional Park is substantially quieter, except during time periods when special events occur nearby at Shoreline Amphitheater.

Stationary noise sources within the North Bayshore Precise Plan area include construction, parking lots, cooling and heating systems associated with commercial and industrial buildings, and special events located nearby at Shoreline Amphitheatre. Delivery trucks loading and unloading materials at existing commercial and industrial buildings, associated parking lots, generators, and mechanical ventilation systems contribute to the existing noise environment.

A noise monitoring survey was completed at the site by *Illingworth & Rodkin* on September 21 and September 26, 2017. The monitoring survey included two long-term noise measurement and one short-term noise measurement. The noise environment at the site and in the surrounding areas results primarily from vehicular traffic along U.S. 101 and Shoreline Boulevard. Secondary noise sources include traffic along Space Park Way, Pear Avenue, and La Avenida Street, and Buses at the adjacent VTA bus yard. Aircraft associated with Moffett Federal Airfield also contributes to the noise environment at the project site and vicinity.

Long-term noise measurement LT-1 was recorded along the southern border of the project site, approximately 50 feet north of the La Avenida Street centerline (refer to Figure 8.12-1). Hourly average noise levels at this location typically ranged from 56 to 65 dBA (A-weighted sound level) L_{eq} (energy-equivalent sound/noise descriptor) during the day, and from 54 to 65 dBA L_{eq} at night. The day-night average noise level from September 21 through September 26, 2017 ranged from 64 to 67 dBA L_{dn}. The daily trend in noise levels at LT-1 is shown in Appendix F.

Long-term noise measurement LT-2 was recorded in front of in front of 1245 Space Park Way (refer to Figure 8.12-1). Hourly average noise levels at this location typically ranged from 52 to 65 dBA L_{eq} during the day, and from 48 to 62 dBA L_{eq} at night. Between 8:00 a.m. and 10:00 a.m. on September 25, 2017, the hourly noise levels were five to 10 decibels (dB) higher than typical noise levels. These noise levels were likely due to landscaping activities in the area. Adjustments were made in the calculation of L_{dn} to exclude the non-typical data to reflect typical noise levels. The day-night average noise level from September 21 through September 26, 2017 ranged from 60 to 62 dBA L_{dn}. The daily trend in noise levels at LT-2 is shown in Appendix F.

Long-term noise measurement LT-3 was recorded at the east end of Pear Avenue near the Santiago Villa Mobile Home Park (refer to Figure 8.12-1). Hourly average noise levels at this location typically ranged from 47 to 60 dBA L_{eq} during the day, and from 40 to 57 dBA L_{eq} at night. The day-night average noise level from June 25 through June 29, 2015 ranged from 54 to 60 dBA L_{eq}. The daily trend in noise levels at LT-3 is shown in Appendix F.[9]

Short-term noise measurement ST-1 was recorded in the north end of the 1260 Pear Avenue parking lot, approximately 250 feet north of the Pear Avenue centerline (refer to Figure 8.12-1). This location was selected to quantify noise levels due to surrounding commercial buildings and aircraft flyovers. The 10-minute average noise level measured at this location between 1:20 p.m. and 1:30 p.m. on September 21, 2017 was 52 dBA L_{eq}. Table 8.12-1 summarizes the results of the short-term measurement.

Table 8.12-1: Noise Measurements

Noise Measurement Location (Date, Time)	**Measured Noise Level, dBA**					
	L_{max}	**$L_{(1)}$**	**$L_{(10)}$**	**$L_{(50)}$**	**$L_{(90)}$**	**$L_{eq(10)}$**
ST-1: North end of 1260 Pear Ave parking lot. (9/21/2017, 1:20 p.m. – 1:30 p.m.)	59	57	53	52	51	52

[9] Long-term measurement LT-3 was collected for *Illingworth & Rodkin*'s North Bayshore Precise Plan noise report on June 25 and June 29, 2015.

Figure 8.12-1: Noise Measurement Locations

Impact Analysis:

12a. Noise and Land Use Compatibility: Policy NOI 1.2 of the City of Mountain View General Plan states that exterior noise levels at private and community outdoor recreation use areas of multi-family residential land uses be maintained at or below 65 dBA L_{dn} to be considered "normally acceptable" with the noise environment. These exterior noise standards do not apply to private decks or balconies. Exterior noise environments at office land uses, such as courtyards and recreational spaces, should be maintained at or below 67.5 dBA L_{dn} to be considered "normally acceptable" with the noise environment. The City also establishes that interior noise levels at multi-family residential developments be maintained at or below 45 dBA L_{dn}, and at or below 65 dBA L_{max} when exposed to intermittent noise from aircraft.

Future Exterior Noise Environment: Common outdoor uses in the proposed office building include a sixth floor balcony along the western and northern facades of the office building. The balcony would be located approximately 150 feet from the centerline of La Avenida Street. Exterior noise levels are calculated to be 63 dBA at the balcony, assuming no intervening shielding. The balcony would be shielded by the solid parapet barriers along the edge of the desk, providing at least 10 dBA of acoustical shielding. Exterior noise levels at noise-sensitive outdoor use areas would be maintained below 67.5 dBA L_{dn} and would be considered compatible with the proposed office land use.

The residential component of the project is divided into southern and northern parcels. Common residential outdoor uses on the southern parcel would include a ground floor pool courtyard and a fifth floor roof deck. Common residential outdoor use areas on the northern parcel would include two ground floor courtyards, two second floor courtyards, and a sixth floor roof deck.

The center of the ground floor pool courtyard on the southern parcel would be approximately 160 feet from the centerline of La Avenida Street. The future exterior noise level at this courtyard would be 63 dBA L_{dn}, assuming no intervening shielding. The center of the fifth floor roof deck would be approximately 110 feet from the centerline of Pear Avenue. The future exterior noise level at this roof deck would be 57 dBA L_{dn} assuming no intervening shielding. The courtyard and roof deck would be shielded, however, by the proposed buildings and solid parapet barriers, respectively, which would provide at least 10 dBA of acoustical shielding. Therefore, future exterior noise levels at the pool courtyard and roof deck on the southern parcel would be less than the 65 dBA L_{dn} threshold for "normally acceptable" noise levels at multi-family residential land uses.

The center of the two southern courtyards on the northern parcel would be approximately 180 feet from the centerline of Pear Avenue. The future exterior noise level at these courtyards would be 54 dBA L_{dn} assuming no intervening shielding. The center of the two northern courtyards on the northern parcel would be approximately 150 feet from the centerline of Space Park Way. The future exterior noise level at these courtyards would be 56 dBA L_{dn} assuming no intervening shielding. The center of the sixth floor roof deck would be approximately 60 feet from the centerline of Pear Avenue. The future exterior noise level at this roof deck would be 59 dBA L_{dn} assuming no intervening shielding. The courtyards would be shielded by the proposed residential buildings. Therefore, future exterior

noise levels at the courtyards and roof deck on the northern parcel would be less than the 65 dBA L_{dn} threshold for "normally acceptable" noise levels at multi-family residential land uses.

No specific development plans have been completed for the affordable housing site; therefore, the City may require additional analysis to ensure the affordable housing project is consistent with the North Bayshore Precise Plan (2017). The affordable housing site would be located approximately 30 to 190 feet from the centerline of Space Park Way and would have future exterior noise levels ranging from 55 to 63 dBA L_{dn} assuming no intervening shielding. Common outdoor use areas located anywhere on the affordable housing site would not be exposed to noise levels exceeding the City's exterior noise standard.

Future Interior Noise Environment: The State of California requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at the proposed six story office building. At a distance of 50 feet away from the La Avenida Street centerline, offices along the southern façade of the building would be exposed to future exterior noise levels ranging from 56 to 65 dBA $L_{eq(1\text{-}hr)}$ during daytime hours. Standard office construction provides at least 30 dBA of outdoor to indoor noise reduction assuming that the building includes adequate forced-air mechanical ventilation systems so that the windows and doors may remain closed to control noise. Assuming standard construction methods with the windows and doors closed, interior noise levels would range from 26 to 35 dBA $L_{eq(1\text{-}hr)}$ during daytime hours, which would be below the CALGreen standard of 50 dBA $L_{eq(1\text{-}hr)}$.

Residential units would be located in the five-story building on the southern parcel and the six-story building on the northern parcel. At a distance of 50 feet away from the roadway centerlines, residences along the southern façade of the southern parcel facing La Avenida Street would be exposed to exterior traffic noise levels of up to 68 dBA L_{dn} and residences along the northern façade of the southern parcel facing Pear Avenue would be exposed to exterior traffic noise levels of up to 60 dBA L_{dn}. At a distance of 50 to 55 feet away from the Pear Avenue centerline, residences along the southern façade of the northern parcel would be exposed to exterior traffic noise levels of up to 60 dBA L_{dn}. At a distance of 40 feet away from the Space Park Way centerline, residences along the northern façade of the northern parcel would be exposed to exterior traffic noise levels of up to 62 dBA L_{dn}. Airplane traffic is not expected to increase in the future; therefore, future airplanes passing overhead would produce maximum noise levels ranging from 53 to 56 dBA L_{max} (maximum noise level).

Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming windows are partially open for ventilation. Standard construction with windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels exceed 65 dBA L_{dn}, forced-air mechanical ventilation systems and sound-rated construction methods are required. Such methods or materials may include a combination of smaller window and door sizes, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed. For the proposed project, the interior noise levels assuming standard construction methods and windows and doors partially open for ventilation would be 53 dBA L_{dn} and up to 41 dBA L_{max}, which meets the City's 65 dBA L_{max} threshold for

intermittent noise from airport operations but exceeds the City's 45 dBA L_{dn} threshold for interior noise at residential land uses.

No specific development plans have been completed for the affordable housing site. To meet the City's 65 dBA L_{max} threshold for intermittent interior noise levels from airport operations and 45 dBA L_{dn} threshold for interior noise at residential land uses, the façade of the closest building(s) would need to be set back at least 60 feet from the Space Park Way centerline, assuming standard residential construction with the windows partially open for ventilation. The interior noise level thresholds could be met with an adequate form of mechanical ventilation. Additional noise analysis would be required when detailed plans for the affordable housing development become available to ensure consistency with the North Bayshore Precise Plan.

The project would incorporate the following condition of approval, identified in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Condition of Approval:

- SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS: Project-specific acoustical analyses are mandated by the State where noise levels exceed 60 dBA L_{dn}. 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. The analyses shall meet the following noise reduction requirements. Interior average noise levels shall be reduced to 45 dBA L_{dn} or lower to meet State and local standards. New construction shall also achieve an interior noise level of 65 dBA (L_{max}) through measures such as site design or special construction materials. The analysis should also consider measures to further reduce noise to minimize activity interference and sleep disturbance. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all new units exposed to exterior noise levels greater than 60 dBA L_{dn}, so that windows could be kept closed at the occupant's discretion to control noise.

With incorporation of the following condition of approval, recommended by the project noise consultant, *Illingworth & Rodkin* (see Appendix F), the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Condition of Approval:

- SOUND-RATED WINDOWS: Provide sound-rated windows to maintain interior noise levels at acceptable levels. Preliminary calculations show that sound-rated windows with minimum

Sound Transmission Class (STC)[10] ratings of 28 to 30 would be satisfactory for units facing roadways to achieve acceptable interior noise levels.

Operational Noise: According to the City's Municipal Code, stationary equipment noise from any property must be at or below 55 dBA L_{eq} during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.) and at or below 50 dBA L_{eq} during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.) as measured at residential land uses. The project would include mechanical equipment, such as heating, ventilation, and air conditioning systems placed on the rooftops of the office building and residential buildings. Sensitive receptors at the Santiago Villa Mobile Home Park would be shielded from the rooftop mechanical equipment. Additionally, there would be electrical equipment, fan, pool equipment, and electrical equipment rooms located inside the proposed buildings and therefore shielded from noise-sensitive receptors. The mechanical equipment noise from the proposed project would be less than the 55 dBA L_{eq} daytime threshold and the 50 dBA L_{eq} nighttime threshold.

The following standard condition of approval shall be required of the project:

Standard Condition of Approval:

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

Truck deliveries to the proposed office building would have the potential to generate noise. Additionally, one garbage truck pickup per week is expected at both the office and residential buildings. Trucks would generate maximum instantaneous noise levels ranging from 65 to 70 dBA L_{max} at a distance of 50 feet. The closest shipping or trash area would be approximately 120 feet from the nearest sensitive receptor. At this distance, the unmitigated noise level produced by trucks would range from 57 to 62 dBA L_{max}. Since loading/unloading activities and garbage trucks would typically produce noise levels that fall within the range of existing noise levels, the project is not expected to increase noise levels during daytime hours when deliveries and trash pickups would occur.

Intermittent noise from the parking garages must meet the noise threshold established for stationary sources in the City's Municipal Code. Noises associated with parking garages include vehicular circulation, loud engines, car alarms, squealing tires, door slams, and human voices. The nearest sensitive receptors to the proposed garage would be residences within the adjacent Santiago Villa Mobile Home Park approximately 80 feet east of the parking structure façade. At this distance, hourly average parking structure noise levels would range from 43 to 48 dBA L_{eq} assuming no intervening shielding, below the 55 dBA L_{eq} daytime threshold and the 50 dBA L_{eq} nighttime threshold.

[10] **Sound Transmission Class (STC)**: A single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem.

Construction Noise: Construction activities for the proposed project would be completed between 7:00 a.m. and 6:00 p.m., Monday through Friday, and would adhere to the allowable hours of construction specified in the City's Municipal Code. Noise generated by construction activities would be exempt from the stationary equipment noise limits of 55 dBA L_{dn} during the day and 50 dBA L_{dn} at night, as stated in the Municipal Code. Construction activities for the proposed project would not occur on weekends or holidays, as specified in the Municipal Code.

With incorporation of the above conditions of approval, the proposed residential and office development project would not expose persons to or generate noise levels in excess of standards established in the local General Plan or noise ordinance, or any other applicable standards; therefore, it would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

12b. Vibration: Groundborne vibration levels exceeding 0.3 inch per second Peak Particle Velocity (PPV) would have the potential to result in a significant vibration impact. The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. The *North Bayshore Precise Plan Subsequent EIR (2017)* identified mitigation measures (**MM NOI-4.1**, **MM NOI-4.2**, and **MM NOI-4.3**) to reduce the impacts of vibration-causing equipment, such as pile drivers, vibratory rollers, and tampers. The proposed project is not expected to require pile driving, vibratory rollers, or tampers.

The nearest residential land use are the adjacent mobile home residences located approximately five feet to the east of the project property line. At this distance, vibration levels attributable to project construction would be 1.2 inches per second PPV, exceeding the 0.3 inch per second PPV threshold. The commercial buildings opposite surrounding streets would experience vibration levels of 0.07 inch per second PPV or less.

The following conditions of approval, recommended by the project noise consultant, *Illingworth & Rodkin* (see Appendix F), shall be required of the project:

Conditions of Approval:

- CONSTRUCTION EQUIPMENT: Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 20 feet of any adjacent building.

- DESIGNATED CONTACT: Designate a person responsible for registering and investigating claims of excessive vibration. Where evidence supports a claim, the designer will recommend measures to remedy the situation. The contact information of such person shall be clearly posted on the construction site.

With incorporation of conditions of approval, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

12c. Project Traffic Noise: Typically, a significant permanent noise increase would occur if the project would increase noise levels at noise-sensitive receptors by three dBA L_{dn} or greater where ambient noise levels exceed the "normally acceptable" noise level standard. Where ambient noise levels are at or below the "normally acceptable" noise level standard, noise level increases of five dBA L_{dn} or greater would be considered significant. According to the City's 2030 General Plan, the "normally acceptable" outdoor noise level standard for the single-family residences in the project vicinity would be 55 dBA L_{dn}, and existing ambient levels exceed this threshold. Therefore, a significant impact would occur if traffic due to the proposed project would permanently increase ambient levels by three dBA L_{dn}.

The project traffic report (Appendix F) provided peak hour volumes for the project-generated traffic at local and major roadways in the immediate project vicinity. The permanent noise level increase due to this project-generated traffic would be approximately two dBA L_{dn} or less at noise-sensitive receptors in project vicinity. Therefore, the proposed project would not cause a substantial permanent noise level increase at the nearby noise-sensitive receptors.

The project would not result in a new or substantially increased significant impact than those described in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

12d. Temporary Construction Noise: Temporary construction noises are disturbances that are necessary for the construction of buildings and structures in urban areas. Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction materials, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life. Limiting the hours when construction can occur to daytime hours is often a simple method to reduce the potential for noise impacts. In areas immediately adjacent to construction, controls such as constructing temporary noise barriers and utilizing "quiet" construction equipment can also reduce the potential for noise impacts.

As described in the *North Bayshore Precise Plan Subsequent EIR (2017)*, noise generated by construction activities would temporarily elevate noise levels at adjacent noise sensitive receptors, but this would be considered a less than significant impact assuming that construction activities are conducted in accordance with the provisions of the City of Mountain View City Code and with the implementation of construction best management practices. The *North Bayshore Precise Plan Subsequent EIR (2017)* also requires a Construction Noise Logistics Plan shall be developed and specify the hours of construction, noise and vibration minimization measures, posting or notification of the method of construction and schedules, and designation of a noise disturbance coordinator. The Construction Noise Logistics Plan shall include measures required to be in place prior to the start of construction, and implemented during construction to reduce noise impacts on neighboring residents and other uses.

The proposed project is expected to take a total of approximately four years to complete. Construction activities would include demolition, site preparation, excavation, grading, trenching, building construction, paving, and architectural coating. During each stage of construction, there would be a

different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. Once construction moves indoors, minimal noise would be generated at off-site locations.

The phases of construction, the time duration for each phase, the equipment expected to be used during each phase, and the estimated construction noise levels for each phase at the adjacent sensitive land uses is summarized in Table 8 of Appendix F. Based on this analysis, the maximum noise levels at Santiago Villa Mobile Home Park would be 77 dBA L_{eq} and would occur over approximately two years.

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

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

- At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon twenty-four (24) hours written notice to the contractor, applicant, developer or owner. The building official can reduce the hours of construction activity below the 7:00 a.m. to 6:00 p.m. time frame or increase the allowable hours.

- If the hours of construction activity are modified, then the general contractor, applicant, developer, or owner shall erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. The contractor, owner, or applicant shall immediately produce any written order or permit from the building official pursuant to this section upon the request of any member of the public, the police, or City staff.

In addition, the City shall require the construction crew to comply with the following standard conditions of approval.

Standard Conditions of Approval:

- CONSTRUCTION NOISE REDUCTION: The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines and ensure exhaust mufflers are in good condition; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment, such as air compressors or portable power generators, construction staging areas, and construction material areas, as far as practical from sensitive

receptors; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible and when located near adjoining sensitive land uses; (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment; and (f) route all construction traffic via designated truck routes where possible and prohibit construction related heavy truck traffic in residential areas where feasible.

- 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 source of the complaint and will require that reasonable measures warranted to correct the problem be implemented. The contractor shall notify all adjacent uses of the construction schedule in writing. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.

The construction crew is also required to adhere to the following construction best management practices, recommended by the project noise consultant, *Illingworth & Rodkin* (see Appendix F), to reduce construction noise levels emanating from the site and minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity.

Condition of Approval:

- NOTICE OF CONSTRUCTION: The applicant shall notify neighbors within 750 feet of the project site of the construction schedule in writing, including all owners and tenants at the Santiago Villa Mobile Home Park, prior to each major phase of construction. A copy of this notice and the mailing list shall be submitted for review prior to issuance of building permits.

The implementation of the reasonable and feasible controls outlined above would reduce construction noise levels emanating from the site by five to 10 dBA, in order to minimize disruption and annoyance. With the implementation of these best management practices, as well as the Municipal Code limits on allowable construction hours, and considering that construction is temporary, the impact would be less than significant.

With incorporation of the applicable conditions of approval, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

12e., f. Moffett Federal Airfield is a joint civil-military airport located approximately 0.3 mile east of the project site. According to the Moffett Federal Airfield Airport Land Use Plan, 2022 Aircraft Noise Contour, the project site does not fall within the airport influence area and is located outside the 65 dBA Community Noise Equivalent Level (CNEL) noise contour. Noise from aircraft would not substantially increase ambient noise levels at the project site, and interior noise levels resulting from aircraft would be compatible with the proposed project.

Conclusion: With incorporation of the applicable conditions of approval, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.13 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)?	NBPP Draft SEIR (2017) pp. 384-385	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	NBPP Draft SEIR (2017) pp. 385	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	NBPP Draft SEIR (2017) pp. 385	No	No	No	N/A

Proposed Project:

The project would include residential and office construction, with development of up to 635 market-rate residential units and an increase of approximately 127,697 feet of office space. The project would also reserve a parcel at the northwest corner of the site for up to 150 affordable residential units. Including both market-rate and affordable units, the project would generate approximately 1,374 new residents and 511 net new employees, with 1,624 total employees at completion of the project.[11] According to the *North Bayshore Precise Plan Subsequent EIR (2017)*, an estimated 38,910 employees could be located in the Precise Plan area at buildout in 2030, an increase of 14,070 jobs over existing conditions. The

[11] For the Precise Plan area in 2030, the assumed density for multi-family uses is 1.75 persons per household. The assumed density for office uses is 4.0 employees per 1,000 square feet.

North Bayshore Precise Plan Subsequent EIR (2017) allows development of up to 9,850 multi-family residential units within the Precise Plan area, for approximately 10,210 total units at full buildout.[12]

Impact Analysis:

13a. The project site is within the North Bayshore Precise Plan area and is consistent with the *North Bayshore Precise Plan Subsequent EIR (2017)*'s development assumptions; the project would not cause the number of residents or employees to exceed projections in the *North Bayshore Precise Plan Subsequent EIR (2017)*. The project would provide housing for 1,374 residents and jobs for 511 employees; therefore, the project would not contribute to worsening the jobs/housing ratio beyond that identified for the *North Bayshore Precise Plan Subsequent EIR (2017)*. The project would not result in substantial improvements to infrastructure that would indirectly result in population growth. The project would not result in substantial population growth in the area beyond the growth identified in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

13b., c. The project site does not currently contain housing. Therefore, the proposed project would not displace people or housing nor necessitate the construction of replacement housing elsewhere.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

[12] Includes 9,850 residential units to be constructed under the North Bayshore Precise Plan and 360 existing residential units at Santiago Villa Mobile Home Park.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.14 PUBLIC SERVICES. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**					
Fire protection?	NBPP Draft SEIR (2017) pp. 395-396	No	No	No	N/A
Police protection?	NBPP Draft SEIR (2017) pp. 396	No	No	No	N/A
Schools?	NBPP Draft SEIR (2017) pp. 397-398	No	No	No	Yes
Parks?	NBPP Draft SEIR (2017) pp. 398-400	No	No	No	N/A
Other public facilities?	NBPP Draft SEIR (2017) pp. 400	No	No	No	N/A

Impact Analysis:

Consistent with the *North Bayshore Precise Plan Subsequent EIR (2017)*, development of the proposed office development would incrementally increase the use of public facilities.

Fire Protection: Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 75,275 and an area of 12 square miles. Consistent with the build-out of the Precise Plan, the proposed project would be constructed to current Fire Code standards, and would not increase the urban area already served by the MVFD. The proposed residential and office development is consistent with the growth projected in the *North Bayshore Precise Plan Subsequent EIR (2017)*, and the MVFD does not anticipate the need to construct a new fire station to accommodate buildout of the project. For these reasons, the proposed development's incremental demand for fire services would not result in the need to expand or construct new fire facilities. The project would comply with General Plan Policies PSA 1.1 and PSA 3.1, which are intended to reduce impacts to emergency response times. The proposed residential and office development would not substantially impact the provision of fire protection and rescue response, or result in the need for new

or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the proposed project would have a less than significant impact on fire services and facilities.

Police Services: Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 90 sworn and 45 non-sworn personnel. The proposed office development would be designed and constructed in conformance with current codes and reviewed by the City of Mountain View.

Development associated with the proposed project would not increase the urban area already served by the MVPD and is consistent with growth projected in the Precise Plan and 2030 General Plan. The proposed project would comply with General Plan Policies PSA 1.1, PSA 2.1, PSA 2.2, and PSA 2.3, which are intended to reduce impacts to emergency response times. The proposed project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the project's incremental demand for police services would not result in the need to expand or construct new police facilities.

Parks: Consistent with the *North Bayshore Precise Plan Subsequent EIR (2017)*, the increase in residents and employees would increase the use and demand for park facilities in the Precise Plan area. The 1,889-acre North Bayshore Planning Area contains 1,063 acres of parks per 1,000 residents and far exceeds the City's standard of providing 3.0 acres per 1,000 residents.

The project would include public open space areas which would reduce the resident and employee use of the existing parks in the area. New trees and landscaping would be installed on the project site and on the street. Given that the existing parks are adequate to serve the project, and the project would be in compliance with the Precise Plan by providing enhancements to the open space in the area, the project would not result substantial deterioration of existing parks in the project area.

The existing parks are adequate to accommodate the project's residents and employees and implementation of the proposed project would not require the expansion of existing recreational facilities, nor would the project require the construction of new facilities beyond what is planned in the *North Bayshore Precise Plan Subsequent EIR (2017)*. The project would, therefore, not result in the construction and or expansion of recreational facilities that would adversely affect the environment.

Schools: The project area is located within the Mountain View Whisman School District, which includes seven elementary schools and two middle schools. Students residing within the project area would likely attend Monta Loma Elementary School (located at 460 Thompson Avenue) and Crittenden Middle School (located at 1701 Rock Street). During the 2015-2016 school year, Monta Loma Elementary School had an enrollment of 466 with a maximum enrollment capacity of 625 students, and Crittenden Middle School had an enrollment of 666 students with a maximum enrollment capacity of 800 students.

The project would generate approximately 93 new elementary and 57 new middle school students.[13] The Mountain View Whisman School District currently has sufficient existing capacity to meet the demand of additional students.

The project area is within the boundaries of the Mountain View Los Altos High School District. Students residing within the project area would likely attend Mountain View High School, located at 3535 Truman Avenue. For the 2016-2017 school year, Mountain View High School had an enrollment of 1,912, with an optimum capacity of 1,784 students. The project would generate approximately 72 new high school students.[14] The District is currently in the midst of a facility master plan process which will identify new facilities needed. There is not currently sufficient capacity at Mountain View High School to accommodate the increased demand from the buildout of the proposed project.

The *North Bayshore Precise Plan Subsequent EIR (2017)* identified the following condition of approval related to the increased enrollment at existing schools.

Condition of Approval:

- SCHOOL IMPACT FEES: In accordance with California Government Code Section 65996, project applicants shall pay the appropriate school impact fees to the Mountain View Whisman School District and Mountain View Los Altos High School District to offset the increased demands on school facilities caused by the project.

Through conformance with the above condition of approval, the project would have a less than significant impact on school facilities.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

[13] For the Precise Plan area, the assumed student generation rates for market-rate housing are 0.073 elementary school students and 0.032 middle school students per residential unit. The student generation rates for affordable housing are 0.308 elementary school students and 0.247 middle school students per residential unit.
[14] For the Precise Plan area, the assumed high school student generation rates are 0.04 students per market-rate unit and 0.312 students per affordable unit.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.15 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?	NBPP Draft SEIR (2017) pp. 398-400	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 398-400	No	No	No	N/A

Existing Setting:

The City of Mountain View currently owns 972 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The North Bayshore Precise Plan area, including the current project site, is located within the North Bayshore Planning Area of the City of Mountain View 2*014 Parks and Open Space Plan.* Parks located within this planning area include Shoreline at Mountain View Regional Park, Charleston Park, Stevens Creek Trail, Permanente Creek Trail, and a community dog park. Charleston Park is a 6.5-acre park located on 1500 Charleston Road, north of the project site. Charleston Park is the only public park located within the North Bayshore Precise Plan area. Charleston Park contains meandering walking paths, with park amenities including grass fields and sitting areas. The Stevens Creek Trail and the riparian corridor of the creek is located 0.2 mile east of the project site.

The proposed office and market-rate residential developments would include public open space areas and outdoor terraces which would reduce the resident and employee use of the existing parks in the area.[15] The project proposes a new plaza surrounding the Pear Avenue extension, and a public promenade, paseo, and greenway would be installed on the project site. New trees and landscaping would be

[15] No development project has been submitted for the affordable housing project.

installed on the project site and on the street. Given the existing parks are adequate to serve the project, the project would not result in substantial deterioration of existing parks in the project area.

Impact Analysis:

15a. The project would comply with *Chapter 3.1, Urban Design Vision and Principles* of the Precise Plan, which includes standards and guidelines for the future parks and open space network in the North Bayshore Precise Plan area. Given the existing parks are adequate to serve the project, and the project would provide public recreational areas in compliance with *Chapter 3.1, Urban Design Vision and Principles* of the Precise Plan, the project would not result in substantial deterioration of existing parks in the project area. For these reasons, the project would result in a less than significant impact on existing park and recreational facilities.

Based on the *North Bayshore Precise Plan Subsequent EIR (2017)* estimated land use densities for residential and office uses and the proposed residential and office building square footage, the proposed project would generate approximately 1,374 new residents[16] and 511 net new employees. The proposed project's increase in residents and employees would increase the use and demand for park facilities in the Precise Plan area. Consistent with the conclusions of the *North Bayshore Precise Plan Subsequent EIR (2017)*, this increase would be considered less than significant, because the existing parks are adequate to accommodate additional users.

15b. Given that the proposed project is consistent with the conclusions of the *North Bayshore Precise Plan Subsequent EIR (2017)*, existing parks are adequate to accommodate the project's residents and employees, and implementation of the proposed project would not require the expansion of existing recreational facilities nor would the project require the construction of new facilities beyond what is planned in the North Bayshore Precise Plan. The project would, therefore, not result in the construction and/or expansion of recreational facilities that would adversely affect the environment.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017).*

[16] Includes development of up to 635 market-rate units and a reserve parcel of 150 affordable units.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.16 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?	NBPP Draft SEIR (2017) pp. 459-489	No	No	No	Yes
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?	NBPP Draft SEIR (2017) pp. 495-497	No	No	No	Yes
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?	NBPP Draft SEIR (2017) pp. 459-496	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NBPP Draft SEIR (2017) pp. 459-496	N/A	N/A	N/A	N/A
e. Result in inadequate emergency access?	NBPP Draft SEIR (2017) pp. 459-496	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 489-493	No	No	No	N/A

The discussion in this section is based on the *Pear Avenue Mixed-Use Development Site Specific Traffic Analysis* and the *Gateway Traffic and Trip Cap Estimates for Pear Avenue Development Memorandum* prepared by *Hexagon Transportation Consultants* on May 17, 2018 and May 10, 2018, respectively. This section also references the *North Bayshore: Project Driveway and Gateway Trip Generation Analysis for the Pear Avenue Mixed-Use Development Memorandum* prepared by *Fehr & Peers* on March 2, 2018. These reports are attached to this checklist as Appendix G, Appendix H, and Appendix I, respectively.

Existing Setting and Project Description:

A Site Specific Traffic Analysis (SSTA) was prepared to determine if the proposed project would have new or substantially more severe impacts, require new mitigation, or if there are new circumstances not previously disclosed in the certified *North Bayshore Precise Plan Subsequent EIR (2017)*. Driveway and gateway trip generation analyses were completed to establish project trip caps for the proposed office and residential development.

The project site proposes to remove 103,513 square feet of existing industrial uses, retain 175,057 square feet of existing office and industrial uses, and construct 231,210 square feet of office uses on the site, resulting in a total of 406,267 square feet of office and industrial/office uses on the site. The project also proposes up to 635 market-rate residential units. The project would set aside a 1.4-acre parcel for future development of up to 150 affordable residential units.

The project proposes a Transportation Demand Management program that outlines the approach that the project would take to reduce vehicle trips to achieve a 45 percent single-occupant vehicle rate and 10 percent carpool rate for office uses to achieve the project's trip cap. Additional TDM programs are also proposed for the residential uses at the site, and are described in Appendix G of this checklist.

Proposed Project Trip Generation: The trip generation for the proposed office and residential uses and the existing uses on the project site were estimated based on the same trip generation methods and assumptions prepared for the North Bayshore Precise Plan Transportation Impact Analysis (TIA). This was done to determine consistency with the *North Bayshore Precise Plan Subsequent EIR (2017)*.

The office vehicle trips reflect the TDM trip reduction required by the North Bayshore Precise Plan for new development to achieve the mode share targets of 45 percent single-occupant vehicles and 10 percent carpool. The residential vehicle trips reflect the project-specific housing mix, parking ratio, and trip internalization from future employed residents working in the North Bayshore Precise Plan area. Trip generation for the existing industrial uses north of Pear Avenue is based on the 2015 vehicle counts at the gateways to the North Bayshore Precise Plan area and service population in the area at the time.

Using the mode share requirements in the North Bayshore Precise Plan TDM Guidelines, the inbound and outbound vehicle trips of the proposed project (subtracting existing industrial trips to be replaced) were calculated. As shown in Table 8.16-1, the proposed project is expected to initially provide a residential parking ratio of 1.0 parking spaces per unit, which would result in a total trip generation of 348 net new trips (190 inbound and 158 outbound) during the a.m. peak hour and 398 net new trips (175 inbound and 223 outbound) during the p.m. peak hour.[17]

Table 8.16-1: Project Trip Generation (1.0 Residential Parking Space Per Unit)						
	A.M. Peak Hour			**P.M. Peak Hour**		
	Inbound	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**
New office trips	174	24	198	30	147	177
New market rate residential trips (1.0 parking space per unit)	33	115	148	124	81	205
New below market rate residential trips (0.60 parking space per unit)	8	22	30	26	18	44
Total	**215**	**161**	**376**	**180**	**246**	**426**
Existing site traffic	-25	-3	-28	-5	-23	-28
Net increase	*190*	*158*	*348*	*175*	*223*	*398*
Source: Fehr & Peers. March 2018.						

Over time, with the planned transportation improvements, the project would transition to a residential parking ratio of 0.69 parking spaces per unit.[18] As shown in Table 8.16-2, this would reduce the total trip generation to 334 net new trips (189 inbound and 145 outbound) during the a.m. peak hour and 385 net new trips (163 inbound and 222 outbound) during the p.m. peak hour at the project driveways (see Appendices H and I of this checklist).

Table 8.16-2: Project Trip Generation (0.69 Residential Parking Space Per Unit)						
	A.M. Peak Hour			**P.M. Peak Hour**		
	Inbound	**Outbound**	**Total**	**Inbound**	**Outbound**	**Total**
New office trips	174	24	198	30	147	177
New market rate residential trips (0.69 parking space per unit)	32	102	134	112	80	192
New below market rate residential trips (0.60 parking space per unit)	8	22	30	26	18	44
Total	**214**	**148**	**362**	**168**	**245**	**413**
Existing site traffic	-25	-3	-28	-5	-23	-28
Net increase	*189*	*145*	*334*	*163*	*222*	*385*
Source: Fehr & Peers. March 2018.						

[17] Calculations include potential future 150 affordable housing units with a residential parking ratio of 0.6 parking space per affordable unit, based on the North Bayshore Precise Plan average parking supply rate for affordable housing.

[18] 0.69 parking space per unit is the North Bayshore Precise Plan expected parking rate for the proposed housing mix.

The net differences between the two trip rates noted above – for 1.0 and 0.69 parking space per unit – would be 14 trips (a.m. peak hour) and 13 trips (p.m. peak hour). It should be noted that the project's trip cap is expected to comply with the lower (0.69) parking factor. Project compliance with these trip calculations would be enforced through annual TDM report monitoring.

The trip generation estimates described above are consistent with the trip generation methods described in detail in the *North Bayshore Precise Plan with Residential – Project Trip Generation Estimates* memorandum in Appendix G of the *North Bayshore Precise Plan Transportation Impact Analysis (July 2017)*.

Proposed Project Trip Distribution at Gateways: As described in the *North Bayshore Precise Plan Subsequent EIR (2017)*, the three gateways into North Bayshore are heavily congested during the a.m. and p.m. peak commute periods, and management of gateway traffic is critical to the successful buildout of the North Bayshore Precise Plan. The North Bayshore Precise Plan, therefore, established a gateway peak hour vehicle trip capacity of 8,290 a.m. and 8,030 p.m. trips. Consistent with Precise Plan standards, the City monitors vehicle trips at each of the three gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) twice per year.

The *North Bayshore Precise Plan Subsequent EIR (2017)* identified an a.m. peak hour inbound capacity of 2,220 trips at the Shoreline Boulevard gateway, located approximately 700 feet west of the project site. During the most recent monitoring event, completed in spring 2018, the 2,480 a.m. peak hour inbound vehicles exceeded the a.m. peak hour inbound trip capacity by 260 vehicle trips. The monitoring report also indicated that the observed Shoreline Boulevard gateway volume exceeded the two-way peak hour and peak period gateway trip targets.

After completion of the proposed project, it is expected that some existing office vehicle trips would be removed from the gateways, because some existing employees would move to the proposed residential buildings. The North Bayshore Precise Plan requires that the TDM measures and trip cap be applied to the existing office building on the site and other existing office buildings in North Bayshore, which would also reduce office vehicle trips at the gateways. Residential vehicle trips are exempt from the gateway vehicle trip cap, but would be subject to the project trip cap described below.

With a residential parking ratio of 1.0 space per unit, the proposed project (including 150 affordable residential units) would result in 59 inbound and 144 outbound a.m. peak hour trips, and 154 inbound and 121 outbound p.m. peak hour trips at the gateways. With a residential parking ratio of 0.69 space per unit, the proposed project would result in 58 inbound and 128 outbound a.m. peak hour trips, and 140 inbound and 118 outbound p.m. peak hour trips at the gateways. In order to comply with the City's North Bayshore gateway trip capacity policies, these estimates reflect the vehicle trip reduction from existing buildings through implementing highly effective TDM programs.

Approximately 88 percent of project trips would use the Shoreline Boulevard gateway to access the project site, 11 percent of project trips would use the Rengstorff Avenue gateway, and one percent of project trips would use the San Antonio gateway. With a residential parking ratio of 1.0 space per unit, the office and market rate residential project would add a net total of 50 a.m. peak hour inbound trips to

the Shoreline Boulevard gateway. With a residential parking ratio of 0.69 space per unit, the project would add a net total of 49 a.m. peak hour inbound trips to the gateway. Once completed, the affordable housing component of the project would add an additional two a.m. peak hour inbound trips.[19] As described above, these estimates assume implementation of highly effective TDM programs.

Gateway conditions of approval, as determined by the Mountain View City Council, would ensure project consistency with the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Project Trip Cap: The existing and proposed office buildings on the project site are both subject to the North Bayshore Precise Plan trip cap requirement. Because the project proposes more residential parking spaces than the North Bayshore Precise Plan requirement, the proposed market rate residential buildings are required to implement TDM measures to meet a prescribed trip standard. The total project trip cap (with 1.0 parking space per unit) is 480 a.m. peak hour trips (325 inbound and 155 outbound) and 503 p.m. peak hour trips (175 inbound and 328 outbound). With the reduced residential parking ratio (0.69 space per unit), the total project trip cap is 466 a.m. peak hour trips (324 inbound and 142 outbound) and 490 p.m. peak hour trips (163 inbound and 327 outbound). Through the implementation of the project's TDM program and adherence to and monitoring of the peak hour trip cap, the project would be consistent with the North Bayshore Precise Plan district-wide trip cap policy.

Impact Analysis:

16a., b. Intersections: Traffic conditions at the study intersections were evaluated using Level of Service (LOS), which is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of Mountain View LOS D standard is applied to the study intersections.

Traffic impacts were analyzed for the a.m. and p.m. peak periods of commute traffic. Based on the traffic data, the a.m. peak hour was found to occur between 8:30 and 9:30 a.m., and the evening peak hour was found to be 5:00 to 6:00 p.m.

The results of the SSTA show the following signalized intersection would operate below the City's LOS D standard, and would be significantly impacted by the estimated traffic from the project, based on the City's criteria for determining impacts:[20]

- #35. Shoreline Boulevard and La Avenida Street / U.S. 101 Northbound Ramps: This intersection operates at LOS F during the p.m. peak hour under existing conditions, and the added project trips would cause the intersection's critical-movement delay to increase by four seconds and the volume-to-capacity ratio (V/C) to increase by 0.07.

[19] Assumes development of 150 affordable units with 0.6 parking space per unit.
[20] The SSTA identified two additional intersections operating below the City's LOS D standard, #33 Shoreline Boulevard and Plymouth Street and #34 Shoreline Boulevard and Pear Avenue. The intersection improvements recommended by the SSTA have subsequently been completed by the approved 1625 Plymouth Street and Microsoft Silicon Valley Campus projects.

For the following intersection impact, no new operational improvements are recommended for the reasons noted:

- #35. Shoreline Boulevard and La Avenida Street / U.S. 101 Northbound Ramps: There is no feasible mitigation measure to improve the traffic operations at the intersection without major widening or reconfiguration. The improvement developed for this intersection as part of the North Bayshore Precise Plan TIA, and denoted as a high priority transportation improvement by the North Bayshore Precise Plan, is a reconfiguration of the off-ramp to tie into La Avenida Street east of Shoreline Boulevard. Based on this planned re-configuration, no project-specific operational improvements are recommended, and the project would contribute to the funding of the priority projects within the North Bayshore Precise Plan Transportation Improvement Project List. The project's contribution to this improvement would include payment of the North Bayshore Area-Wide Impact Fee. A payment of the fair-share cost of this improvement would be at the discretion of the City. As analyzed in the North Bayshore Precise Plan TIA, the intersection is expected to operate at LOS C in the a.m. peak hour and LOS F in the p.m. peak hour under North Bayshore Precise Plan buildout conditions.

The *North Bayshore Precise Plan Subsequent EIR (2017)* identified significant and unavoidable impacts at intersections in the vicinity of the proposed project (**Impact TRANS-1**).

Freeways: The *North Bayshore Precise Plan Subsequent EIR (2017)* identified significant impacts to freeway segments in the project vicinity under buildout of the North Bayshore Precise Plan (**Impact TRANS-2**).

The proposed project would contribute to significant impact **TRANS-2** on freeway segments because the project would degrade one freeway segment from an acceptable LOS E to an unacceptable LOS F and would add trips equal to or greater than one percent of the capacity to two mixed-flow and three high-occupancy vehicle (HOV) freeway segments operating at an unacceptable LOS F. Full mitigation of significant project impacts on freeway segments would require freeway widening to construct additional through lanes, thereby increasing the freeway capacity of U.S. 101 and State Route (SR) 237.

It is not feasible, however, for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way. The project includes efforts to reduce SOV trips by implementing a comprehensive TDM plan and a morning peak period trip cap, but it would not reduce the remaining identified freeway impacts to a less than significant level. The impacts on the freeway segments are considered significant and unavoidable. The *North Bayshore Precise Plan Subsequent EIR (2017)* describes the degradation in LOS on the freeway system caused by the 3.6 million square feet of new office and commercial development and up to 9,850 new multi-family residential units in the Precise Plan, of which the Pear Avenue Mixed-Use Project would be a part. The Mountain View City Council adopted a Statement of Overriding Considerations in December 2017 overriding the significant unavoidable impacts to freeways disclosed in the *North Bayshore Precise Plan Subsequent EIR (2017)*; therefore, no improvements are recommended as part of this project.

16c. The proposed project would be consistent with the *North Bayshore Precise Plan Subsequent EIR (2017)*, and would not result in a change in air traffic patterns.

16d. The proposed project would be consistent with the *North Bayshore Precise Plan Subsequent EIR (2017)*, and would not substantially increase hazards due to a design feature or incompatible land uses.

The project traffic consultant, *Hexagon Transportation Consultants*, recommended the following site design improvements (refer to Appendix G), which will be conditions of approval for the project.

Conditions of Approval:

- DRIVEWAY VISIBILITY: Any landscaping, parking, and signage should be located to ensure unobstructed views for drivers entering and exiting the site. To maximize sight distance for vehicles exiting project driveways, street parking on La Avenida Street and Space Park Way within 15 feet of the project driveways should be prohibited by installing red curbs on either side of the driveway.

- DROP-OFF AREA: The entry plaza of the project would be designed with a large drop-off area for shuttles to drop off and pick up passengers. During the peak commute periods, to avoid ridesharing vehicles waiting in the drop-off area and blocking the way for inbound shuttles, a secondary drop-off area shall be designated for ridesharing vehicles, or some parking spaces in the plaza shall be designated as five-minute parking.

The improvements above would reduce hazards and improve safety for drivers on and adjacent to the site.

16e. The proposed project would be consistent with the *North Bayshore Precise Plan Subsequent EIR (2017)*, and would not result in inadequate emergency access.

16f. Bicycles and Pedestrians: The project is expected to generate new bicycling and walking trips throughout the day. Bicycle trips may include commute trips and work-related, dining, shopping, and recreation trips made throughout the day by employees, residents, and visitors at the site. Overall, the project site is well served by existing bicycle and pedestrian facilities. The project would provide sidewalks along the entire project frontage and enhance the pedestrian network within the project site. The project would also provide a pedestrian/bicycle greenway connecting La Avenida Street to Pear Avenue and Space Park Way.

Based on the bicycle parking requirements in the North Bayshore Precise Plan, the project would be required to provide 64-short term and 635 long-term bicycle parking spaces for residential uses, and 39 short-term and 194 long-term bicycle parking spaces for office uses. The proposed residential development would provide 72 short-term and 681 secured long-term bicycle parking spaces. The proposed office development would provide 44 short-term and 206 secured long-term bicycle parking spaces. The project would be consistent with the North Bayshore Precise Plan bicycle parking requirements.

The project traffic consultant, *Hexagon Transportation Consultants,* recommended the following site design improvements (refer to Appendix G), which will be a condition of approval for the project.

Condition of Approval:

- CROSSWALKS: Because the project would provide the public pedestrian/bicycle access on La Avenida Street, Space Park Way, and the Inigo Way extension, crosswalks shall be installed at the pedestrian/bicycle greenway access points on La Avenida Street and Space Park Way and at the Inigo Way extension/Space Park Way and Inigo Way extension/Pear Avenue intersections.

The improvements listed above would facilitate the safety and convenience of bicycling and walking trips at the project site and connecting to the surrounding network.

Based on the SSTA, the project would not create a hazardous condition that does not currently exist for pedestrians and bicyclists; interfere with pedestrian accessibility to the site and adjoining areas; conflict with an existing or planned pedestrian or bicycle facility; nor conflict with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the study area.

Transit: Implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the North Bayshore Precise Plan area, including VTA buses and MVgo shuttles. Additional roadway traffic congestion caused by the project may affect several transit corridors, including Shoreline Boulevard, by increasing travel times. This impact was described in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Commuter bus, private shuttle, and fixed-route bus services operate near the site with stops located within walking distance of the site. Rail service also operates within a short shuttle ride of the North Bayshore Precise Plan area. The addition of passengers from the project would increase demand on the private and public transit systems. Under buildout of the North Bayshore Precise Plan, transit delay impacts would be considered significant and unavoidable (**Impact TRANS-4**).

The project traffic consultant, *Hexagon Transportation Consultants*, recommended the following transit improvement (refer to Appendix G), which will be a condition of approval for the project.

Condition of Approval:

- SHUTTLE AND BUS CAPACITY: As the project is developed, the building owner and tenant(s) shall work together with the Mountain View Transportation Management Association (TMA) and VTA to expand the MVgo shuttle service (increase the shuttle frequency or provide weekend shuttles) and increase the VTA bus capacity (increase the bus frequency or provide a new bus route) in the project area.

Increasing frequency and/or capacity of the bus service would mitigate the effects of the new demands above provided or planned capacity.

The City of Mountain View 2030 General Plan and the North Bayshore Precise Plan include policies to encourage an increase in the City's share of transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the project would be accommodated by existing and planned improvements to the transit system, such as access to transit improvements (e.g., transit stop enhancements, sidewalk widening, etc.), and access by transit (e.g., new and more frequent bus service and expansion of the VTA and Caltrain systems, etc.).

The project would pay a fair-share contribution toward the costs of the North Bayshore Precise Plan priority transportation improvements at the impacted study intersections, which would improve the traffic operations on Shoreline Boulevard. In addition, the project applicant would contribute to the implementation of the transit-supporting projects in the North Bayshore Precise Plan Transportation Improvement Project List. The transit improvements include a reversible transit-only lane on Shoreline Boulevard between U.S. 101 and Plymouth Street and a transit-only lane in each direction on Charleston Road between Shoreline Boulevard and Amphitheatre Parkway.

Based on the above assessment, while the project would add transit riders to the various transit services in the North Bayshore Precise Plan area, it would not disrupt existing or interfere with planned transit services or facilities.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.17 UTILITIES AND SERVICE SYSTEMS. **Would the project:**					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	NBPP Draft SEIR (2017) pp. 559-561	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 554-561	No	No	No	N/A
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?	NBPP Draft SEIR (2017) pp. 561-562	No	No	No	N/A
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	NBPP Draft SEIR (2017) pp. 554-558	No	No	No	N/A
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	NBPP Draft SEIR (2017) pp. 559-561	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
provider's existing commitments?					
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	NBPP Draft SEIR (2017) pp. 563	No	No	No	N/A
g. Comply with federal, state, and local statutes and regulations related to solid waste?	NBPP Draft SEIR (2017) pp. 563-564	No	No	No	N/A

The discussion in this section is based in part on the draft *Pear Avenue Mixed-Use Development Project Utility Impact Study*, prepared by *Schaaf & Wheeler* on July 25, 2017. This report is attached to this checklist as Appendix J.

No specific development plans have been submitted for the affordable housing site; therefore, the City may require additional analysis to ensure the affordable housing project is consistent with the North Bayshore Precise Plan (2017).

Impact Analysis:

17a., b., e. The existing on-site sanitary sewer system includes sewer lines that convey wastewater toward La Avenida Street, Pear Avenue, and Space Park Way, where City main lines accept the sewer discharge from the project site. Once flows enter the City mains, it is conveyed north along Armand Avenue, then west along Charleston Road, before discharging into the Central Trunk in North Shoreline Boulevard and flowing north to the Shoreline Sewer Pump Station (SPS).

The proposed project could increase wastewater generation over the current condition on the site, based on an increase in developed space. The sewer system has sufficient capacity under existing conditions. Under future cumulative conditions, four existing sewer mains do not have sufficient capacity (see Appendix J). The future cumulative condition assumes all capital improvement projects have been constructed. With the project, one additional pipe segment would need to be upgraded.

The *North Bayshore Precise Plan Subsequent EIR (2017)* determined that additional improvements are needed to increase the sanitary sewer system capacity to adequately convey sewer flow under buildout

of the Precise Plan. Future development under the Precise Plan is required to contribute to a funding program for capital improvements to the sanitary sewer system, and would be required to comply with the standards and guidelines of the Precise Plan *Chapter 7, Infrastructure* and *Chapter 8, Implementation.*

Based on the utility impact study prepared for the proposed project, wastewater generation and the impacts on the sanitary sewer system would be within the anticipated overall increase for the North Bayshore Precise Plan area.[21] The project would be required to contribute to a funding program for capital improvements to the sanitary sewer system.

17c. As described in Section 9, the proposed project would decrease the amount of impervious surfaces on the site. The North Bayshore Precise Plan builds on the C.3 provisions for the installation of stormwater treatment controls, adding requirements for higher treatment levels for stormwater and accelerating reduction in trash loads. The project would comply with the standards and guidelines in the North Bayshore Precise Plan.

17d. The Water Supply Assessment prepared for the *North Bayshore Precise Plan Subsequent EIR (2017)* found that in normal rainfall years, sufficient water supplies would be available for future development under the North Bayshore Precise Plan. The City has developed a water shortage contingency plan that provides measures to reduce demand in dry years to match available supply. The current proposed project is consistent with the development envisioned under the North Bayshore Precise Plan, and would be required to implement standard City water conservation measures as conditions of approval.

The North Bayshore Precise Plan requires that new construction install the necessary infrastructure to connect to the City's recycled water system, if there is a system adjacent to the property. The existing site is supplied with non-potable municipal recycled water. The proposed recycled water system would maintain the existing connection to the municipal recycled water system.

In addition, projects developed under the Precise Plan are required to comply with 2030 General Plan policies related to water conservation, including Policies INC 5.1 through INC 5.7, and Precise Plan standards and guidelines for water conservation. For these reasons, the proposed project would not result in a significant water supply impact.

17f., g. The project site is currently developed with office and light industrial uses, and the proposed project would add approximately 785 residential units (including the reserve parcel of 150 affordable units) and 127,697 square feet of net new office development.

[21] The *Utility Impact Study* did not include the affordable housing component, for which development plans have not been submitted.

The project would be required to comply with the state-mandated 50 percent waste diversion, California Green Building Standards Code, and the standards and guidelines outlined in the North Bayshore Precise Plan *Section 4.5, Materials Management*. The project would be required to divert and dispose of waste in accordance with the policies in the General Plan, and standards and guidelines in the North Bayshore Precise Plan. Solid waste from the project site would be disposed at the Kirby Canyon Landfill, which has capacity until at least 2022.

With diversion and disposal of waste in accordance with the General Plan and *North Bayshore Precise Plan Subsequent EIR (2017)*, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
8.18 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?	NBPP Draft SEIR (2017) pp. 1-589	No	No	No	Yes
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 viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	NBPP Draft SEIR (2017) pp. 1-589	No	No	No	Yes
c. Does the project have environmental effects which will cause substantial adverse	NBPP Draft SEIR (2017) pp. 1-589	No	No	No	Yes

effects on human beings, either directly or indirectly?					

Impact Analysis:

18a. Biological resources and cultural resources are discussed in *Section 8.4, Biological Resources* and *Section 8.5, Cultural Resources* of this checklist. The project would not result in substantial impacts to these resource areas.

18b. The potentially cumulatively considerable impacts are discussed below. Refer also to the individual sections of this checklist, above.

Cumulative Air Quality Impacts: The *North Bayshore Precise Plan Subsequent EIR (2017)* would not increase VMT at a rate greater than the projected population increase, and would conform to air quality standards for criteria pollutants (as previously identified in the 2030 General Plan EIR). With the implementation of standard conditions of approval to reduce construction and operational impacts, the project would not result in a cumulatively considerable construction air quality impact, and would not result in new or greatly increased air quality impacts from construction, toxic air contaminants or odors.

With the implementation of standard measures to reduce construction and operational impacts, the project would not result in a cumulatively considerable construction air quality impact, and would not result in new or greatly increased air quality impacts from construction, toxic air contaminants or odors.

Cumulative Biological Resources Impacts: The proposed project and other developments in the North Bayshore Precise Plan area would comply with standard conditions of approval that would reduce impact to biological resources. Therefore, the implementation of the proposed residential and office project would not result in cumulatively considerable biological resources impacts.

Cumulative Greenhouse Gas Emissions Impacts: The analysis of greenhouse gas emissions and global climate change is cumulative by nature. The *North Bayshore Precise Plan Subsequent EIR (2017)* concluded that under 2030 full buildout of the North Bayshore Precise Plan, annual service population emissions would exceed the threshold of 4.5 metric tons (MT) of CO_2e/year/service population, thereby exceeding the mid-term 2030 target under SB 32 and resulting in a significant and unavoidable cumulative greenhouse gas impact (**Impact C-GHG-1**). The project, which would construct up to 785 residential units[22] and 127,697 net new square feet of office space, would contribute to, but would not result in a new or substantially greater cumulative GHG impact. The project would comply with all applicable measures of the City's Greenhouse Gas Reduction Program and North Bayshore Precise Plan Green Building and Design Materials Management measures.

Cumulative Hazardous Materials Impacts: Hazardous materials source issues are generally site-specific, although many sites in Mountain View are affected by regional groundwater plumes.

[22] Includes 150 affordable units on the reserve parcel at the northwest corner of the site.

Redevelopment of the project site, however, would not result in a cumulatively considerable contribution to hazardous materials impacts associated with other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed residential and office project would not result in a cumulatively considerable hazards and hazardous materials impact.

Cumulative Hydrology and Water Quality Impacts: Through compliance with existing state and federal regulations and General Plan policies, the proposed residential and office project would not result in a cumulatively considerable flooding impact. By complying with existing regulations for stormwater volume and quality and General Plan policies relating to water quality, the proposed residential and office project in the North Bayshore Precise Plan area would not result in a cumulative considerable hydrological or water quality impact.

Cumulative Land Use Impacts: The proposed project would be consistent with the North Bayshore Precise Plan standards and guidelines for site design and land use compatibility. Therefore, the proposed residential and office project would not result in a cumulatively considerable land use impact.

Cumulative Noise Impacts: The *North Bayshore Precise Plan Subsequent EIR (2017)* found that buildout of the North Bayshore Precise Plan would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative traffic noise impact identified in the 2030 General Plan EIR. Through compliance with all applicable General Plan policies, North Bayshore Precise Plan policies, and City conditions of approval, development of the proposed Pear Mixed-Use project would minimize noise impacts, and would not result in any new or greater cumulative noise impacts than were previously identified in the *North Bayshore Precise Plan Subsequent EIR (2017)*.

Cumulative Transportation and Traffic Impacts: Cumulative impacts related to transportation and circulation issues are addressed in Section 14.4 of the *North Bayshore Precise Plan Subsequent EIR (2017)*. The *North Bayshore Precise Plan Subsequent EIR (2017)* identified significant and unavoidable cumulative impacts to intersections (**Impact C-TRANS-1**), freeway segments (**Impact C-TRANS-2**), and transit (**Impact C-TRANS-3**). The proposed residential and office project is consistent with the North Bayshore Precise Plan, and would not exceed the North Bayshore Precise Plan's contribution to the cumulative transportation impacts identified in the SEIR.

Cumulative Utilities Impacts:

- **Water Supply:** According to the 2010 Urban Water Management Plan, and as described in the North Bayshore Precise Plan Water Supply Assessment, the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under a Normal Year scenario through 2035.[23] For this reason, implementation of the North Bayshore Precise Plan would not make a significant cumulative contribution to impacts on water supply, and cumulative water supply impacts would be less than significant. Since the

[23] The conclusions regarding the adequacy of water supplies for current 2030 General Plan buildout assumptions in the 2015 Urban Water Management Plan (2016) have not changed.

proposed residential and office project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.

- **Wastewater Services:** Implementation of the General Plan would generate additional wastewater treatment demand for the entire service area. As described in the 2030 General Plan EIR, the Palo Alto Regional Water Quality Control Plant, which serves surrounding communities such Los Altos, Los Altos Hills, and Palo Alto, has sufficient capacity for current dry and wet weather loads and for future load projections, and there are no plans for expansion of the plant. Therefore, implementation of the North Bayshore Precise Plan, together with the 2030 General Plan build-out, would not make a significant cumulative contribution to impacts on wastewater treatment demand, and cumulative wastewater impacts would be less than significant. Since the proposed project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.

- **Stormwater and Solid Waste:** The *North Bayshore Precise Plan Subsequent EIR (2017)* did not identify a significant cumulative impact to stormwater or solid waste facilities, and since the proposed residential and office project is consistent with the Precise Plan, it would also not make a contribution to a significant cumulative impact.

18c. The *North Bayshore Precise Plan Subsequent EIR (2017)* 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 proposed project is part of the overall North Bayshore Precise Plan buildout and would contribute to the impacts identified in the *North Bayshore Precise Plan Subsequent EIR (2017)*; the proposed residential and office development would not result in any new or substantially greater direct or indirect adverse effects on human beings.

Conclusion: The proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the *North Bayshore Precise Plan Subsequent EIR (2017)*.

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10. LEAD AGENCY AND CONSULTANTS

City of Mountain View
Community Development Department
Randal Tsuda, Community Development Director
Martin Alkire, Principal Planner

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Judy Shanley, Principal
Julie Wright, Senior Project Manager
Hannah Darst, Assistant Project Manager
Zach Dill, Graphic Artist

Cornerstone Earth Group
Ron L. Helm, Senior Principal Geologist
Stason I. Foster, Senior Project Engineer

Fehr & Peers, Inc.
Transportation Consultants
Julie Morgan, Principal
Daniel Rubins, Associate
Mackenzie Watten

Hexagon Transportation Consultants, Inc.
Gary Black, President

Holman & Associates
Archaeological Consultants
Sunshine Psota, Senior Associate

Schaaf & Wheeler
Consulting Civil Engineers
Leif M. Coponen, Senior Engineer

Illingworth & Rodkin, Inc.
Air Quality
James A. Reyff, Principal Consultant
William Popenuck
Acoustics
Michael Thill, Principal Consultant
Casey Zaglin, Staff Consultant

PES Environmental, Inc.
James P. Dunn, Principal Geologist
Gregory George, Project Geologist

APPENDICES ARE AVAILABLE UPON REQUEST

Contact
Project Planner

Martin Alkire
Martin.Alkire@mountainview.gov