

Initial Study Of Environmental Significance

PROJECT NAME:	North Bayshore Gateway Area Master Plan	FILE NUMBER: 19-058
SITE ADDRESS:	Area bounded by North Shoreline Boulevard, Highway 101, Plymouth Street (see Figure 2.2-3 and Figure 2.2-4) in Mountain View	APN: 116-10-070, -10-086, -10-088, -10-101, -13-034, -13-027, -13-030, -13-037, -13-038
APPLICANT:	City of Mountain View	
PROPERTY OWNERS:	Google and Sywest	
PREVIOUSLY CERTIFIED EIRs:		
<ul style="list-style-type: none"> • City of Mountain View. <i>Subsequent Environmental Impact Report for the North Bayshore Precise Plan</i>. State Clearinghouse (SCH) #: 2013082088. November 2017. (NBPP SEIR) • ---. <i>Environmental Impact Report for the North Bayshore Precise Plan</i>. SCH #: 2013082088. November 2014. (NBPP EIR) • ---. <i>Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report</i>. SCH #: 2011012069. September 2012. (General Plan EIR) 		
PROJECT DESCRIPTION SUMMARY:		
<p>The City is proposing a Master Plan to implement the North Bayshore Precise Plan. Given the uncertainty of the real estate market, the City envisions that the Master Plan would build-out under one of two potential development options: (1) Office Option and (2) No Office Option. The key elements of the two options are similar in that both include residential, retail/entertainment, and hotel uses in approximately the same locations. The differences are in the amounts of proposed residential and office uses as outlined below.</p> <p>The Office Option includes:</p> <ul style="list-style-type: none"> • 1,500-2,100 residential units • Up to 500,000 square feet of office uses • 75,000-300,000 square feet of retail/ entertainment uses • 150-200 hotel rooms <p>The No Office Option includes:</p> <ul style="list-style-type: none"> • 2,000-2,800 residential units • No office uses • 75,000-300,000 square feet of retail/ entertainment uses • 150-200 hotel rooms <p>The proposed Master Plan also includes General Plan and Precise Plan Amendments to include the parcel at 1555 Plymouth Street (APN: 116-13-027) into the Master Plan area. The Office Option is the City’s preferred option. The Master Plan (under either option) identifies three land use “sub-districts” and development standards and guidelines. The development standards and guidelines pertain to block structure, land use program, open space, site and building design standards, parking, street design, and infrastructure.</p>		

BRIEF ENVIRONMENTAL SETTING: The Master Plan area encompasses an approximately 29-acre area bounded by Plymouth Street to the north, U.S. Highway 101 to the south, North Shoreline Boulevard to the east, and existing three- to six-story office uses to the west. Existing development in the Master Plan area includes several lower density one-story commercial and industrial/R&D buildings, surface parking areas, and a movie theater complex. Mature trees are located throughout the area, primarily within the surface parking lots.

DETERMINATION: The proposed project is in compliance with CEQA because this Addendum was prepared pursuant to CEQA Guidelines Sections 15162 and 15164 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 General Plan EIR, NBPP EIR, and NBPP SEIR, the implementation of the proposed Master Plan would not result in any new significant or substantially more severe environmental impacts beyond those previously evaluated and disclosed in the General Plan EIR, NBPP EIR, and NBPP SEIR.

NO ADDITIONAL IMPACT FINDING: The proposed project is in compliance with CEQA because the Addendum was prepared pursuant to CEQA Guidelines Sections 15162 and 15164 and found that with implementation of standard City policies and conditions of approval and certain mitigation measures identified in the certified General Plan EIR, NBPP EIR, and NBPP SEIR, the proposed project would not result in any new or more significant environmental impacts beyond those previously evaluated and disclosed in these EIRs.

Prepared by: Martin Alkire
Community Development Department

Date: August 13, 2021

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.

TABLE OF CONTENTS

Section 1.0	Introduction and Purpose	1
Section 2.0	Project Information	2
2.1	Background Information.....	2
2.2	Project Location and Brief Existing Site Conditions Description	3
2.3	Project Description	8
2.4	Approvals Required.....	16
Section 3.0	Environmental Checklist.....	18
3.1	Aesthetics.....	21
3.2	Air Quality	24
3.3	Biological Resources	27
3.4	Cultural Resources.....	31
3.5	Energy.....	33
3.6	Geology, Soils, and Minerals.....	35
3.7	Greenhouse Gas Emissions.....	39
3.8	Hazards and Hazardous Materials	41
3.9	Hydrology and Water Quality	46
3.10	Land Use and Planning.....	50
3.11	Noise and Vibration.....	52
3.12	Population and Housing.....	56
3.13	Public Services	58
3.14	Recreation.....	62
3.15	Transportation.....	64
3.16	Tribal Cultural Resources	69
3.17	Utilities and Service Systems	71
Section 4.0	References.....	75
Section 5.0	Lead Agency and Consultants.....	76
5.1	Lead Agency.....	76
5.2	Consultants	76

TABLE OF CONTENTS

Figures

Figure 2.2-1: Regional Map.....	4
Figure 2.2-2: Vicinity Map	5
Figure 2.2-3: Aerial Map	6
Figure 2.2-4: Gateway Character Area	7
Figure 2.3-1: Proposed General Plan Amendment	9
Figure 2.3-2: Proposed Precise Plan Amendment	10
Figure 2.3-3: Gateway Master Plan Land Use Subdistricts	11
Figure 2.3-4: Gateway Master Plan Land Use Parcels	14
Figure 2.3-5: Proposed Open Space Plan.....	15
Figure 2.4-1: Proposed Street Map	17

Tables

Table 2.2-1: Complete Neighborhood Targets: Joaquin Neighborhood.....	3
Table 2.3-1: North Bayshore Gateway Master Plan Development Options	8
Table 2.3-2: North Bayshore Gateway Master Plan Land Uses by Parcel	13
Table 3.13-1: Estimated Master Plan Student Generation.....	60

Appendices

Appendix A: Draft North Bayshore Gateway Master Plan	
Appendix B: VMT Assessment	
Appendix C: Utility Impact Study	

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study Checklist/Addendum has been prepared by the City of Mountain View as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the regulations and policies of the City of Mountain View.

This Addendum to the certified 2017 Subsequent Environmental Impact Report for the North Bayshore Precise Plan (NBPP SEIR) (SCH#: 2013082088) addresses proposed refinements to the previously approved project. The purpose of this Addendum is to evaluate whether the proposed refinements to the development studied in the NBPP SEIR, which are described in Section 2.3 Project Description, will require major revisions to the certified NBPP SEIR due to new significant impacts or a substantial increase in the severity of significant impacts previously identified in the NBPP SEIR.

SECTION 2.0 PROJECT INFORMATION

2.1 BACKGROUND INFORMATION

In 2012, the City adopted its 2030 General Plan to guide change and infrastructure investment in the City through 2030. One of the “change areas” identified in the 2030 General Plan is the North Bayshore area. This approximately 636-acre area is located in the northern end of the City, bordering Shoreline at Mountain View Regional Park to the north, Highway 101 to the south, Palo Alto to the west, and Stevens Creek to the east.

To implement the 2030 General Plan for this area, the City adopted the North Bayshore Precise Plan (Precise Plan) in 2014 and then updated it in 2017 to include residential uses.

The Precise Plan provides a vision and guiding principles, development standards, and design guidelines for the area, in conformance with the General Plan’s vision and North Bayshore land use designations. The Precise Plan facilitates development of complete neighborhoods and character areas within North Bayshore; development of affordable housing; protection and enhancement of area ecosystems and habitat; improved transportation connections and expanded and improved public spaces in the area. The Precise Plan allows up to 3.6 million square feet of net new commercial uses (including office and commercial building uses and 400 hotel rooms) and 9,850 residential units (with a goal of 20 percent affordable units). The Precise Plan also includes strategies for new and enhanced parks, bike and pedestrian improvements, and public streets.

The Precise Plan is organized into four character areas, one of which is the Gateway Character Area. The Gateway Character Area is envisioned as a mixed-use urban center and is located within the Joaquin Neighborhood. The area supports a broad range of office, residential, entertainment, retail, restaurant, service, and hotel uses. The Gateway Character Area allows the highest intensities and tallest building heights in the Precise Plan area. New buildings will include minimal setbacks, active ground floor retail uses, and human-scale, pedestrian-oriented frontages.

The Precise Plan also identifies three Complete Neighborhood Areas, one of which is the Joaquin Neighborhood. A Master Plan is required by the Precise Plan for each Complete Neighborhood Area to help achieve key Precise Plan objectives, such as creating a broad mix of diverse land uses, new publicly accessible streets, and the phasing of new development and infrastructure improvements.

The environmental impacts of the Precise Plan were disclosed in the General Plan EIR, NBPP EIR, and NBPP SEIR.

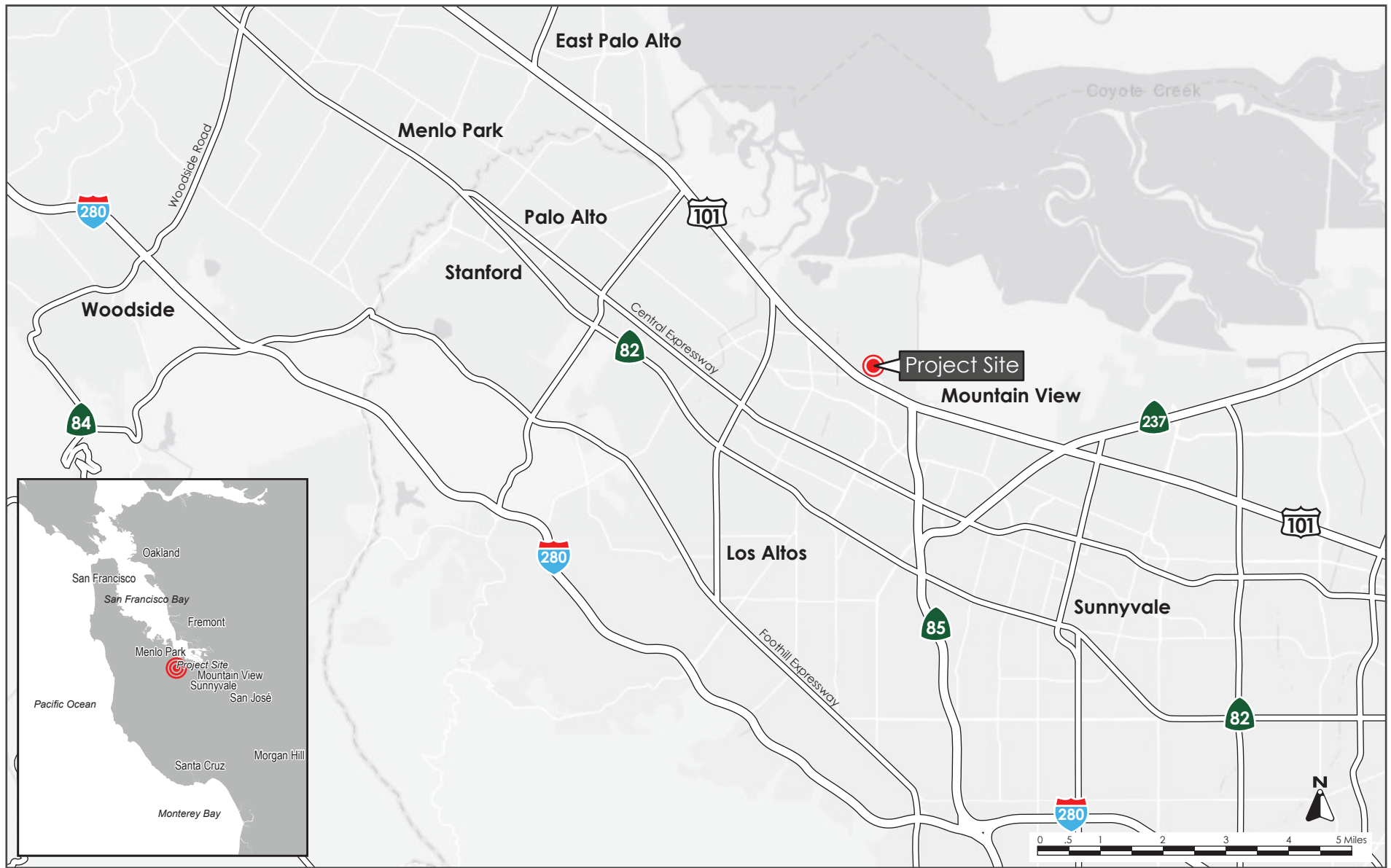
2.2 PROJECT LOCATION AND BRIEF EXISTING SITE CONDITIONS DESCRIPTION

The proposed City-initiated North Bayshore Gateway Master Plan (Master Plan) area is located in the Gateway Character Area of the Precise Plan and includes the southern portion of the Joaquin Neighborhood. The Joaquin Neighborhood encompasses 68 acres and the Precise Plan development targets for this neighborhood are summarized in Table 2.2-1.

	Residential Units*	Employment Square Footage**	Retail/Entertainment Square Footage***	Hotel Rooms	Public Open Space
Joaquin Neighborhood	3,950	2.5 million	240,000	200	Community park/ Neighborhood park
<p>* The Precise Plan has a housing unit mix goal of 40 percent micro-unit/studios, 30 percent one bedroom units, 20 percent two bedroom units, and 10 percent three bedroom units. The Precise Plan also assumes that 20 percent of the residential units are built as affordable units.</p> <p>** Includes office, R&D, industrial, and service uses. Includes new and existing building square footage.</p> <p>*** Includes retail, restaurant, and movie theatre uses. Includes new and existing building square footage.</p>					

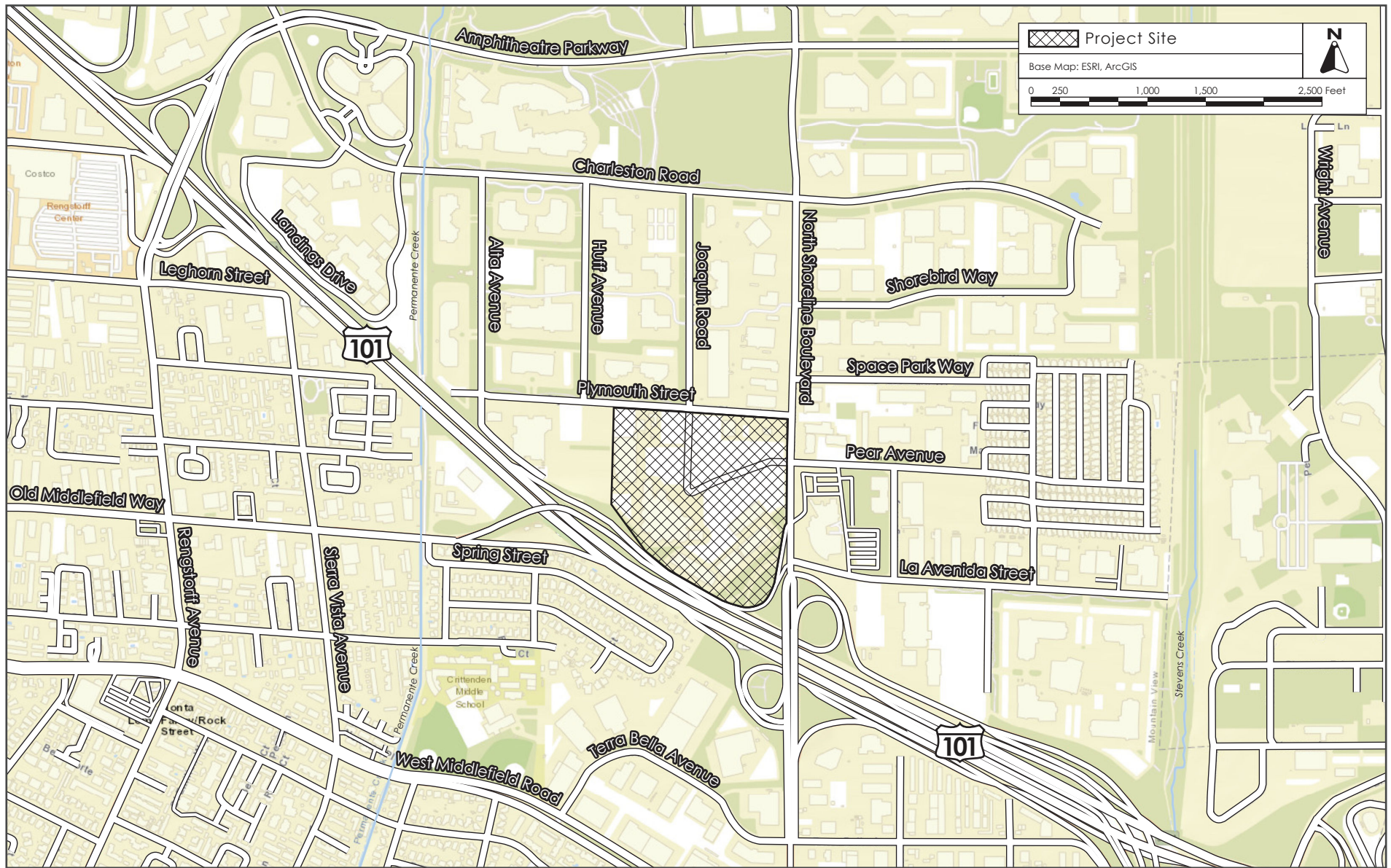
The Master Plan encompasses an approximately 29-acre area bounded by Plymouth Street to the north, Highway 101 to the south, North Shoreline Boulevard to the east, and existing three- to six-story office uses to the west as shown in Figure 2.2-3. The Master Plan area has a General Plan land use designation of North Bayshore Mixed-Use Center and is zoned P(39) – Planned Community North Bayshore Precise Plan. Existing development in the Master Plan area includes several lower density one-story commercial and industrial/R&D buildings, surface parking areas, and a movie theater complex. Mature trees are located throughout the area, primarily within the surface parking lots.

A regional map and a vicinity map of the site are shown on Figure 2.2-1 and Figure 2.2-2, and an aerial photograph of the Master Plan area and the surrounding area is shown on Figure 2.2-3. Figure 2.2-4 shows the Gateway Character Area of the Precise Plan.



REGIONAL MAP

FIGURE 2.2-1



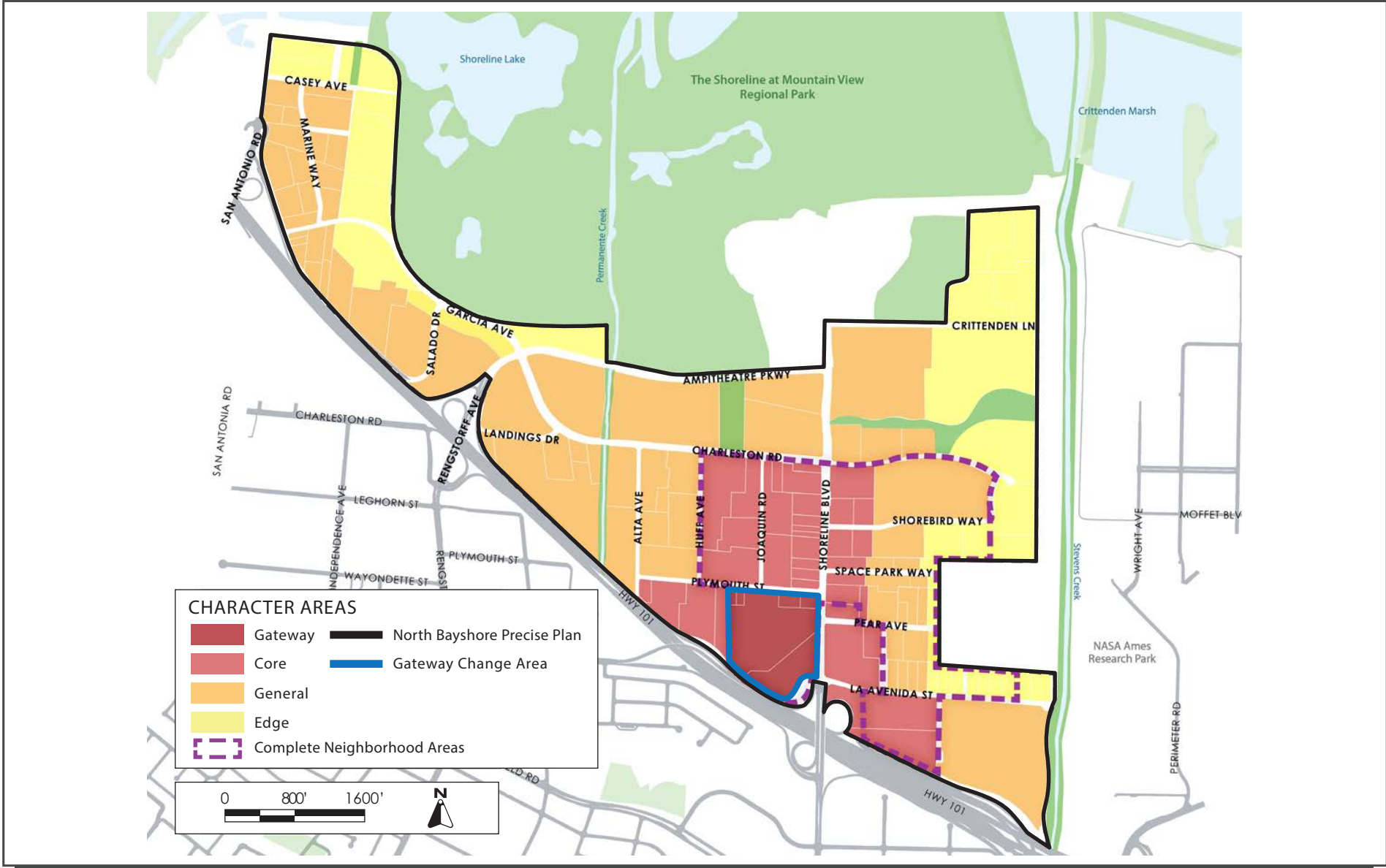
VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3



GATEWAY CHANGE AREA

FIGURE 2.2-4

2.3 PROJECT DESCRIPTION

The City is proposing the Master Plan to implement the Precise Plan and help guide the integrated development of this key large “gateway” area that includes multiple property owners. The vision for the Master Plan is to build on the existing and future adjacent land uses and street network, establish a destination gathering place, and create a complete neighborhood. A copy of the draft Master Plan is included in Appendix A.

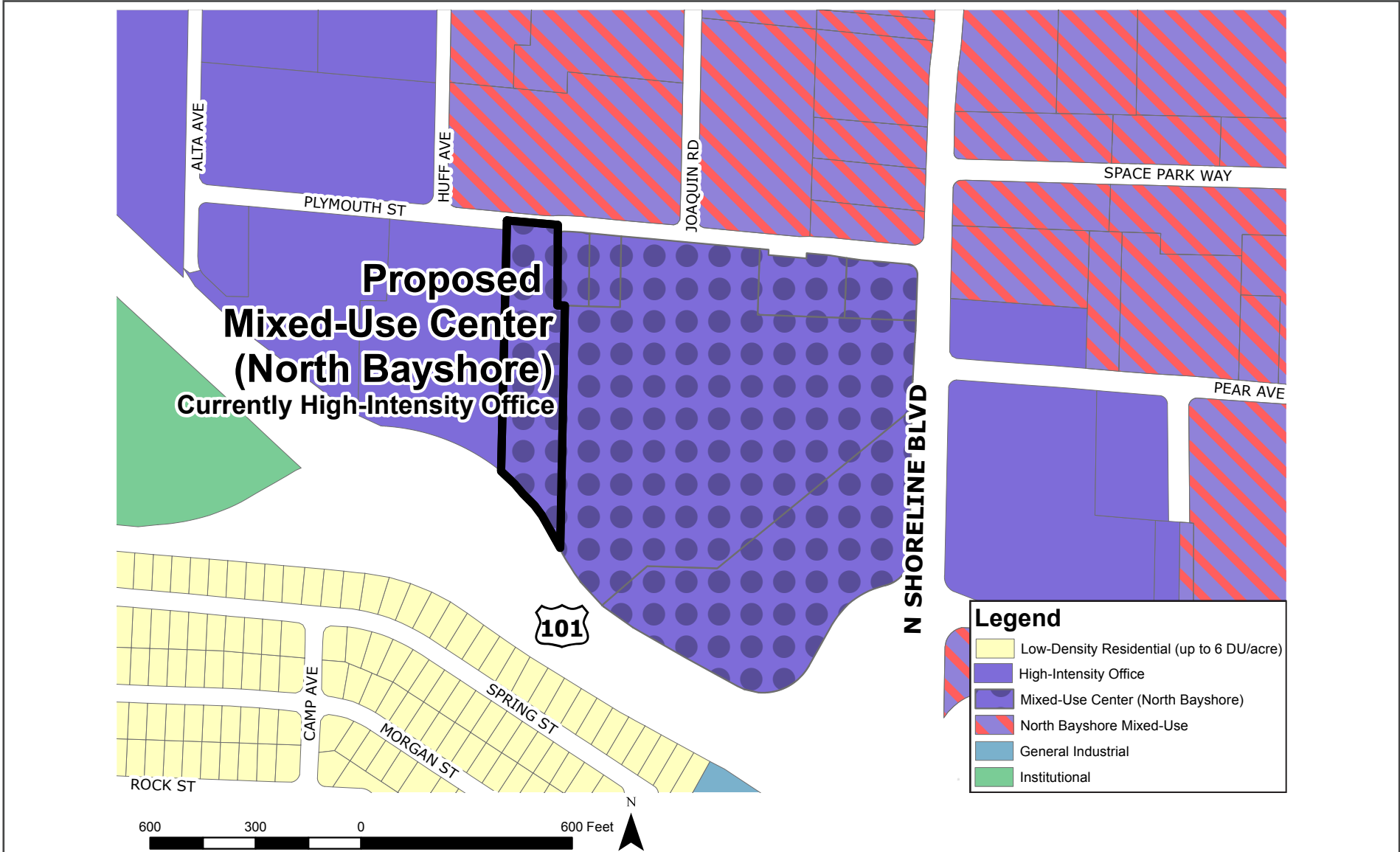
The proposed Master Plan is a refinement to the Precise Plan by providing more detailed assignment of land uses, densities, and circulation for the Master Plan area than provided in the Precise Plan and NBPP SEIR. The Master Plan would also require a General Plan amendment and Precise Plan amendment in order to add the parcel located at 1555 Plymouth Street (APN: 116-13-027) to the Master Plan area. The parcel’s General Plan designation would be changed from High-Intensity Office to North Bayshore Mixed-Use Center (see Figure 2.3-1) and the parcel’s designation within the NBPP would be changed from Core Character Area to the Gateway Character Area and be included within the Joaquin Complete Neighborhood (see Figure 2.3-2). Additionally, minor text amendments to the Precise Plan would be made to reflect the design standards in the proposed Master Plan. The environmental impacts of the proposed Master Plan (including the proposed General Plan and Precise Plan amendments) are the subject of this Initial Study Checklist/Addendum.

2.3.1 Land Use Sub-Districts and Development Options

The Master Plan includes three “sub-districts” as shown on Figure 2.3-3. The Residential sub-district is located in the northwest corner of the Master Plan area and residential land uses are allowed in this sub-district. The Mixed-Use sub-district is located in the northeast corner of the Master Plan area and residential, office, retail/entertainment, and hotel land uses are allowed in this sub-district. The Mixed-Use Entertainment sub-district is located in the southern portion of the Master Plan area and residential, office, retail/entertainment, and hotel land uses are allowed in this sub-district.

Given the uncertainty of the real estate market, the City envisions that the Master Plan would build-out under one of two potential development options: (1) Office Option or (2) No Office Option. Each development option is summarized in Table 2.3-1 below. The Office Option is the preferred project option.

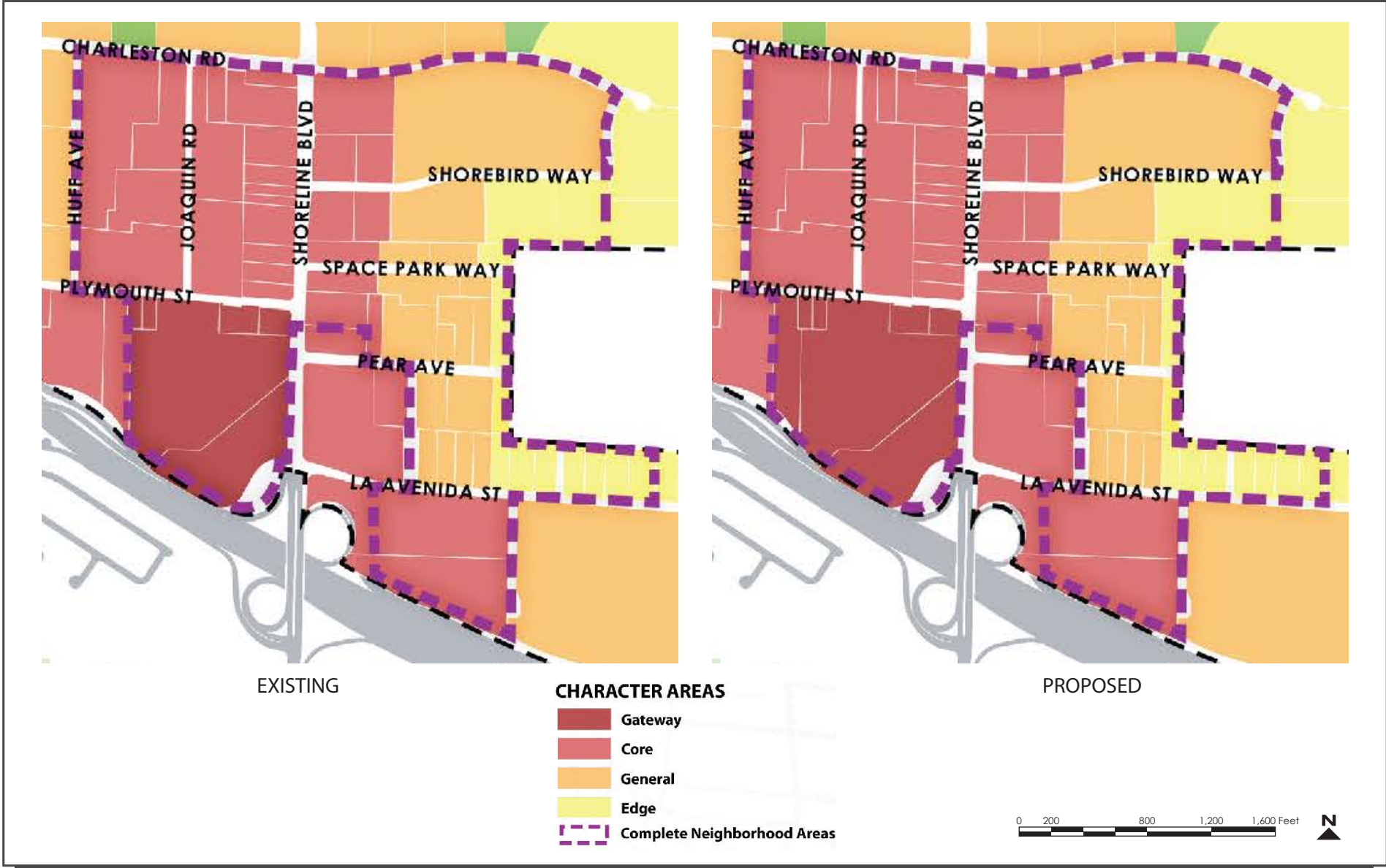
Option	Residential Dwelling Units	Office Square Footage	Retail/Entertainment Square Footage	Hotel Rooms	Open Space
1. Office Option	1,200-2,100	Up to 500,000	50,000-300,000	150-200	70,000
2. No Office Option	1,500-2,800	None	50,000-300,000	150-200	70,000

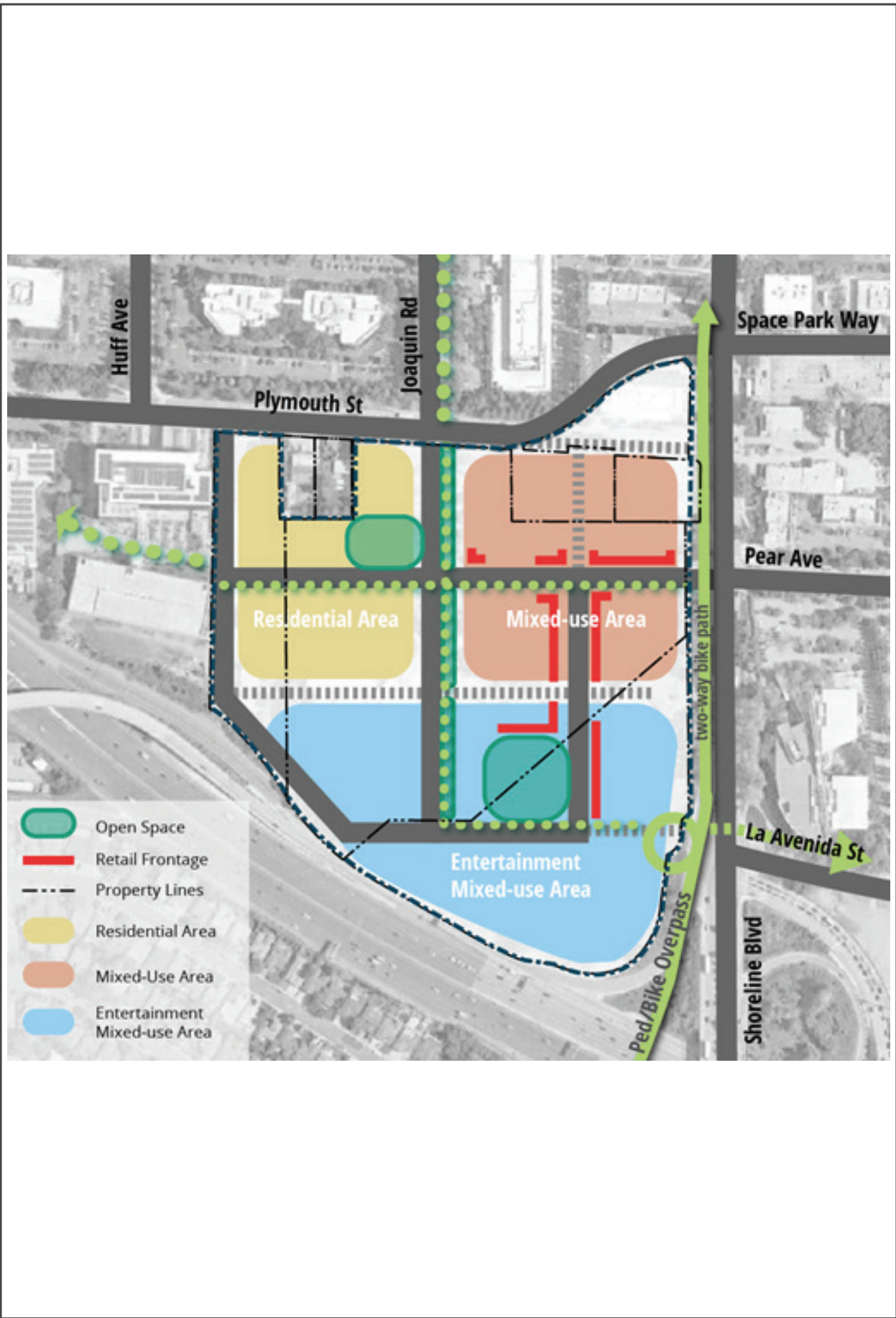


Legend

- Low-Density Residential (up to 6 DU/acre)
- High-Intensity Office
- Mixed-Use Center (North Bayshore)
- North Bayshore Mixed-Use
- General Industrial
- Institutional

Source: City of Mountain View.





GATEWAY MASTER PLAN LAND USE SUBDISTRICTS

FIGURE 2.3-3

The key elements of the two development options are similar in that both include residential, retail/entertainment, hotel uses, and open space in approximately the same locations. The difference between the two options is the amount of proposed residential and office uses, as shown in Table 2.3-1. Both options would follow the specific parcel development numbers identified in Table 2.3-2 below.

Overall, the proposed Master Plan would allow up to approximately 71 percent of the residential units, 20 percent of the office space, 100 percent of the retail/entertainment space, and 100 percent of the hotel rooms targeted for the Joaquin Neighborhood.

2.3.2 Development Standards and Guidelines

The Master Plan includes development standards and guidelines for the following subjects:

- Block Structure
- Land Use Program
- Open Space
- Site and Building Design Standards
- Parking
- Street Design
- Infrastructure

The primary development standards and guidelines that result in changes to the environment are summarized below. Refer to Appendix A for a complete description of all the development standards and guidelines.

2.3.2.1 *Land Use Program*

The Master Plan area is comprised of six parcels (parcels A through F, as shown on Figure 2.3-4). Minimum and maximum development numbers for each land use for the parcels are identified in the Master Plan and summarized below in Table 2.3-2.

Table 2.3-2: North Bayshore Gateway Master Plan Land Uses by Parcel

Parcel	Minimum Residential Dwelling Units	Maximum Office Square Footage¹	Minimum Open Space Square Footage	Minimum Ground Floor Retail Square Footage	Maximum Retail/ Entertainment Square Footage + Hotel Rooms
Parcel A	655	250,000 ²	50,000	25,000	275,000 + 200 Hotel Rooms ²
Parcel B	545	250,000 ²	20,000	25,000	275,000 + 200 Hotel Rooms ²
Parcel C					
Parcel D					
Parcel E					
Parcel F ³	-	N/A	-	-	-
Total	1,200	500,000	70,000	50,000	300,000 + 200 Hotel Rooms

¹ Prior to occupancy of any office floor space, a minimum of 500 residential units shall obtain occupancy permits and all necessary street right-of-way, public infrastructure, and public open spaces shall be completed or have a phasing plan approved by the City.

² Total number of hotel rooms and designated floor areas would not exceed the cumulative maximum for the North Bayshore Gateway Master Plan area.

³ Parcel F allows residential or retail uses with no minimums

2.3.2.2 Open Space

The Master Plan includes an Open Space Plan with publicly accessible open spaces (see Figure 2.3-5). The Master Plan includes a minimum:

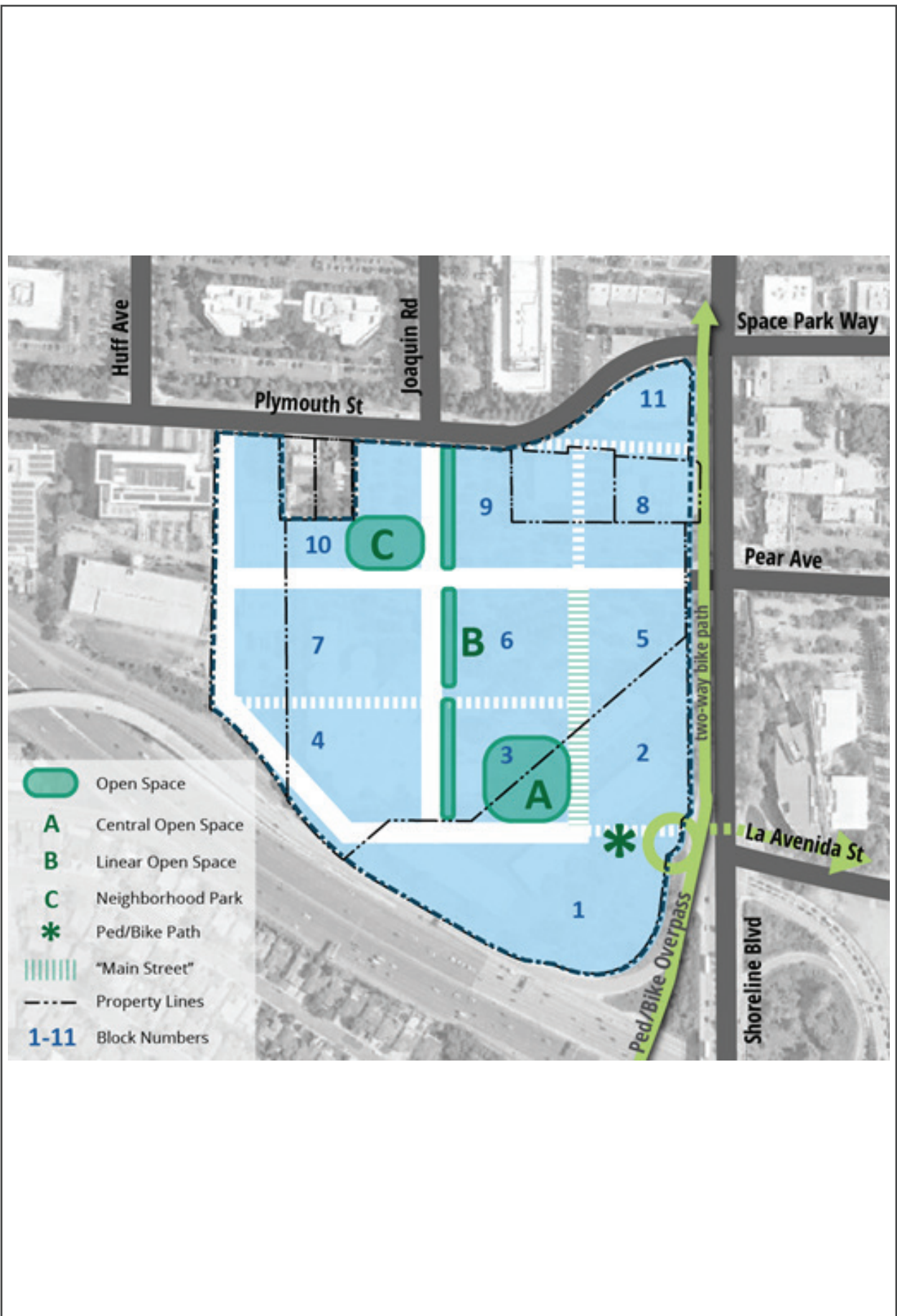
- 30,000-square foot Central Open Space located within Blocks 3 and/or 6;
- 15,000-square foot Linear Open Space located along the west side of Blocks 3, 6, and 9; and
- 20,000-square foot Neighborhood Park located within Blocks 7 and/or 10.

For the purposes of this environmental analysis, it is assumed a maximum of 70,000 square feet of open space is developed under the proposed Master Plan (refer to Table 2.3-1).



GATEWAY MASTER PLAN LAND USE PARCELS

FIGURE 2.3-4



GATEWAY MASTER PLAN PROPOSED OPEN SPACE

FIGURE 2.3-5

2.3.2.3 *Street Design*

Figure 2.4-1 outlines the general location of public and private roadway connections and bike facilities in the Master Plan Area. The connections include neighborhood streets, a “Main Street”, greenways, and service streets.

Under the proposed Master Plan, Joaquin Road would be extended south through the Master Plan area (see Neighborhood Street J on Figure 2.4-1) and Pear Avenue would be extended west through the Master Plan area (see Neighborhood Street P on Figure 2.4-1). The extensions of Joaquin Road and Pear Avenue would connect to a new street proposed along the western edge of the Master Plan area (see Service Streets C and B2 on Figure 2.4-1). Additional public and private streets are shown on Figure 2.4-1. Additional details on each street design and minimum right-of-way width are provided in Appendix A.

2.3.2.4 *Infrastructure*









The Master Plan includes infrastructure improvements include new sewer mains, water mains, and recycled water main within the Master Plan area that connect to the City’s existing systems. These infrastructure improvements are described in more detail and shown graphically in the Master Plan included in Appendix A.

2.4 **APPROVALS REQUIRED**

The discretionary action for the project includes adoption by the City Council, General Plan Amendment, and Precise Plan Amendment. Following adoption, subsequent submittal and review of Master Plans and PC (Planned Community) Permits within the North Bayshore Gateway Master Plan area by property owners/developers would then be required.



Legend

- | | | | | | |
|---|--|---|----------------------------|---|-------------------------|
|  | Master Plan Boundary |  | Neighborhood Street |  | Street Type (Table 3.C) |
|  | Property Line |  | "Main Street" |  | Greenway |
|  | Planned Shoreline Blvd
Bike Facility and Overpass |  | Greenway or Service Street | | |
| 1 - 11 | Block Number | | | | |

GATEWAY MASTER PLAN PROPOSED STREET MAP

FIGURE 2.4-1

SECTION 3.0 ENVIRONMENTAL CHECKLIST

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.

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 substantial increases in the severity of a previously identified significant impact. A yes answer is required if there are new or worsened significant impacts that 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 substantial increases of the severity of a previously identified significant impact. A yes answer is required if there are new or worsened significant impacts that 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.

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 and (ii) able to substantially reduce one or more significant effects, then such mitigation measures or alternatives also should be considered.

E. Prior Environmental Document Mitigations Implemented or Mitigations Address Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the SEIR provides mitigations to address effects in the related impact category. If N/A is indicated, the SEIR and this checklist conclude that the impact does not occur with this project and, therefore, no mitigation is needed.

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. The impacts of the two development options under the Master Plan are assumed to be the same or similar unless explicitly noted.

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.

3.1

AESTHETICS

	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 Mitigations Address Impacts.
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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? ¹ If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	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

3.1.1 Existing Setting

The existing aesthetics setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

Most of the Master Plan area is located in the Gateway Character Area of the Precise Plan (with the 1555 Plymouth Street parcel currently located in the Core Character Area) and includes the southern portion of the Joaquin Neighborhood. The Master Plan area can be described as lower density with large existing surface parking areas, a few one-story commercial and industrial/R&D buildings, and a movie theater complex. Mature trees are located throughout the Master Plan area, primarily within the surface parking lots.

¹ Public views are those that are experienced from publicly accessible vantage point.

3.1.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which the proposed Master Plan is fundamentally consistent with) would result in less than significant impacts to aesthetic resources.

a. Under existing conditions, views of the Santa Cruz Mountains from Plymouth Street and North Shoreline Boulevard are limited due to the presence of mature trees and intervening structures and roadways. The Precise Plan allows the highest densities and greatest building heights within the Gateway Character Area, where the project site is located.² The maximum building height allowed in the Gateway Character Area is eight stories (140 feet) for non-residential buildings and 15 stories (160 feet) for residential buildings.³ As described in Section 2.0 Project Information, the proposed Master Plan is consistent with the land use and density assumptions in the Precise Plan for the Master Plan area. The NBPP SEIR concluded that future development in compliance with General Plan Policies LUD 9.5 and LUD 16.5,⁴ the maximum building heights identified in the Precise Plan, and the view study standard in Section 3.3.5 Building Height and Massing of the Precise Plan, where applicable, would not result in significant impacts to scenic resources.

As described in Section 2.0 Project Information, the Master Plan is proposed to implement the Precise Plan and the proposed density in the Master Plan is consistent with the density assumed for the Master Plan area in the Precise Plan. Furthermore, future development implementing the proposed Master Plan would comply with General Plan Policies LUD 9.5 and LUD 16.5 and complete view studies (if applicable) to ensure that significant viewsheds would be preserved by retention of open space between proposed buildings. For these reasons, the project would result in the same less than significant impact on scenic vistas as disclosed in the NBPP SEIR.

b. 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 proposed Master Plan (which is within the Precise Plan) would not, therefore, damage scenic resources within a State Scenic Highway and there would be no impact. This is the same impact as disclosed in the NBPP SEIR.

c. The Master Plan area is located within an urbanized area. Future development implementing the proposed Master Plan under either development option would be consistent with General Plan policies designed to protect and enhance scenic quality including General Plan Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways, and General Plan Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. As discussed under checklist question a., future development projects would be consistent with Policies LUD 9.5 and 16.5, which would preserve views and viewsheds, as well as General Plan Policy 9.6, which would minimize light and glare from new development.

In addition, as discussed in the NBPP SEIR, the City's development review process ensures the architecture and urban design of new development would protect the City's visual environment. The development review process includes ensuring that future development projects (including those within the Master Plan area) are consistent with the development standards and guidelines of the

² City of Mountain View. *North Bayshore Precise Plan*. June 2019. Page 56.

³ City of Mountain View. *North Bayshore Precise Plan*. June 2019. Pages 72 and 73.

⁴ General Plan Policy LUD 9.5 states preserve significant views throughout the community. General Plan Policy LUD 16.5 states "Protect views by including open areas between tall buildings".

Precise Plan so the proposed project fits the planned form and scenic quality of the area. Future development under the proposed Master Plan would be subject to the same development review process described in the NBPP SEIR. For these reasons, implementation of the proposed Master Plan would not conflict with applicable regulations governing scenic quality and would result in the same less than significant impact disclosed in the NBPP SEIR.

d. Future development within the proposed Master Plan under either development option would be consistent with General Plan Policy LUD 9.6, which includes minimizing the amount of light and glare from new development, and the requirements in Chapter 3: Land Use and Design and 5.2 Bird Safe Design of the Precise Plan, which would reduce the likelihood of bird-building collision fatalities through night-light pollution reduction. Thus, consistent with the NBPP SEIR, the project would not create a new source of substantial light or glare.

3.1.3 Conclusion

The proposed project would not result in a new or substantially increased significant aesthetic impact compared to the NBPP SEIR.

3.2

AIR QUALITY

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 Mitigations Address Impacts.
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. 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?	NBPP Draft SEIR (2017) pp. 159-160, 171	No	No	No	MM AQ-2.1, MM AQ-2.2
c. Expose sensitive receptors to substantial pollutant concentrations?	NBPP Draft SEIR (2017) pp. 160-169	No	No	No	MM AQ-3.1, MM AQ-4.1
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	NBPP Draft SEIR (2017) pp. 169-170	No	No	No	N/A

3.2.1 Existing Setting

The Master Plan area generates air pollutant emissions from building operations and vehicle trips by employees and visitors.

3.2.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which the proposed Master Plan is fundamentally consistent with) would result in less than significant impacts with regard to air quality with implementation of identified air quality mitigation measures.

a. The NBPP SEIR concluded that the Precise Plan and its policies were consistent with the Bay Area Air Quality Management District (BAAQMD) Clean Air Plan (CAP) primary goals and control measures. As described in the NBPP SEIR, implementation of projects under the Precise Plan (including the proposed Master Plan) would not disrupt or hinder implementation of any CAP control measures. Further, the NBPP SEIR includes mitigation measures MM AQ-2.1, MM AQ-2.2, and MM AQ-3.1 to reduce the impacts related to increases in criteria air pollutants, as described below under checklist question b.

b. The NBPP SEIR identified a less than significant air quality impact with mitigation incorporated (Impact AQ-2) related to the construction emissions of dust and criteria pollutants and their precursors from future development and a less than significant plan-level impact regarding operational criteria air pollutants and precursors; the proposed project's contribution to these identified impacts are described below.

Construction Period Emissions

As discussed in the NBPP SEIR, implementation of the Precise Plan (which includes either of the development options proposed for the Master Plan) would result in short-term emissions from construction activities. The NBPP SEIR concluded that construction emissions from future development projects would be less than significant with the implementation of mitigation measures MM AQ-2.1, which requires enhanced dust control best management practices (BMPs) recommended by BAAQMD, and MM AQ-2.2, which requires large construction projects use construction equipment with higher engine tier ratings or retrofitted with exhaust control measures to achieve a 20 percent NO_x reduction and 45 percent particulate reduction. Because development under the proposed Master Plan was accounted for in the Precise Plan, the Master Plan would result in the same construction air quality impact as disclosed in the NBPP SEIR.

Operational Period Emissions

The NBPP SEIR concluded that implementation of the Precise Plan (which includes either of the development options proposed for the Master Plan) would not cause significant increases in vehicle trips compared to population growth and would not interfere with 2010 CAP control measures. For this reason, the Precise Plan (as well as the proposed Master Plan), would not result in significant plan-level operational criteria air pollutant emissions. The BAAQMD Air Quality Guidelines do not have thresholds related to direct and indirect regional criteria pollutant emissions resulting from plan (i.e., Precise Plan or Master Plan) implementation; rather, they only require emissions computations for project-level analysis.

Implementation of the proposed Master Plan under either development option would result in long-term area and mobile source emissions from operation and use of subsequent development. Per General Plan Policy INC 20.7⁵ and the NBPP SEIR, future development projects within the Master Plan area shall be required to prepare a project-level analysis of operational criteria air pollutant emissions in conformance with the BAAQMD CEQA Air Quality Guidelines and implement any identified mitigation measures.⁶

c. The NBPP SEIR identified a less than significant air quality impact with mitigation incorporated (Impact AQ-3 and AQ-4) related to health risks associated with exposure to TAC emissions during construction and operational phases; the proposed project's contribution to these identified impacts are described below.

⁵ General Plan Policy INC 20.7 states to protect the public from substantial pollutant concentrations.

⁶ For "General Office" projects, this operational criteria pollutant screening threshold (NO_x) is 346,000 square feet. For residential projects, this screening threshold varies between 325 and 511 dwelling units depending on the type of residential use. For "Hotel" projects, this screening threshold is 489 rooms.

Construction Health Risk

The NBPP SEIR identified a less than significant air quality impact (Impact AQ-3) with mitigation incorporated from temporary construction activities near sensitive receptors, specifically from short-term impacts from construction air pollutant emissions including criteria pollutants, toxic air contaminants (TACs), and PM_{2.5}. The NBPP SEIR requires that future development projects implement mitigation measure MM AQ-3.1 from the NBPP SEIR, which requires development projects, depending on the project size and location, to complete a construction health risk assessment and implement measures to reduce significant risk to a less than significant level. Because future development analyzed in the NBPP SEIR includes either of the proposed Master Plan development options, future development under the proposed Master Plan would result in the same construction health risk impacts as disclosed in the NBPP SEIR.

Operational Health Risk

The NBPP SEIR identified a less than significant air quality impact (Impact AQ-4) with mitigation incorporated from health risks associated with exposure to existing sensitive receptors from future operational TAC emissions. Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The potential effect of existing TAC sources on future projects within the Precise Plan area was evaluated in the NBPP SEIR and is discussed in this document for informational purposes because the City's General Plan Policy INC 20.7 addresses existing air quality conditions affecting a proposed project.

The implementation of the Precise Plan, which includes either Master Plan development option, allows the development of new sensitive receptors (e.g., residences) in locations near stationary and mobile TAC sources such as arterial and collector roadways, highways, and diesel generators and anticipates new stationary TAC sources (such as emergency backup diesel generators for office buildings). The NBPP SEIR requires that future development proposals with sensitive receptors within 650 feet of U.S. 101 and future development proposals that include stationary sources implement mitigation measure MM AQ-4.1, which requires project-specific health risk assessment to evaluate effects of TAC and PM_{2.5} exposure on sensitive receptors and implementation of measures to reduce the health risk to a less than significant level. Because the Precise Plan includes either of the proposed Master Plan development options, future development under the proposed Master Plan would result in the same operational health risk impacts as disclosed in the NBPP SEIR.

d. No significant sources of odors are contemplated in the Precise Plan or the proposed Master Plan. The NBPP SEIR concluded that future development under the Precise Plan, consistent with General Plan Policy INC 20.8,⁷ would not result in significant odor impacts. Consistent with the NBPP SEIR, future development under the either of the proposed Master Plan development options would comply with General Plan Policy INC 20.8 to reduce odor impacts to a less than significant level.

3.2.3 Conclusion

The proposed project would not result in a new or substantially increased significant air quality impact compared to the NBPP SEIR.

⁷ General Plan Policy INC 20.8 states protect residents from offensive odors.

3.3

BIOLOGICAL RESOURCES

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 Mitigations Address Impacts.
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	NBPP Draft SEIR (2017) pp. 198-204, 222	No	No	No	NA
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 CDFW or USFWS?	NBPP Draft SEIR (2017) pp. 204-206	No	No	No	NA
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NBPP Draft SEIR (2017) pp. 204-206, 211	No	No	No	NA
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	NA
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	NA

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 Mitigations Address Impacts.
Would the project:					
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. 353	No	No	No	NA

3.3.1 Existing Setting

The existing biological setting, including regulatory framework, has not substantially changed since the certification of the 2017 Precise Plan SEIR.

The Master Plan encompasses an approximately 29-acre area surrounded by urban development (including roadways, a freeway, and existing development). The Master Plan area is developed with large existing surface parking areas, a few one-story commercial and industrial/R&D buildings, and a movie theater complex. As described in the Precise Plan SEIR, the entire Master Plan area is considered developed/landscaped habitat and there are no sensitive (including aquatic) habitats present. The primary biological feature on-site are mature trees mostly located within the surface parking lots.

3.3.2 Discussion

The Precise Plan SEIR concluded that the build-out of the Precise Plan (which includes either of the development options proposed for the Master Plan) would result in less than significant impacts to biological resources with mitigation incorporated, where relevant.

a. The NBPP SEIR concluded that implementation of the Precise Plan would have a less than significant impact on special-status species. Biological concerns identified in the NBPP SEIR specific to the Master Plan area are in regards to migratory and nesting birds, and bird strikes.

Migratory and Nesting Birds

Raptors (birds of prey) and nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Urban-adapted raptors and other birds nesting could be disturbed by construction activities within the Master Plan area and result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive efforts is considered a taking by the California Department of Fish and Wildlife (CDFW) and would constitute an impact.

In compliance with the MBTA and CDFW standard species management practices, future development projects under the proposed Master Plan must be consistent with the Nesting Bird Protection standards identified in Chapter 5: Habitat and Biological Resources of the Precise Plan, which include avoidance of construction during the nesting season, preconstruction surveys for nesting birds during breeding-season work, and maintenance of buffers around active nests. Consistent with the conclusion in the NBPP SEIR, the implementation of the Master Plan in accordance with the Precise Plan standards would not result in significant impacts to nesting birds.

Bird Strikes

The Precise Plan (Chapter 5) includes Bird Safe Design measures to reduce or avoid the potential for bird collisions through façade treatments and light pollution reduction. Consistent with the Precise Plan SEIR, future development projects (including those under the proposed Master Plan) shall implement the Bird Safe Design Standards in Chapter 5 of the Precise Plan. For these reasons, and consistent with the conclusion in the Precise Plan SEIR, the Master Plan would result in less than significant impacts with regard to bird strikes.

b, c. The Master Plan area is comprised of developed/landscaped habitat. There is no aquatic habitat within the Master Plan area (refer to Figure 4.3-2 of the NBPP SEIR). As such, future development projects under the Master Plan would not impact riparian habitat, protected wetlands, or other sensitive habitat.

d. The NBPP SEIR concluded that implementation of the Precise Plan would have a less than significant impact on important nursery sites in the area. According to the NBPP SEIR, the Precise Plan area is not a particularly important area for movement by non-flying wildlife, and it does not contain any high-quality corridors allowing dispersal of such animals through the area. The nearest important nursery site is the egret rookery along Shorebird Way, approximately 0.4-mile east of the Master Plan area.⁸ As discussed above, future development under the Master Plan would comply with the Precise Plan's Nesting Bird Protection standards and Bird Safe Design measures (as described under checklist question a. above) to minimize adverse effects on native and migratory bird species and migratory bird movement to a less than significant level. This is the same impact as disclosed in the NBPP SEIR.

e. The implementation of either of the Master Plan options would likely require the removal of Heritage Trees. A Heritage Tree Removal Permit would be needed prior to the removal of any Heritage trees by future development projects. As a standard condition of approval, all future projects within the Precise Plan area (including the Master Plan area) would be required to comply with the City of Mountain View Heritage tree ordinance, and accompanying tree replacement and maintenance requirements. The removal of Heritage trees, therefore, would be a less than significant impact. This is the same impact as disclosed in the NBPP SEIR.

f. The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure, and maintenance activities. One aspect that the Habitat Plan accounts for is the indirect impacts on nitrogen deposition (existing and

⁸ City of Mountain View. *North Bayshore Precise Plan Subsequent Environmental Impact Report*. SCH# 2013082088 March 2017. Page 190.

future) and identifies measures to conserve and manage serpentine areas over the term of the Habitat Plan, such that cumulative impacts to this habitat and associated special status species would not be significant and adverse. Measures identified in the Habitat Plan are to be implemented by projects within the Habitat Plan area, which does not include the Precise Plan (or Master Plan) area. The NBPP SEIR concluded that the nitrogen emissions resulting from build-out of the Precise Plan are less than cumulatively considerable given the buildout of the Precise Plan is a small portion of Santa Clara County's overall emissions. For these reasons, the project would not conflict with an adopted habitat conservation plan and any impact would be less than significant (consistent with the NBPP SEIR).

3.3.3 Conclusion

The proposed project would not result in a new or substantially increased significant biological resources impact compared to the NBPP SEIR.

3.4

CULTURAL RESOURCES

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 Mitigations Address Impacts.
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. Disturb any human remains, including those interred outside the formal cemeteries?	NBPP Draft SEIR (2017) pp. 236-237	No	No	No	N/A

3.4.1 Existing Setting

The NBPP SEIR identifies areas surrounding late 19th and early 20th century houses and the vicinity of U.S. 101/North Rengstorff/Amphitheater Parkway interchange to have moderate to high potential to contain historic-era archaeological resources.

According to the Precise Plan SEIR, there are no known historical resources located within the North Bayshore Precise Plan area.

3.4.2 Discussion

The NBPP SEIR concluded that with implementation of standard conditions of approval, impacts to cultural resources would be less than significant within the Precise Plan Area, which includes the Master Plan area.

a. As discussed in the Precise Plan SEIR, there are no historic resources in the Precise Plan area listed in the National Register of Historic Places or the California Register of Historic Resources, and the Precise Plan area does not contain property or parcels listed on the City’s Register of Historic Resources.

As described in the NBPP SEIR, as part of the development review process, future development projects would evaluate if historic resources would be affected and the development projects would be subject to General Plan policies (including General Plan Policy LUD 11.1⁹) and standard

⁹ General Plan Policy LUD 11.1 states support the preservation and restoration of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historic Places or National Register of Historic Places.

conditions of approval, which require implementation of the Secretary of Interior’s Standards for the Treatment of Historic Properties, documentation of the historic resources, and/or salvage program to save and reuse the building’s historically significant materials and features to the extent feasible. Thus, future development under the proposed Master Plan would not result in a new or substantially more severe significant impact than previously identified in the NBPP SEIR.

b, c. Although it is unlikely that buried historic or prehistoric buried archaeological resources are present on the site (as described in the NBPP SEIR), these resources could be encountered during excavation, construction, or infrastructure improvements for future development projects within the Precise Plan area (which includes the Master Plan area), resulting in a significant impact to cultural resources. Future development projects would implement the City’s standard conditions of approval related to the discovery of prehistoric or historic period archaeological resources and human remains (in compliance with General Plan Policies LUD-11.5 and LUD-11.6¹⁰), should they be encountered on the site. The standard conditions outline protocols to follow to reduce impacts to archaeological resources and human remains, if discovered during construction. As concluded in the NBPP SEIR, with the implementation of the City’s standard conditions of approval, future development in the Precise Plan (which includes the Master Plan area) would result in less than significant impacts to archaeological resources.

3.4.3 Conclusion

The proposed project would not result in a new or substantially increased significant cultural resources impact compared to the NBPP SEIR.

¹⁰ General Plan Policy LUD 11.5 states “Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.” General Plan Policy LUD 11.6 states “Require all new development to meet state codes regarding the identification and protection of human remains.”

3.5

ENERGY

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.
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	NBPP Draft SEIR (2017) pp. 245-247	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	NBPP Draft SEIR (2017) pp. 247	No	No	No	N/A

3.5.1 Existing Setting

The existing setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

The Master Plan area currently uses energy in the form of electricity and natural gas from operations, lighting, heating, and cooling of existing buildings. Vehicle trips by employees, residents, and visitors use gasoline, electricity, and diesel fuel.

3.5.2 Discussion

Based on the NBPP SEIR, the build-out of the Precise Plan (which includes either of the Master Plan development options) would result in less than significant impacts with regard to energy.

a. Future construction of the uses under either of the Master Plan development options would require energy for the manufacture and transportation of building materials, preparation of the sites (e.g., demolition and grading), and the construction of buildings. The NBPP SEIR concluded that construction processes are generally designed to be efficient in order to avoid excess monetary costs. In addition, future development projects under the Precise Plan would be required to implement mitigation measure MM AQ-2.2 identified in the NBPP SEIR. This mitigation measure restricts equipment idling times and requires the applicant to post signs on the project site reminding workers to shut off idle equipment, thus reducing the potential for energy waste. Future development would also be required to comply with the Precise Plan requirements to recycle or salvage at least 65 percent of construction debris, which minimizes energy impacts from the creation of excessive waste. For these reasons, the NBPP SEIR concluded that future projects under the Precise Plan would not use fuel or energy in a wasteful manner during construction activities. Since the proposed Master

Plan would be consistent with the development and growth assumptions in the Precise Plan and be subject to the same regulations to promote energy efficiency during construction activities as identified for the Precise Plan, the proposed Master Plan would result in the same less than significant construction-related energy impact as disclosed in the NBPP SEIR.

The future occupation and operation of development under either of the Master Plan development options would consume energy for building heating and cooling, lighting, and appliance use. The NBPP SEIR estimated that the Precise Plan (which includes either of the Master Plan development options) would have an annual energy use of approximately 88.4 million kilowatt hours (kWh) of electricity and 157 million British thermal unit (Btu) of natural gas, which represents less than one percent of Santa Clara County's overall usage of electricity and natural gas and would not be considered a substantial increase in demand for energy resources in relation to Santa Clara County's and the State of California's overall use and projected supplies. In addition, future development projects under the Precise Plan would be required to meet the Mountain View Green Building Code requirements, mandatory CALGreen and LEED requirements, and other green building regulations outlined in Chapter 4 of the Precise Plan. As such, future development would meet or exceed Title 24 energy efficiency standards. Further, new residential and commercial/office projects participating in the Density Bonus Program would be required to implement additional green building measures specific in Appendix B and Appendix C of the Precise Plan. For the reasons described above and consistent with the NBPP SEIR, the Precise Plan would not result in the inefficient or wasteful use of energy or resources. Since the proposed Master Plan would be consistent with the development and growth assumptions in the Precise Plan and be subject to the same regulations to promote energy efficiency as identified for the Precise Plan, the proposed Master Plan would result in the same less than significant operational energy impact as disclosed in the NBPP SEIR.

b. As discussed in the NBPP SEIR, the City of Mountain View Greenhouse Gas Reduction Program requires Transportation Demand Management (TDM) Plans for non-residential uses in the City (including the Precise Plan area). Future development under the Precise Plan also would obtain electricity from Silicon Valley Clean Energy, which is 100 percent greenhouse gas (GHG)-emissions free energy from renewable and hydroelectric sources, consistent with the state's Renewables Portfolio Standard program and SB 350. In addition, the Precise Plan includes building standards that meet or exceed state mandated Title 24 energy efficiency standards, CALGreen standards, and Mountain View Green Building Code standards, especially with the inclusion of water efficiency and LEED requirements. Thus, implementation of the Precise Plan would not obstruct a state or local plan for renewable energy or energy efficiency. Future development under the proposed Master Plan would be consistent with the Precise Plan and comply with the same regulations summarized above. For this reason, the Master Plan would comply with existing plans for renewable energy and energy efficiency. This is the same impact as disclosed in the NBPP SEIR.

3.5.3 Conclusion

The proposed project would not result in a new or substantially increased significant energy impact compared to the NBPP SEIR.

3.6

GEOLOGY, SOILS, AND MINERALS

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 Mitigations Address Impacts.
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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 landslide, lateral spreading, subsidence, liquefaction or collapse?	NBPP Draft SEIR (2017) pp. 257-258	No	No	No	N/A
d. Be located on expansive soil, as defined in the current California Building Code, creating substantial risks to life or property?	NBPP Draft SEIR (2017) pp. 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 Mitigations Address Impacts.
Would the project:					
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
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	NBPP Draft SEIR (2017) pp. 236-237	No	No	No	N/A
g. 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	N/A
h. 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	N/A

3.6.1 Existing Setting

The Precise Plan area (which includes the Master Plan area) is within a seismically active region and is located within a liquefaction hazard zone.¹¹ The Master Plan area is not subject to landslides or later spreading.

Consistent with the information disclosed in the NBPP SEIR, the Master Plan area is underlain by Urbanland – Hangerone complex soils which consist of clay, clay loam, and gravelly loam soils with a slope of 0 to 2 percent.¹² The Master Plan area is not located within a Santa Clara County Compressible Soils Hazard Zone.¹³

¹¹ County of Santa Clara, Department of Planning. Santa Clara County Geologic Hazard Zones. Map 10. June 28, 2002. https://www.sccgov.org/sites/dpd/DocsForms/Documents/GEO_GeohazardATLAS.pdf

¹² United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. February 4, 2021. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

¹³ County of Santa Clara, Department of Planning. Santa Clara County Geologic Hazard Zones. Map 10. June 28, 2002. https://www.sccgov.org/sites/dpd/DocsForms/Documents/GEO_GeohazardATLAS.pdf

According to the NBPP SEIR, depth to groundwater varies throughout the Precise Plan area depending on site-specific conditions. Typical groundwater levels in the Precise Plan area (including the Master Plan area) range from five to 15 feet below ground surface. Groundwater in the Precise Plan area flows generally northeast to southeast towards the nearby marshlands adjoining San Francisco Bay. Groundwater flow direction may deviate from the regional trends due to zones of higher or lower permeability and groundwater pumping or recharge.

There are no known paleontological or mineral resources within the City of Mountain View.

3.6.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes the development proposed under the Master Plan) would result in less than significant impacts to geology, paleontology, and mineral resources.

a. As disclosed in the NBPP SEIR, the Master Plan area 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 Master Plan area is not located within an Alquist-Priolo special study zone on the California Geological Survey fault zone map. While no active faults are known to cross the Master Plan area and fault rupture is not anticipated to occur, ground shaking could damage structures and threaten future occupants of the Master Plan area. In addition, the Master Plan area is located in a liquefaction hazard area, which is consistent with the conclusions in the NBPP SEIR.

As identified in the Precise Plan, future development projects would be designed and constructed in accordance with CBC requirements and General Plan policies PSA 4.2, PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, and INC 2.3.¹⁴ Additionally, future development would be required to implement the standard conditions of approval identified in the NBPP SEIR of preparing a design-level geotechnical report and implementing the recommendations in the report to reduce seismic and seismic-related impacts to a less than significant level.

Future development under either Master Plan development option would not be subject to substantial slope instability or landslide related hazards due to the relatively flat topography of the area. The impacts of landslides on future development within the Master Plan area would, therefore, be less than significant. This is the same impact as disclosed in the NBPP SEIR.

b. Topography of the Master Plan area is relatively flat; therefore, the area would not be exposed to substantial erosion. Future development projects under the Master Plan would be required to meet standard conditions of approval to ensure that erosion would not occur during construction and operation, as described in detail in Section 3.9 Hydrology and Water Quality. This is the same impact as disclosed in the NBPP SEIR.

¹⁴ General Plan Policies PSA 4.2 states to minimize impacts of natural disasters; General Plan Policies PSA 5.1 – 5.4 states to ensure new development addresses seismically induced geologic hazards, complies with Alquist-Priolo Earthquake Fault Zoning Act, ensure City uses effective technology to inform the community about potential hazards, ensure new underground utilities are designed to meet current seismic standards. General Plan Policy INC 2.3 states to require the use of available technology and earthquake resistant materials in the design and construction of all infrastructure projects.

c., d. Given the proximity (within 10-miles) of seismically active faults to the Precise Plan area, seismic ground shaking could result in liquefaction, subsidence, or differential settlement. According to the NBPP SEIR, soils with a high expansion potential occur in the Plan Area, which can cause heaving and cracking of slabs on-grade, pavements, and structures founded on shallow foundations. Implementation of the City’s standard conditions of approval of preparing a design-level geotechnical report and implementing the recommendations in the report would reduce the impacts of seismic and seismic-related hazards and expansive soils to a less than significant level. This is the same impact as disclosed in the NBPP SEIR.

e. Future development under either Master Plan development option would connect to existing City sewer lines and would not require treatment of wastewater on-site using a septic system or option wastewater disposal system. Therefore, the project would have no impact on the ability of on-site soils to support option wastewater systems. This is the same impact as disclosed in the NBPP SEIR.

f. Per the NBPP SEIR, the location of paleontological resources within the Precise Plan area is unlikely and the compliance of future development with the City’s standard condition of approval (per General Plan policy LUD-11.5) that outlines protocols to follow to reduce impacts to paleontological resources if encountered would reduce impacts to paleontological resources to a less than significant level. This is the same impact as disclosed in the NBPP SEIR.

g., h. As stated in the NBPP SEIR, no minerals or aggregate resources of statewide importance are located in the vicinity of Mountain View. Thus, there would be no impact.

3.6.3 Conclusion

The proposed project would not result in a new or substantially increased significant geology and soils impact compared to the NBPP SEIR.

3.7

GREENHOUSE GAS EMISSIONS

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 Mitigations Address Impacts.
Would the project:					
a. Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	NBPP Draft SEIR (2017) pp. 266-270	No	No	No	MM GHG-1.1, MM GHG-1.2
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions?	NBPP Draft SEIR (2017) pp. 271-274	No	No	No	N/A

3.7.1 Existing Setting

The existing GHG emissions setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

The City of Mountain View adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) and certified the 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.

The 29-acre Master Plan area is currently developed with large existing surface parking areas, a few one-story commercial and industrial/R&D buildings, and a movie theater complex. The existing development within the Master Plan area generates GHG emissions primarily from vehicle trips by employees and visitors.

3.7.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either of the Master Plan development options) would result in significant and unavoidable impacts to GHG emissions.

a., b. The Precise Plan provides standards and guidelines for development that is a model of highly sustainable development within the City of Mountain View. Based upon the GHG emissions analysis completed for the NBPP SEIR, 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). The discussion following Impact GHG-1 in the NBPP SEIR outlines some measures that could be used to reduce this impact, but not to a less than significant level.

Mitigation measure MM GHG-1.1 requires 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 multi-pronged approach that includes policy decisions citywide (MM GHG-1.2 in the NBPP SEIR) 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 to replace fuel sources and reduce single-occupant vehicle trips further, especially to and from workplaces.

As noted in Section 3.5 Energy, the Precise Plan includes a Density Bonus Program for new residential and commercial/office projects that requires projects to implement additional green building measures. The Precise Plan also requires green building measures for new non-residential development to help improve a project's sustainability performance. The City also has the GGRP, Climate Protection Roadmap, and Environmental Sustainability Action Plan, which include applicable policies to guide future sustainable development and further reduce GHG emissions over time.

The Precise Plan states that Density Bonus Program projects shall prepare an analysis of feasible energy efficiency and renewable energy, materials management, and mobility measures to reduce GHG emissions resulting from the development. 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 Precise Plan, GGRP, Climate Change Scoping Plan Update, and BAAQMD Clean Air Plan, the future development projects under the Precise Plan would also include a Transportation Demand Management program to meet the 45 percent single occupant vehicle reduction.

The NBPP SEIR concluded that total emissions in the Precise Plan area are projected to increase beyond those assumed in the City's GGRP. Therefore, implementation of the Precise Plan (which includes either Master Plan development option) would conflict with plans, policies, or regulations for reducing GHG emissions adopted by the City of Mountain View. Because development analyzed in the NBPP SEIR includes either of the proposed Master Plan development options, future development under the proposed Master Plan would result in the same significant and unavoidable GHG impact as disclosed in the NBPP SEIR. The Mountain View City Council adopted a Statement of Overriding Considerations for the Precise Plan's significant unavoidable GHG impacts disclosed in the NBPP SEIR.

3.7.3 Conclusion

The proposed project would not result in a new or substantially increased significant GHG impact compared to the NBPP SEIR.

3.8

HAZARDS AND HAZARDOUS MATERIALS

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 Mitigations Address Impacts.
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	MM HAZ-4.1 through 4.15
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. 298-308	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. 308	No	No	No	MM HAZ-4.1 through 4.15
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	NBPP Draft SEIR (2017) pp. 308	No	No	No	N/A
f. 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

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 Mitigations Address Impacts.
Would the project:					
g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	NBPP Draft SEIR (2017) pp. 309	No	No	No	N/A

3.8.1 Existing Setting

The existing hazardous materials setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

According to the NBPP SEIR, the Precise Plan area changed from a primarily open space and agricultural community to an intensive office/R&D and industrial development between 1939 to 2012. By 1939, the Precise Plan area was developed with existing roadways and corridors including Shoreline Boulevard, Plymouth Street, Charleston Road, and Bayshore Highway. In 1956, development expanded in the Precise Plan area, especially along Stevens Creek towards the Bay and south of Charleston Road. Large residential development expanded south and west of Bayshore Highway. By 1968, office/R&D and industrial development along the western boundary of the Precise Plan area and urban development was primarily south of Charleston Road. Also, Bayshore Highway became U.S. 101, with multiple ramp interchanges in the project area. From the early 1990’s to the present, office/industrial has been the primary land use in the Precise Plan area.

From previous agricultural uses in the area, pesticides were likely applied during the course of normal farming operations. Subsequent to the agricultural use of the area, industrial and R&D uses would have had used and stored chemicals for manufacturing and research activities, and subsequently generated hazardous wastes from these processes.

The Master Plan area is located within the Teledyne-SpectraPhysics plume, which is down gradient from the Teledyne-SpectraPhysics Superfund Site. Construction of clean-up remedies have been completed. Shallow soil contamination has been removed, but groundwater monitoring and treatment are on-going. The treatment of impacted ground water will continue until established cleanup goals are met. The vast majority of the known groundwater contaminants consist of trichloroethene (TCE) and its degradation biproducts including dichloroethane and vinyl chloride.

3.8.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either of the Master Plan development options) would result in less than significant impacts with regard to hazards and hazardous materials resources with implementation of mitigation measures.

a. The Master Plan area is currently developed with buildings that could contain lead paint and/ or asbestos-containing materials given their age. Future development projects would comply with local, state, and federal laws, which require surveys be completed by a qualified professional to determine the presence of asbestos-containing materials (ACMs) and/ or lead-based paint on the structures proposed for demolition and their appropriate disposal if present. Thus, impacts would be reduced to a less than significant level (as described on the NBPP SEIR).

Future development under either of the Master Plan options could involve the routine use of limited amounts of fuels, oils, cleaning materials, and landscape maintenance chemicals. The small quantities of these materials would not generate substantial hazard. The Precise Plan includes a land use standard that prohibits extremely hazardous material users as defined in the City Code, except for exempt permitted materials. The NBPP SEIR concluded that projects under the Precise Plan that comply with federal, state, local requirements, General Plan policies and actions (Policies PSA 3.2 and PSA 3.3¹⁵), and standard City conditions of approval (which require toxic soil assessments and soil management plans) 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. Future development under the proposed Master Plan would comply with Precise Plan standards and the same regulations identified for development within the Precise Plan. For these reasons, the Master Plan would result in the same less than significant impact as disclosed in the NBPP SEIR.

b., d. The NBPP SEIR identified a potentially significant hazardous materials impact (Impact HAZ-3) from future construction activities associated with development on sites with contaminated soils and groundwater in the plan area. The Master Plan area is located within the Teledyne-SpectraPhysics plume area and contains two sites (1547 Plymouth Street and 1400 Shoreline Boulevard¹⁶) listed on hazardous materials lists compiled pursuant to Government Code Section 65962.5.

Mitigation measures MM HAZ-4.1 through MM HAZ-4.15 in the NBPP SEIR require all future development to:

- Comply with any and all mitigation or site management measures imposed on the site by an oversight agency;
- Consult the applicable oversight agency for guidance on soil transport and reuse on sites with identified contaminants of concern (COCs);
- Perform a Phase I, and if necessary, Phase II investigation to determine whether COCs are present, and if contaminants of concern are present on the project site, prepare a Remedial Action Plan, Air Monitoring Plan, and Vapor Intrusion Mitigation Plan;
- Obtain written approval from appropriate oversight agency for any soil/ soil vapor/ or groundwater remediation activities on-site;
- Sample soil for lead levels at properties adjacent to U.S. 101;
- Sample soil for possible residual pesticides, unless it can be definitively proved they have not been used for agricultural purposes;

¹⁵ General Plan Policy PSA 3.2 states prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through prevention and enforcement of fire and life safety codes and General Plan Policy PSA 3.3 states carry out development review procedures that encourage effective identification and remediation of contamination and protection of public and environmental health and safety.

¹⁶ State Water Resources Control Board. GeoTracker Map. <http://geotracker.waterboards.ca.gov/>. Accessed February 5, 2021.

- Comply with dewatering sampling requirements;
- Ensure that any soil exported from future project sites shall be analyzed for COCs at the receiving facility;
- Require that all General Contractors shall prepare a Health and Safety Plan (HSP);
- Protect groundwater monitoring wells and remediation systems during construction;
- Provide agency access to site if under active regulatory agency oversight;
- Comply with any relevant activity or use limitations imposed on the property; and
- Contact the City of Mountain View Fire Department and County Department of Environmental Health to determine if permits are required prior to facility closure, building demolition, or change in property use.

In addition to mitigation measures MM HAZ-4.1 through MM HAZ-4.15, future development would be required to comply with General Plan Policies INC 18.1, INC 18.2, and PSA 3.4¹⁷ to reduce potential impacts from existing contaminated sites and structures. In addition, future development projects would be subject to the standard condition of approval identified in the NBPP SEIR regarding discovery of contaminated soils, toxic assessment, and soil management plans.

With compliance of existing regulations (including General Plan policies), the required program-level mitigation measures, and standard conditions identified in the NBPP SEIR and described briefly above, future development in the Precise Plan was concluded to have a less than significant impact with respect to development on a location listed hazardous materials site and possible emission of hazardous materials into the environment. Future development under the Master Plan, which is located in the Precise Plan area and consistent with the development assumptions in the Precise Plan, would be required to comply with the same regulations, measures, and standards identified for future development in the NBPP SEIR. For this reason, the Master Plan would result in the same less than significant impact as disclosed in the NBPP SEIR for the Precise Plan.

c. The nearest school to the Master Plan area is Crittenden Middle School located at 1701 Rock Street, approximately 0.2 miles south of the Master Plan area. The land uses proposed under the Master Plan development options (residential, office, commercial, and hotel uses) are not considered substantial emitters of hazardous materials or hazardous waste. Further, projects that comply with federal, state, local requirements, General Plan policies and actions (including PSA 3.2 and PSA 3.3), and standard and measures identified in the NBPP SEIR (which are briefly summarized above), would reduce the potential for hazardous materials impacts to existing and future schools to a less than significant level.

In addition, as discussed in the NBPP SEIR, any future applications for child-care facilities, and specialized education and training schools would be reviewed on a project-by-project basis, to determine the suitability of the use and to identify any potential impacts from hazardous materials in the area. All future projects shall be evaluated for their potential impacts on schools. For these reasons, the NBPP concluded that the implementation of the Precise Plan would not result in significant impacts to existing or proposed schools.

¹⁷ General Plan Policy INC 18.1 states protect human and environmental health from environmental contamination. General Plan Policy 18.2 states cooperate with local, state and federal agencies that oversee environmental contamination and clean-up. General Plan Policy PSA 3.4 states work with local, state and federal oversight agencies to encourage remediation of contamination and protection of public and environmental health and safety.

Future development under either Master Plan option would be subject to the City’s development review process and would comply with the same regulations, requirements, standards, and measures identified in the NBPP SEIR. Based on the above discussion, the Master Plan would result in the same less than significant impact to existing and future schools as disclosed in the NBPP SEIR for the Precise Plan.

e. The Master Plan is located within the Airport Influence Area for the Moffett Federal Airfield. Future development projects under the Master Plan would be required to comply with existing Federal Aviation Administration regulations and the Moffett Federal Airfield Comprehensive Land Use Plan, as well as General Plan Policy LUD 2.5¹⁸, which would ensure that potential impacts on airport safety operations for Moffett Federal Airfield are less than significant. This is the same impact as disclosed in the NBPP SEIR.

f. The General Plan contains a number of policies and actions requiring maintenance of existing emergency response plans, development of a new emergency response plan for damaged utilities, development of a Local Hazard Mitigation Plan, emergency response training, and collaboration with local communities, large employers, and Moffett Federal Airfield to coordinate emergency response and preparedness.

As discussed in the NBPP SEIR, increased traffic as a result of new development in the City of Mountain View could impair emergency response and evacuation procedures; however, General Plan Policies MOB 10.1, MOB 10.2, and MOB 10.4 require the maintenance of efficient automobile infrastructure and effective TDM programs for existing and new developments.¹⁹ The NBPP SEIR concluded that the Precise Plan’s extensive TDM program and consistency with General Plan policies would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Since the proposed Master Plan is fundamentally consistent with the Precise Plan, the proposed Master Plan would result in the same less than significant impact to emergency response and evacuation plans as disclosed for the Precise Plan in the NBPP SEIR.

g. The Master Plan area is not within or adjacent to wildland areas and there would be no wildland fire impact. This is the same impact as disclosed in the NBPP SEIR.

3.8.3 Conclusion

The proposed project would not result in a new or substantially increased significant hazardous materials impact compared to the NBPP SEIR.

¹⁸ General Plan Policy LUD 2.5 states encourage compatible land uses within the Airport Influence Area for Moffett Federal Airfield as part of Santa Clara County’s Comprehensive Land Use Plan.

¹⁹ General Plan Policy MOB 10.1 states to strive to maximize the efficiency of existing automobile infrastructure and manage major streets to discourage cut-through traffic on neighborhood streets. General Plan Policy MOB 10.2 states to promote effective Transportation Demand Management programs for existing and new development. General Plan Policy MOB 10.4 states to monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards. Measures to ensure provision of adequate response times may include the expanded use of emergency vehicle signal preemption, evacuation route modifications, or the construction of new facilities (e.g., fire stations).

3.9

HYDROLOGY AND WATER QUALITY

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 Mitigations Address Impacts.
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	NBPP Draft SEIR (2017) pp. 325-330	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	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 or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> i. result in substantial erosion or siltation on- or off-site; ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. 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; or iv. impede or redirect flood flows? 	NBPP Draft SEIR (2017) pp. 325-333	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 Mitigations Address Impacts.
Would the project:					
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	NBPP Draft SEIR (2017) pp. 333-336	No	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	N/A	No	No	No	N/A

3.9.1 Existing Setting

The existing hydrology and water quality setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

The elevation at the Master Plan area ranges from approximately 25 feet above mean sea level (amsl) near U.S. 101, to 18 feet amsl along the northern boundary of the Master Plan area. As discussed in the NBPP SEIR, the Master Plan area lies within flood hazard zone X.

The Master Plan area is approximately 84 percent covered with impervious surfaces.²⁰

3.9.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either of the Master Plan development options) would result in less than significant impacts to hydrology and water quality.

a. As discussed in the NBPP SEIR, future development projects under the Precise Plan would require excavation and grading of sites, which could result in sediment and other pollutants being transported from active construction sites to nearby creeks, marshes, and the Bay through soil erosion, wind-blown dust, and stormwater runoff. The NBPP SEIR concluded that future development under the Precise Plan, in compliance with City and Regional Water Quality Control Board requirements (which include compliance with the statewide National Pollution Discharge Elimination System (NPDES) General Construction Permit, implementation of stormwater control BMPs, and implementation of construction sediment and erosion control plans) would reduce water quality impacts during construction activities to a less than significant level.

²⁰ Schaaf & Wheeler. *North Bayshore Gateway Master Plan Utility Impact Study*. February 5, 2021. Page 7-1.

The NBPP SEIR also discussed how post-construction water quality impacts could occur from new development. The NBPP SEIR concluded that future development, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements, Precise Plan Stormwater Management Standards and Guidelines, and applicable City standard conditions of approval (which include hydromodification management, landscape design to minimize runoff, efficient irrigation, design criteria for outdoor storage areas, car washes for multi-family complexes, design criteria for parking garages, and private storm drain inlet stenciling) would ensure new development would not result in significant post-construction water quality impacts. Since the proposed Master Plan would be consistent with the development and growth assumptions in the Precise Plan and be subject to the same regulations, standards, guidelines, and conditions of approval identified in the NBPP SEIR to reduce post-construction water quality impacts, the proposed Master Plan would result in the same less than significant impact as disclosed in the NBPP SEIR.

b. The NBPP SEIR concluded that future development projects in the Precise Plan area (which includes the Master Plan area) would not deplete groundwater supplies or interfere with groundwater recharge. The proposed uses in the Master Plan area would not extract groundwater for irrigation or drinking purposes and any temporary dewatering during construction would not extract quantities that would deplete groundwater aquifers. The proposed Master Plan would be consistent with the Precise Plan and the analysis in the NBPP SEIR, therefore, the Master Plan would not result in new or substantially increased impacts than those described in the NBPP SEIR.

c. The proposed Master Plan would redevelop an existing urban area that is currently developed with surface parking and several industrial/R&D buildings. The redevelopment of the Master Plan area would not alter the drainage pattern of the area and would likely result in a decrease in impervious surface area given Precise Plan design guidelines. The NBPP SEIR concluded that new development under the Precise Plan would contribute runoff to the storm drain system serving the North Bayshore area, and the capacity of the North Bayshore drainage system is adequate to accommodate runoff from new development planned for the area. The stormwater management standards and guidelines identified in the Precise Plan would minimize runoff from new development projects, and each new development application would be reviewed for consistency with the Precise Plan. Therefore, it was concluded in the NBPP SEIR that development under the Precise Plan would not exceed the capacity of the storm drainage system, alter existing drainage patterns or degrade water quality from excess flows. Since the proposed Master Plan is fundamentally consistent with the Precise Plan, the proposed Master Plan would result in the same less than significant impact to storm drainage system capacity, drainage patterns, and water quality from runoff as disclosed in the NBPP SEIR.

d. The Master Plan area is not located in a 100-year flood zone. The Master Plan area is located within FEMA flood hazard zone X and is not located within a designated tsunami or seiche inundation zone. In addition, the uses allowed by the proposed Master Plan are anticipated to use only small quantities of fuels, oils, cleaning materials, and landscape maintenance chemicals that would be properly stored. Thus, the Master Plan would not result in release of pollutants from flooding, seiche, or tsunamis. This is the same impact as disclosed in the NBPP SEIR.

e. Valley Water prepared a Groundwater Management Plan in 2016, establishing recharge facilities, recycled water systems, and conservation strategies in order to proactively manage groundwater and surface water resources within its jurisdiction. There are no recharge facilities, pump plants, or drinking water treatment plants in the Precise Plan area (which includes the Master Plan area). Thus, any impact would be less than significant.

3.9.3 Conclusion

The proposed project would not result in a new or substantially increased significant hydrology and water quality impact compared to the NBPP SEIR.

3.10

LAND USE AND PLANNING

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 Mitigations Address Impacts.
Would the project:					
a. Physically divide an established community?	NBPP Draft SEIR (2017) pp. 348-352	No	No	No	N/A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	NBPP Draft SEIR (2017) pp. 348-353	No	No	No	N/A

3.10.1 Existing Setting

The existing land use setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR. The Master Plan area is located in the Precise Plan area and is surrounded by office and industrial/ R&D uses.

3.10.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either of the Master Plan development options) would result in less than significant impacts with regard to land use and planning.

a. The Master Plan (under either development option) proposes land uses consistent with the Precise Plan and similar to the land uses surrounding the Master Plan area. In addition, the Master Plan does not involve components that would physically divide an existing community (i.e., highways or railways). The Master Plan includes new public roadways that would provide connections to the surrounding neighborhoods. While properties within the Master Plan area are owned by different entities and could be developed at different times, each property would be required to meet the proposed Master Plan’s circulation and design requirements in order to create an integrated and cohesive neighborhood. The NBPP SEIR concluded that implementation of the Precise Plan (which the proposed Master Plan is fundamentally consistent with) would not physically divide an established community. The proposed Master Plan, therefore, would not physically divide an established community.

b. The NBPP SEIR concluded that the Precise Plan incorporates standards and guidelines to minimize environmental impacts and would be consistent with land use plans, policies, and regulations. The proposed Master Plan (under either development option) includes amendments to the General Plan and Precise Plan to add one parcel (1555 Plymouth Street shown on Figure 2.3-1 and Figure 2.3-2) to the Master Plan area. While these amendments would change the type and density of development allowed on the parcel, the maximum allowed development within the NBPP would remain unchanged. Thus, the proposed Master Plan is consistent with the land use development assumptions in the Precise Plan and NBPP SEIR. For these reasons, the proposed Master Plan would not conflict with applicable land use plans, policies, or regulations and the impact would be less than significant. This is the same impact as disclosed in the NBPP SEIR.

3.10.3 Conclusion

The proposed project would not result in a new or substantially increased significant land use impact compared to the NBPP SEIR.

3.11

NOISE AND VIBRATION

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 Mitigations Address Impacts.
Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	NBPP Draft SEIR (2017) pp. 366-371	No	No	No	N/A
b. Generation of excessive groundborne vibration or groundborne noise levels?	NBPP Draft SEIR (2017) pp. 371-373	No	No	No	MM NOI 4.1 through NOI 4.3
c. For a project located within the vicinity of a private airstrip or 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

3.11.1 Existing Setting

The existing noise and vibration setting, including regulatory framework and thresholds of significance, has not substantially changed since the certification of the 2017 NBPP SEIR. The Master Plan area is located in an urban area of the Precise Plan and is surrounded by office and industrial/R&D uses. Existing noise sources in the Master Plan area are vehicles on U.S. 101 and other roadways. Occasional airplane noise also contributes to ambient noise levels. Sensitive noise receptors adjacent to the Master Plan area include the Santiago Villa residential mobile home park, approximately 0.25-mile east of the Master Plan area.

3.11.2 Discussion

Based on the NBPP SEIR, the build-out of the Precise Plan (which includes the development proposed) would result in less than significant impacts with regard to noise and vibration with implementation of mitigation measures.

a. The temporary construction and permanent operational noise impacts resulting from the implementation of either of the Master Plan development options are discussed below.

Construction Noise

As described in the NBPP SEIR for the Precise Plan, no specific site development or construction is proposed as part of the Master Plan; however, future development and redevelopment projects would generate construction-related noise. Future development projects and related short-term noise impacts would be evaluated on a project-by-project basis and would be required to comply with applicable provisions of Chapter 8 of the City Code, which include limitations on construction days and hours.

As discussed in the NBPP SEIR, future development projects would also be required to comply with General Plan Policies NOI 1.1, NOI 1.2, NOI 1.3, and NOI 1.4, which would further minimize potential noise impacts from construction activity by requiring the City to take steps to reduce the exposure of noise sensitive land uses to construction related noise through the development review process.²¹ In addition, future development projects would also comply with Policy NOI 1.7, which specifically requires enforcement of the permitted hours for construction activities, thereby reducing the exposure of sensitive receptors to significant noise impacts.²²

In addition, future development under the Master Plan would be required to implement the standard conditions of approval identified in the NBPP SEIR regarding construction noise reduction measures, pile driving noise reduction measures, and construction practices and notice.

With implementation of the above standard conditions of approval and City of Mountain View 2030 General Plan polices, the NBPP SEIR determined that construction of future projects under the Precise Plan (which would include those under the Master Plan as well) would have a less than significant construction noise impact.

²¹ General Plan Policy NOI 1.1 states to use the Outdoor Noise Environment Guidelines as a guide for planning and development decisions (Table 7.1). General Plan Policy NOI 1.2 requires new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels: New single-family developments shall maintain a standard of 65 dBA Ldn for exterior noise in private outdoor active use areas. New multi-family residential developments shall maintain a standard of 65 dBA Ldn for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments. Interior noise levels shall not exceed 45 dBA Ldn in all new single-family and multi-family residential units. Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day. General Plan Policy NOI 1.3 states that if noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels. General Plan Policy 1.4 notes the use of site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.

²² General Plan Policy NOI 1.7 states “Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.”

Traffic Noise

The NBPP SEIR analysis included modeling of future traffic noise from full buildout of the Precise Plan (which includes either of the proposed Master Plan development options). Traffic noise increases above existing levels would be one dBA Ldn or less at noise-sensitive receptors within and outside of the Precise Plan area. Since the increase in traffic noise as a result of the Precise Plan buildout would be less than the three dBA threshold of significance, Precise Plan traffic was concluded to have a less than significant impact on noise-sensitive receptors in the area. Since the traffic from either of the Master Plan development options was included in the NBPP SEIR analysis of the Precise Plan, the Master Plan would result in the same less than significant impact as disclosed in the NBPP SEIR.

Mechanical Equipment Noise

General Plan Policy NOI 1.7 restricts noise levels from stationary sources through enforcement of the Noise Ordinance, which states that stationary equipment noise from any property must be maintained at or below 55 dBA Leq during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.) and at or below 50 dBA Leq during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.) as measured at residential land uses.

As discussed in the NBPP SEIR, future uses within the Precise Plan area (which includes the Master Plan area) would include mechanical systems (i.e., HVAC, exhaust fans, intake ventilation) on portions of the roof tops. The NBPP SEIR concluded that future development under the Precise Plan, with the implementation of the City's standard condition of approval of requiring mechanical equipment to meet the noise limit standards outlined in General Plan Policy NOI 1.7, would not result in significant noise impacts from mechanical equipment. Since the development under the proposed Master Plan is consistent with the Precise Plan, future development under the Master Plan would be subject to the same condition of approval identified in the NBPP SEIR and would result in the same less than significant impact from mechanical equipment noise as disclosed in the NBPP SEIR.

Non-CEQA Effects

Per BIA vs. BAAQMD, effects of the environment on the project are not considered CEQA impacts. The land use and noise compatibility of future residential land uses with the ambient noise environment was discussed in the NBPP SEIR and is discussed in this document for informational purposes as the City's General Plan has policies (including General Plan Policies NOI 1.1 and NOI 1.2) that addresses noise conditions on proposed projects.

Future development projects within the Master Plan area could place residential units near noise-generating land uses and roadways that exceed the interior and exterior noise standards set by Section 21.26 of the City Code and General Plan Policy NOI 1.2. The NBPP SEIR concluded that with implementation of City standard conditions of approval regarding site-specific acoustical analysis and noise barriers, interior and exterior noise levels for future residents would be at an acceptable level.

b. As described in the NBPP SEIR, groundborne vibration levels exceeding 0.3 inches per second Peak Particle Velocity (PPV) would have the potential to result in a significant vibration impact. Future construction under the Precise Plan may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers and hoe rams) are used. The NBPP SEIR concluded that future development under the Precise Plan would result in less than significant groundborne vibration impacts, with the implementation of mitigation measures MM NOI-4.1 through MM NOI-4.3 identified in the NBPP SEIR, which required avoiding pile driving where possible, avoiding vibration rollers and tapers, and completing vibration studies as necessary.

Since the development under the proposed Master Plan is consistent with the Precise Plan, future development under the Master Plan would be subject to the same mitigation measures identified in the NBPP SEIR and would result in the same less than significant impact from groundborne vibration as disclosed in the NBPP SEIR.

c. The nearest airport to the project site is Moffett Federal Airfield, approximately 1.2-miles east of the Master Plan area. The Master Plan area is outside of the 65 dB CNEL contour line for aircraft activities at Moffett Federal Airfield, therefore, it would not expose future residents or employees within the Master Plan area to excessive levels of noise from airport operations and the impact would be less than significant. This is the same impact as disclosed in the NBPP SEIR.

3.11.3 Conclusion

The proposed project would not result in a new or substantially increased significant noise impact compared to the NBPP SEIR.

3.12

POPULATION AND HOUSING

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 Mitigations Address Impacts.
Would the project:					
a. Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	NBPP Draft SEIR (2017) pp. 385	No	No	No	N/A

3.12.1 Existing Setting

The existing population and housing setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

As discussed in the NBPP SEIR, 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 NBPP SEIR allows development of up to 9,850 new multi-family residential units within the Precise Plan area, for approximately 10,210 total units (existing plus new) at full buildout.

3.12.2 Discussion

Based on the NBPP SEIR, the build-out of the Precise Plan (which includes the development proposed) would result in less than significant impacts with regard to population and housing.

a. The Precise Plan area is located in an urban, developed environment and is within a designated Change Area in the City of Mountain View General Plan. Growth is expected to occur within developed areas of the City and the proposed Master Plan under either development option is consistent with the General Plan goals for focused and sustainable growth because it supports the intensification of development in an urbanized area that is currently served by existing roads, transit, utilities, and public services. The Master Plan also includes new roadways. These new roadways are included in the Precise Plan. The Master Plan also includes utility infrastructure improvements to connect to existing systems. These utility connections were anticipated in the Precise Plan.

The proposed Master Plan and its associated growth is part of the growth assumed in the Precise Plan and the City's General Plan. For these reasons, implementation of the proposed Maser Plan would not contribute to substantial unplanned growth in the City.

b. There are no residential units within the Master Plan area. For these reasons, the implementation of the Master Plan would not displace existing residents or housing and would result in the same less than significant displacement impacts as previously disclosed in the NBPP SEIR.

3.12.3 Conclusion

The proposed project would not result in a new or substantially increased significant population and housing impact compared to the NBPP SEIR.

3.13

PUBLIC SERVICES

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 Mitigations Address Impacts.
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:					
a. Fire protection?	NBPP Draft SEIR (2017) pp. 395-396	No	No	No	N/A
b. Police protection?	NBPP Draft SEIR (2017) pp. 396	No	No	No	N/A
c. Schools?	NBPP Draft SEIR (2017) pp. 397-398	No	No	No	N/A
d. Parks?	NBPP Draft SEIR (2017) pp. 398-400	No	No	No	N/A
e. Other public facilities?	NBPP Draft SEIR (2017) pp. 400	No	No	No	N/A

3.13.1 Existing Setting

The existing public services setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

The Precise Plan area (which includes the Master Plan area) is served by the Mountain View Fire Department. The nearest fire station to the Master Plan is Fire Station #5 located approximately 0.7 miles north at 2195 North Shoreline Boulevard. 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 Master Plan area is located within the Mountain View Whisman School District, which includes seven elementary schools and two middle schools, and the Mountain View Los Altos High School District.

There are approximately 32 acres of existing parks and open space within the Precise Plan area, including Charleston Park (approximately 0.4 mile north of the Master Plan area), Shoreline Athletic Fields (approximately 1.1 miles northwest of the Master Plan area), and Garfield Park

(approximately 0.75 mile northwest of the Master Plan area). Shoreline at Mountain View Regional Park is located in the northern portion of the North Bayshore planning area. Per Chapter 41 of the City Code, the City has set a standard of three acres of park and recreational facilities per 1,000 residents.

There are no public libraries in the Precise Plan area. The Mountain View Public Library, located at 585 Franklin Street in Downtown, is the City's only library (approximately two miles south of the North Bayshore Precise Plan area).

3.13.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either of the Master Plan development options) would result in less than significant impacts with regard to public services.

a. Consistent with the discussion in the NBPP SEIR, implementation of the Master Plan would incrementally increase the use of public facilities; however, impacts would be less than significant, as described below.

Fire Protection Services

The buildout of the Precise Plan would incrementally increase the need for fire suppression and rescue response services, as described in the NBPP SEIR. Future development projects under the Precise Plan (which would include development projects under the Master Plan as well) would, however, be constructed to current Fire Code standards to increase fire safety overall. Further, the City of Mountain View Fire Department does not anticipate the need to construct a new fire station to accommodate growth anticipated in the buildout of the General Plan, which includes the Precise Plan. Future development projects would comply with General Plan Policies PSA 1.1 and PSA 3.1, which are intended to reduce impacts to emergency response times.²³ The NBPP SEIR concluded that buildout of the Precise Plan (which includes either of the Master Plan development options) 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 Precise Plan (including the proposed Master Plan) would have a less than significant impact on fire services and facilities.

Police Protection Services

As discussed in the NBPP SEIR, future development projects under the Precise Plan would be designed and constructed in conformance with current codes, reviewed by the City of Mountain View to ensure appropriate safety features that minimize criminal activity are incorporated into project design, and be required to 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.²⁴ For these reasons,

²³ General Plan Policy PSA 1.1 states "Maintain adequate police and fire staffing, performance levels and facilities to serve the needs of the community." General Plan Policy PSA 3.1 states "Minimize property damage, injuries and loss of life from fire."

²⁴ General Plan Policy PSA 2.1 states "Provide superior community-oriented police services". General Plan Policy PSA 2.2 states "Ensure a sense of safety throughout the community." General Plan Policy PSA 2.3 states "Explore

the NBPP SEIR concluded that the implementation of the Precise Plan (which includes the proposed Master Plan) 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. The proposed Master Plan would result in the same less than significant impact to police protection services as disclosed in the NBPP SEIR.

School Facilities

The propose Master Plan would allow for up to 2,100 residential dwelling units under the preferred Office Option and up to 2,800 residential units under the No Office Option.

Based on the current student generation rates provided to the City for the Mountain View Whisman School District and Mountain View Los Altos High School District, the Master Plan would generate approximately 221 new elementary, 137 new middle school, and 165 high school students under buildout of the Office Option.²⁵ Under the No Office Option, the Master Plan would generate approximately 294 new elementary, 182 new middle school, and 220 new high school students. Table 3.13-1 below summarizes the Master Plan’s student generation estimates.

Unit Type	Student Generation Rates (Multi-Family) ¹	Estimated Number of Students from Project					
		Office Land Use Option			No Office Land Use Option		
		K-5	6-8	9-12	K-5	6-8	9-12
Market Rate	0.171	61	38	45	81	50	61
Affordable	0.867	154	95	116	205	127	154
Micro-Unit (Studio)	0.016	6	4	4	8	5	5
Total		221	137	165	294	182	220

¹ Assumes unit mix of 40 percent market rate, 20 percent affordable, and 40 percent micro-unit

Future residential development projects in the Precise Plan (including those proposed by the Master Plan) would be required to pay school impact fees to offset impacts to local schools. Consistent with state law (Government Code Section 65996) and the NBPP SEIR, payment of fees would reduce impacts to schools to a less than significant level. Future residential development under the Master Plan, which is consistent with the Precise Plan, would be required to pay school impact fees and result in the same less than significant impact as disclosed in the NBPP SEIR for the Precise Plan.

ways to improve service delivery and police effectiveness.” General Plan Policy PSA 2.3 states “Explore ways to improve service delivery and police effectiveness.”

²⁵ Student generation rates of 0.171, 0.867, and 0.016 per multi-family unit (see Table 3.13-1). Anderson, Eric. Principal Planner, City of Mountain View. Personal Communication. May 6, 2021.

Park Facilities

As discussed in the NBPP SEIR, the increases in residents and employees from the implementation of the Precise Plan would increase the use and demand for park facilities in the Precise Plan area.

The NBPP SEIR concluded that future residential development projects within the Precise Plan (which would include those under the proposed Master Plan) would either provide park facilities or pay park land fees consistent with the City's "Park Land Dedication or Fees In Lieu Thereof" Ordinance (Chapter 41.6 of the Mountain View Municipal Code) in order to meet the City's standard of three acres per 1,000 residents and reduce impacts parks and recreation resources to a less than significant level. As described in Section 2.3 Project Description, the Master Plan includes 65,000 to 70,000 square feet of publicly accessible open space. This proposed open space within the Master Plan would help offset the demand on park land by future residents in the Master Plan area. In addition, future residential development under the proposed Master Plan, which is consistent with the Precise Plan, would be required to pay the park land fees and result in the same less than significant impact as identified in the NBPP SEIR for the Precise Plan.

Library Facilities

As determined in the NBPP SEIR, the growth projected in the Precise Plan (which includes the growth proposed by the Master Plan) would not trigger the City to build or operate a new library and therefore impacts were concluded to be less than significant. The Master Plan is consistent with the Precise Plan and, therefore, would result in the same less than significant impact to library facilities as disclosed in the NBPP SEIR for the Precise Plan.

3.13.3 Conclusion

The proposed project would not result in a new or substantially increased significant public services impact compared to the NBPP SEIR.

3.14

RECREATION

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 Mitigations Address Impacts.
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

3.14.1 Existing Setting

The existing recreational setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

As described in Section 3.13 Public Services, there are approximately 32 acres of parks and open space within the Precise Plan area, including Charleston Park (approximately 0.4 mile north of the Master Plan area at 1500 Charleston Road, Shoreline Athletic Fields (approximately 1.1 miles northwest of the Master Plan area), and Garfield Park (approximately 0.75 mile northwest of the Master Plan area). Per Chapter 41 of the City Code, the City has set a standard of three acres of park and recreational facilities per 1,000 residents.

The Precise Plan area also includes Shoreline at Mountain View Regional Park, a 750-acre wildlife and recreation area with multiple land uses, including a 50-acre small boat sailing lake, an 18-hole golf course, clubhouse, amphitheater, banquet facilities, the historic Rengstorff House, a self-guided interpretive sign system, extensive wetlands, open space, and wildlife habitat including lands currently managed for burrowing owls. The Permanente Creek Trail is also located within the Precise Plan area.

3.14.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either Master Plan development option) would result in less than significant impacts with regard to recreational facilities.

a. The increases in residents and employees from the implementation of the Precise Plan would increase the use and demand for park and recreational facilities in the Precise Plan area. The NBPP SEIR concluded that future development under the Precise Plan (which would also include those under the proposed Master Plan) 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. In addition, future development projects would either provide park facilities or pay park land fees consistent with the City’s “Park Land Dedication or Fees In Lieu Thereof” Ordinance (Chapter 41.6 of the Mountain View Municipal Code) in order to meet the City’s standard of three acres per 1,000 residents and to reduce impacts to parks and recreational facilities to a less than significant level. Since the amount of development proposed in the Master Plan is consistent with the development planned in the Precise Plan and future development under the Master Plan would pay park land fees, the Master Plan would result in the same less than significant impact to park and recreational facilities as disclosed in the NBPP SEIR. In addition, as described in Section 2.3 Project Description, the Master Plan includes 65,000 to 70,000 square feet of publicly accessible open space. This proposed open space within the Master Plan would help offset the demand on recreational facilities by future residents and employees living and working in the Master Plan area.

b. The NBPP SEIR determined that existing and planned parks and other recreational facilities are adequate to accommodate the recreational needs from the buildout of the Precise Plan (which includes the growth proposed in the Master Plan). In addition, future projects would be required to comply with Chapter 3.1, Urban Design Vision and Principles of the Precise Plan and pay park land fees. For these reasons, the NBPP SEIR concluded that the Precise Plan would not require the expansion of existing recreational facilities nor would the project require the construction of new facilities beyond what is planned for in the Precise Plan. The proposed Master Plan is fundamentally consistent with the Precise Plan, and future development under the Master Plan would pay park land fees. The proposed Master Plan includes 65,000 to 70,000 square feet of publicly accessible open space, which was evaluated in the NBPP SEIR and throughout this Initial Study/Addendum. The analysis in this Initial Study/Addendum concludes that the construction of the 65,000 to 70,000 square feet of open space would not result in new or substantially more severe significant impacts than previously disclosed in the NBPP SEIR. For these reasons, the Master Plan would result in the same less than significant impact to recreational facilities as disclosed in the NBPP SEIR.

3.14.3 Conclusion

The proposed project would not result in a new or substantially more severe significant recreation impact compared to the NBPP SEIR.

3.15

TRANSPORTATION

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 Mitigations Address Impacts.
Would the project:					
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	NBPP Draft SEIR (2017) pp. 459-489	No	No	No	N/A
b. For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	NBPP Draft SEIR (2017) pp. 495-497	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	NBPP Draft SEIR (2017) pp. 459-496	No	No	No	N/A
d. Result in inadequate emergency access?	NBPP Draft SEIR (2017) pp. 459-496	No	No	No	N/A

The discussion in this section is based in part on a Vehicle Miles Traveled (VMT) Assessment prepared by Fehr & Peers in July 2021. The VMT Assessment is included in Appendix B.

3.15.1 Existing Setting

The existing transportation setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR. In June 2020, subsequent to the certification of the NBPP SEIR, the City Council adopted a policy regarding the use of VMT (instead of Level of Service [LOS]) in transportation analyses pursuant to CEQA and SB 743.

Regional access to the Master Plan area is provided via U.S. 101, SR 85, and SR 237. Local access to the Master Plan area is provided via North Shoreline Boulevard and Plymouth Street. Driveways are located on North Shoreline Boulevard and Plymouth Street and provide access to the existing surface parking lots. Class II bike lanes are located on North Shoreline Boulevard and provide direct access to the Master Plan area.²⁶ Sidewalks are located around the perimeter of the Master Plan area. The nearest bus stop is located along the eastern boundary of the Master Plan area, approximately 130

²⁶ Class II bike lanes are defined as a striped lane with signage for one-way bike travel on a street or highway and are designed for the exclusive use of cyclists with certain exceptions.

feet south of the North Shoreline Boulevard and Pear Avenue intersection. The bus stop is serviced by the MVgo Shuttle (B route) and Santa Clara Valley Transportation Authority (VTA) bus route 40 and ACE Orange route.

3.15.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes the Master Plan area) with the implementation of identified mitigation measures would result in significant and unavoidable transportation impacts as measured by the congestion-based metric LOS, which was the standard traffic impact metric used at that time.

a. The NBPP SEIR concluded that implementation of the Precise Plan (which includes the Master Plan development) would conflict with a program plan, ordinance, or policy addressing the circulation system, roadways, bicycle lanes and pedestrian facilities.

Roadway Network

The NBPP EIR identified Impacts TRANS-1, TRANS-2, C-TRANS-1, and C-TRANS-2 pertaining to LOS deficiencies at study intersections and freeway segments. When the NBPP SEIR was certified, conflicts with LOS policies were considered significant impacts under CEQA. The traffic congestion resulting from the implementation of the proposed Master Plan was accounted for and included in the NBPP EIR transportation analysis. The Mountain View City Council adopted a Statement of Overriding Considerations for the significant unavoidable impacts disclosed in the NBPP SEIR (including Impacts TRANS-1 and TRANS-2). Today, pursuant to the 2018 amendments to the CEQA Guidelines, SB 743, the City’s VMT policy, and recent case law (*Citizens for Positive Growth & Preservation v. City of Sacramento*), a project’s effect on LOS can no longer constitute a significant impact under CEQA. Therefore, while the proposed Master Plan contributed to the LOS deficiencies identified in the NBPP EIR, these deficiencies are no longer considered impacts under CEQA. The Master Plan would result in the same LOS deficiencies identified in the NBPP SEIR. The Master Plan’s consistency with the City’s VMT policy is discussed under b.

Pedestrian and Bicycle Facilities

The NBPP SEIR concluded that build-out of the Precise Plan (which includes the Master Plan area) would not result in significant impacts to pedestrian or bicycle facilities. Some bicycle and pedestrian facilities currently serve the Precise Plan area and the NBPP SEIR concluded that implementation of the NBPP would further improve these facilities. The proposed Master Plan, which implements the NBPP, would improve pedestrian and bicycle facilities. The Master Plan includes a linear park (see Figure 2.3-5) that would provide pedestrian and bicyclist access along the proposed extension of Joaquin Road, a “Main Street” (see Figure 2.4-1) that may be closed to vehicles during special events, and greenways (see D1, D2, E1, and E2 on Figure 2.4-1) that may be closed to vehicles. Greenway E1 on Figure 2.4-1 would connect to the future U.S. 101 pedestrian/bicycle overcrossing, providing a safe bicycle/pedestrian route between the Precise Plan area and downtown Mountain View. Future development projects within the Master Plan area would be reviewed by the City of Mountain View to ensure project designs do not interfere with existing and planned pedestrian and bicycle facilities. Thus, the proposed Master Plan would result in the same less than significant impact as disclosed in the NBPP SEIR.

Transit Facilities

The NBPP SEIR identified significant, unavoidable impacts to transit facilities (Impacts TRANS-4 and C-TRANS-3) due to the increase in transit vehicle delay at congested intersections. The increase in the number of potential transit users on the various transit systems from the proposed Master Plan was considered in the NBPP SEIR. The NBPP SEIR concluded that additional roadway traffic congestion caused by the build-out of the Precise Plan (which includes the proposed Master Plan area) would affect several transit corridors by increasing travel times and decreasing headway reliability. The Mountain View City Council adopted a Statement of Overriding Considerations for the significant unavoidable impacts disclosed in the NBPP SEIR (including Impacts TRANS-4 and C-TRANS-3).

The General Plan and Precise Plan include policies to encourage an increase in the City's transit ridership, decrease dependence on motor vehicles, and reduce transit delays. Planned transit vehicle pre-emption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle time reliability. Future development under the proposed Master Plan would be consistent with these policies, therefore, the Master Plan would result in the same significant, unavoidable impact as disclosed in the NBPP SEIR.

b. As mentioned above under Section 3.15.1 Existing Setting, subsequent to the certification of the NBPP SEIR, laws and regulations were passed making VMT (not LOS) the CEQA metric for transportation impacts. While VMT was not the metric for evaluating transportation impacts in the NBPP SEIR, a VMT assessment for the build-out of the Precise Plan was prepared in May 2017 and utilized in the air quality and greenhouse gas analyses in the NBPP SEIR. The NBPP SEIR disclosed that the Precise Plan would result in a daily VMT of 1,655,690, resulting in a VMT per service population of 29.1.^{27,28} The results of the May 2017 VMT assessment showed that the Precise Plan increased total VMT for all geographies analyzed (including citywide and countywide), but decreased the VMT per service population from 31.3 to 29.1. Since the proposed Master Plan (i.e., the location, amount of development, proposed land uses, and estimated service population) is consistent with the Precise Plan, the VMT for the Master Plan was accounted for and disclosed as part of the VMT for the Precise Plan in the NBPP SEIR. The Master Plan does not change the VMT resulting from the Precise Plan. The Master Plan would result in the same impacts related to VMT that were disclosed in the NBPP SEIR.

As explained above, the VMT generated by the Master Plan and the impacts related to the Master Plan's VMT are not new information (as they were disclosed as part of the VMT for the larger Precise Plan in the NBPP SEIR). The City's VMT policy is, however, a new policy that was adopted since the certification of the NBPP SEIR. A new VMT Assessment (see Appendix B) was completed in July 2021 for the proposed Master Plan for informational purposes only to provide information about the Master Plan's individual effect on existing VMT.

²⁷ City of Mountain View. *Subsequent Environmental Impact Report for the North Bayshore Precise Plan*. Page 157. State Clearinghouse (SCH) #: 2013082088. November 2017.

²⁸ Fehr & Peers. *North Bayshore Precise Plan with Residential – Vehicle Miles Traveled Estimates*. May 31, 2017.

The July 2021 VMT Assessment was prepared using the same methodology used to estimate the Precise Plan’s VMT in the NBPP SEIR for consistency. Unlike the City’s current VMT policy (which evaluates VMT impacts on a per capita and per employee basis), the Precise Plan’s VMT disclosed in the NBPP SEIR was on a per service population basis.²⁹ Refer to Appendix B for details about the methodology and data assumptions that were assumed in the July 2021 VMT Assessment.

The July 2021 VMT Assessment concluded the Master Plan’s addition of housing, smaller-than-typical parking ratios, and TDM reductions would result in a four to five percent reduction in the existing citywide VMT per service population, reducing the citywide VMT per service population from 13.9 to 13.2 (under the Office Option) or 13.3 (under the No Office Option). Within Santa Clara County, VMT would decline slightly, although there would be no significant change in the countywide VMT per service population of 13.7. The resulting reduction in citywide VMT per service population and the slight decline in countywide VMT per service population from the Master Plan is consistent with the conclusion of the NBPP SEIR VMT Assessment that development of housing near jobs in the Precise Plan can help keep trips more local, shortening travel distances and increasing residents’ ability to accomplish some travel needs by walking, cycling, or using short-distance transit.³⁰

The proposed Master Plan would reduce VMT citywide and countywide, however, the decrease would not be sufficient to be considered less than significant compared to the City’s current VMT policy and thresholds of significance.³¹ While the Master Plan’s contributing effects on VMT would be significant when assessed as a new project for the first time against the City’s current VMT policy and thresholds, the project’s VMT and VMT-related impacts are not “new” impacts under Public Resources Code section 21166 and CEQA Guidelines section 15162, as the project’s VMT was previously discussed, evaluated, and disclosed in the NBPP SEIR.

c. The NBPP SEIR determined that buildout of the Precise Plan would not result in increased hazards due to geometric design of the roadway system. Future development projects within the Master Plan area would be reviewed by the City of Mountain View to ensure proposed project designs are safe and would not substantially increase hazards due to a design feature or incompatible use. Thus, the proposed Master Plan would result in the same less than significant impact as disclosed in the NBPP SEIR.

²⁹ Service population represents residents plus employees.

³⁰ Fehr & Peers. *North Bayshore Precise Plan with Residential – Vehicle Miles Traveled Estimates*. Page 4. May 31, 2017.

³¹ Under the City’s VMT policy, a project’s characteristics are inputted into the Santa Clara Countywide VMT Tool and the results are compared to the City’s thresholds of significance. For a mixed-use project like the proposed Master Plan, each land use is evaluated independently by applying the appropriate threshold for the particular land use. The City’s VMT policy identifies the following thresholds of significance by land use:

- Residential: A proposed project exceeding a level of 15 percent below existing Nine-County Bay Area regional reference average VMT per capita shall be presumed to cause a significant transportation impact.
- Office: A proposed project exceeding a level of 15 percent below existing Nine-County Bay Area regional reference average VMT per employee shall be presumed to cause a significant transportation impact.
- Retail: A net increase in total VMT (difference in total VMT in the area affected with and without the project) shall be presumed to cause a significant transportation impact.

The 15 percent below Bay Area regional average VMT is 11.86 per capita and 13.03 per employee (source: Santa Clara Valley Transportation Authority. “VMT Evaluation Tool”. Accessed July 7, 2021. <https://vmttool.vta.org/>).

d. The NBPP SEIR concluded that buildout of the Precise Plan would not interfere with emergency access or operations in the Precise Plan area. The proposed Master Plan is fundamentally consistent with the Precise Plan, therefore, the Master Plan would not have an impact on emergency access or operations either.

3.15.3 Conclusion

The proposed Master Plan would not result in a new or substantially increased significant transportation impact compared to the NBPP SEIR.

3.16

TRIBAL CULTURAL RESOURCES

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 Mitigations Address Impacts.
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>					
<p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?</p>	<p>NBPP Draft SEIR (2017) pp. 237</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>NA</p>
<p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p>NBPP Draft SEIR (2017) pp. 237</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>NA</p>

3.16.1 Existing Setting

No tribal cultural resources or Native American resources were identified in the Precise Plan area as a result of email or telephone consultation and outreach.

3.16.2 Discussion

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either Master Plan development option) would not impact tribal cultural resources.

a., b. Based on the information summarized in Section 3.16.1 Existing Setting, the NBPP SEIR concluded that no tribal cultural resources would be impacted by the implementation of the Precise Plan. The proposed Master Plan is fundamentally consistent with the Precise Plan, therefore, the Master Plan would not have an impact on tribal cultural resources either.

3.16.3 Conclusion

The proposed project would not result in a new or substantially increased significant tribal cultural resources impact compared to the NBPP SEIR.

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 Mitigations Address Impacts.
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	NBPP Draft SEIR (2017) pp. 559-562	No	No	No	N/A
b. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	NBPP Draft SEIR (2017) pp. 554-558	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	NBPP Draft SEIR (2017) pp. 559-561	No	No	No	N/A
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	NBPP Draft SEIR (2017) pp. 563	No	No	No	N/A
e. Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	NBPP Draft SEIR (2017) pp. 563-564	No	No	No	N/A

3.17.1 **Existing Setting**

The existing utility setting, including regulatory framework, has not substantially changed since the certification of the 2017 NBPP SEIR.

Water, wastewater, and recycled water services in the Precise Plan area are owned and operated by the City of Mountain View. Wastewater from the Precise Plan area is gravity fed to the Shoreline Sewer Pump Station. Storm drain in the Precise Plan area are also operated and maintained by the City of Mountain view and is a network of pipes, channels, ditches, culverts, ponds and pumps that discharge to Adobe Creek, Permanente Creek, and Stevens Creek.

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View.

3.17.2 **Discussion**

The NBPP SEIR concluded that the build-out of the Precise Plan (which includes either of the Master Plan development options) would result in less than significant impacts with regard to utilities and service systems. The City of Mountain View prepared a nexus study and has adopted a North Bayshore AIF on new development within the Precise Plan area. Impact fees are generally collected upon issuance of a building permit or certificate of occupancy and are used to fund needed capital facilities. The AIF paid by future development projects within the Master Plan area would be used to fund utility improvements necessary to address impacts generated by development in the Precise Plan area. The Precise Plan requires development projects to contribute funding to these utility-related improvements.

The below discussion specific to the Master Plan is based in part on a Utility Impact Study (UIS) prepared by Schaaf & Wheeler dated February 5, 2021 and included with this Addendum as Appendix C.

a. The existing sanitary sewer system in the Master Plan area consists of two conveyance paths. The first begins at Plymouth Street, on the north side of the Master Plan area, and flows north along Joaquin Road, east along Charleston toward North Shoreline Boulevard. The other begins at North Shoreline Boulevard just north of U.S. 101. Both conveyance paths combine at North Shoreline Boulevard and Charleston Road. As part of the proposed Master Plan, it is assumed the existing 12-inch sewer line crossing the Master Plan area would be realigned west and then north along the western edge of the Master Plan area. Sewer flows from the Master Plan area ultimately flow north to the Shoreline Sewer Pump Station.

Buildout of the proposed Master Plan under either development option would increase wastewater generation over the current condition on the site due to the overall increase in development. The sewer system has sufficient capacity under existing conditions. The future cumulative condition assumes all capital improvement projects identified in the Precise Plan have been constructed. With the project, one additional pipe downstream of the Master Plan area not previously identified in the NBPP SEIR requires upsizing from 12 to 15 inches.

The analysis in the NBPP SEIR determined that additional improvements beyond those identified in the SEIR 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 pay the North Bayshore AIF for capital improvements to sanitary sewer system and comply with the Precise Plan standards and guidelines related to timing of upgrades and maintenance in Chapter 7 Infrastructure and implementation actions outlined in Chapter 8 Implementation.

Based on the UIS prepared for the proposed Master Plan, wastewater generation and the impacts on the sanitary sewer would be within the anticipated overall wastewater increase for the Precise Plan area. Future development under the Master Plan would pay the North Bayshore AIF for capital improvements to the sanitary sewer system; therefore, impacts would be less than significant (consistent with the NBPP SEIR).

As discussed in Section 3.9 Hydrology and Water Quality, the NBPP SEIR concluded that new development under the Precise Plan would contribute runoff to the storm drain system serving the North Bayshore area, and the capacity of the North Bayshore drainage system is adequate to accommodate runoff from new development planned for the area.

The project would not require the relocation or construction of new or expanded water, electric power, natural gas, or telecommunications facilities that would result in significant environmental effects.

b. The Precise Plan (which includes either Master Plan development option) would result in an increase in water demand within the City of Mountain View. As described in the Precise Plan Water Supply Assessment (WSA), the City's available potable and non-potable water supplies are expected to be sufficient to meet the demand of existing uses and future uses under a Normal Year scenario through 2035. In a recent update, the 2015 Urban Water Management Plan concluded that there would be sufficient water supplies for planned development in Mountain View (which includes the development planned in the Precise Plan). Since the development under the proposed Master Plan is consistent with the assumptions in the Precise Plan, including the Precise Plan's green building and water conservation standards, its water demand has been accounted for in the Precise Plan WSA and 2015 Urban Water Management Plan, the Master Plan would not result in water demand greater than evaluated in the Precise Plan and the Master Plan would result in the same less than significant impact as disclosed in the NBPP SEIR.

c. The NBPP SEIR concluded that full buildout of the Precise Plan would not exceed the treatment capacity at the Regional Water Quality Control Plant (RWQCP). The UIS for the proposed Master Plan (see Table 5-3 of Appendix C) calculated that full buildout of the Master Plan would not exceed the wastewater flows disclosed in the NBPP SEIR. Thus, implementation of development under the Precise Plan (including the proposed Master Plan) would not prevent the Regional Water Quality Control Plant from meeting wastewater treatment requirements and the Master Plan would result in the same less than significant wastewater impact as disclosed in the NBPP SEIR.

d., e. Compared to existing conditions, the Master Plan would increase the amount of development at the site, which would increase the amount of solid waste generated. Future development within the Precise Plan (which would include future development under the proposed Master Plan) are required to comply with the California-mandated 50 percent waste diversion and CALGreen standards (including a construction waste recycling requirement and readily accessible areas for recycling). Further, the Precise Plan requires recycle or salvage of at least 80 percent of construction debris, as

well as development of a Building Waste Diversion Plan to divert 90 percent of materials from the landfill during operation. New developments are also required to divert and dispose of waste during operation in accordance with the state requirements and the policies in the General Plan (including General Plan Policies INC 11.1, INC 11.2, and INC 11.3).³² Additionally, as discussed in the NBPP SEIR, there is capacity at Kirby Canyon Landfill to serve growth from the Precise Plan, which includes the growth proposed by the Master Plan. The NBPP SEIR disclosed the buildout of the Precise Plan (which includes the proposed development). Kirby Canyon Landfill has an estimated remaining capacity of approximately 16 million tons, and a closing date of approximately January 1, 2071.³³

Based on the reasons, the NBPP SEIR concluded that the Precise Plan would not generate solid waste in excess of standard or in excess of local landfill capacity, or otherwise impair the attainment of waste management or reduction goals. Since the development proposed under the Master Plan is consistent with the development assumed in the Precise Plan and future development under the Master Plan is required to comply with the same regulations identified for future development in the Precise Plan, the Master Plan would result in the same less than significant solid waste impact as disclosed in the NBPP SEIR.

3.17.3 Conclusion

The proposed Master Plan would not result in a new or substantially increased significant utilities and service system impact compared to the NBPP SEIR.

³² General Plan Policy INC 11.1 states meet or exceed all federal, state and local laws and regulations concerning solid waste diversion and implementation of recycling and source reduction programs. General Plan Policy INC 11.2 states maintain and expand recycling programs. General Plan Policy INC 11.3 states provide productive reuse or composting services or both for all discarded organic materials in the city, including all food and green waste.

³³ Azevedo, Becky. Waste Management Technical Manager for Waste Management. Personal communications. January 1, 2019.

SECTION 4.0 REFERENCES

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