

# CEQA Compliance Checklist

## 2000 North Shoreline Boulevard (Charleston East) Office Project



February 2017

## INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	<b>2000 North Shoreline (Charleston East) Project</b>	FILE NUMBER: 173-16-PCZA
SITE ADDRESS:	2000 North Shoreline, Mountain View, CA	APN: 116-21-050, -051 and 116-20-043
APPLICANT:	Google Inc.	
PROPERTY OWNER:	City of Mountain View	
<p><b>Previously Certified EIRs:</b></p> <ul style="list-style-type: none"> <li>- <i>North Bayshore Precise Plan Environmental Impact Report Environmental Impact Report (EIR) (2014), SCH #: 2013082088</i></li> <li>- <i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR (2012), SCH #: 2011012069</i></li> </ul> <p><b>Previously Adopted Mitigated Negative Declarations</b></p> <ul style="list-style-type: none"> <li>- <i>Initial Study for the City of Mountain View North Bayshore Precise Plan Amendments 2007 Mitigated Negative Declaration (2007 MND) and 2011 Addendum (2011 Addendum)</i></li> </ul>		
<p><b>PROJECT DESCRIPTION SUMMARY:</b> The proposed project includes the development of a 595,000-square-foot, two-story office building, with up to 10,000 square feet of public retail/cafe space, under a canopy roof on an 18.68-acre site. 1,200 parking spaces to serve the site would be provided at an existing, paved off-site parking lot immediately north of the project site across Amphitheater Parkway, and 29 on-site accessible and expectant mother spaces will be provided in the basement level of the building. A central utility plant would be located on the northeast corner of the site and Joaquin Road would be extended through the site along the western edge, connecting Amphitheater Parkway and Charleston Road. The proposed project also includes pedestrian and bicycle access improvements in the off-site parking lot. The proposed project will result in the removal of 178 Heritage Trees at the office project site at 18 Heritage Trees at the off-site parking lot (total of 196 Heritage trees).</p>		
<p><b>ENVIRONMENTAL SETTING:</b> The site is located on APNs 116-21-050 and -051 at 2000 North Shoreline Boulevard in the <i>North Bayshore Precise Plan</i> area. The surrounding land uses include Shoreline Regional Park to the north, Charleston Park to the west, and office uses to the east and south. The project site is currently vacant and the off-site parking lot (APN 116-20-043) is currently used as parking for the Shoreline Amphitheatre during events.</p>		
<p><b>DETERMINATION:</b> This Initial Study determined that the proposed project would result in either no impact or a less than significant impact as addressed in the <i>North Bayshore Precise Plan EIR (2014)</i>, the <i>City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR, 2007 MND, or 2011 Addendum</i>. The project complies with the California Environmental Quality Act (CEQA), because office uses at the proposed intensity were analyzed in the <i>Precise Plan EIR</i>, as well as the site-specific <i>2007 MND and 2011 Addendum</i>.</p>		

**(ADDITIONAL / NO ADDITIONAL IMPACT FINDING):** The proposed project is in compliance with CEQA, because an Initial Study was prepared pursuant to CEQA Guidelines finding that with implementation of the *North Bayshore Precise Plan* Standards and guidelines; City standard conditions

of approval, state regulations; and certain mitigation measures identified in the *North Bayshore Precise Plan* EIR, *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program* EIR, 2007 MND, and 2011 Addendum, the proposed addition of 595,000 square feet of office uses and 10,000 square feet of retail/cafe space and off-site parking would not result in any new environmental impacts beyond those previously evaluated and disclosed in these CEQA documents.

**Prepared by:** Stephanie Williams, Senior Planner  
Community Development Department

**Date:** February 1, 2017

***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.***

## **HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL**

The 18.68-acre project site and associated off-site parking lot are located in the City of Mountain View and is part of the *North Bayshore Precise Plan*, which was adopted in 1994 and amended in 2000, 2006, and 2014. The project site is currently vacant. The proposed off-site parking lot (located immediately north of the project site and the *North Bayshore Precise Plan* area across Amphitheater Parkway) was originally constructed in 1986 as part of Shoreline Amphitheater. It is currently paved and striped, and is utilized during events at the amphitheater.

As part of the 2000 *North Bayshore Precise Plan* amendment, an Initial Study was prepared by the City of Mountain View. Entitled *Initial Study for the City of Mountain View North Bayshore Precise Plan Amendments*, the document analyzed development of a 285,000-square-foot hotel and conference center, fire station, and cultural/educational land use on the 18.68-acre project site.

In July 2006, the Mountain View City Council adopted a subsequent amendment to the *North Bayshore Precise Plan* that removed the cultural/educational land use designation from the project site, reduced the allowable acreage for the hotel and conference center from approximately 12.0 acres to 9.4 acres, and designated the balance of the site (9.2 acres) to office use. The previously proposed fire station was removed as a potential use at the site as part of this action.

In July 2007, the Mountain View City Council approved a Mitigated Negative Declaration (2007 MND) for a proposed 285,000-square-foot hotel and conference center on the southernmost 9.4 acres of the project site and 310,000-square-foot office or research and development (R&D) use on the northernmost 9.2 acres of the project site.

In 2011, the Mountain View City Council adopted an amendment to the *North Bayshore Precise Plan* that included allowing up to 595,000 square feet of office/R&D uses on the entire 18.68-acre project site, as an alternative to the combination of office/R&D, hotel, and conference center uses previously approved at the site. As part of the *North Bayshore Precise Plan* amendment an *Addendum to the 2007 MND* (2011 Addendum) was prepared. The 2011 Addendum compared the impacts on the environment of the construction of a 285,000-square-foot hotel and conference center (as studied in the 2007 MND) with the impacts of the construction of 285,000-square-feet of office/R&D uses. The impacts of the balance of 310,000 square feet of office/R&D uses were previously studied in the 2007 MND. Thus, taken together,

the 2011 Addendum and the 2007 MND studied the impacts of up to 595,000 square feet of office/R&D uses on the entire 18.68 acre project site.

In 2014, the *North Bayshore Precise Plan* EIR was prepared to evaluate the environmental impacts of additional Precise Plan revisions. The *North Bayshore Precise Plan* covers the area identified in the Mountain View 2030 General Plan as the North Bayshore Change Area. The 2014 *North Bayshore Precise Plan* updated and consolidated five previous precise plans, and combined areas zoned *Limited Industrial* (ML), *General Industrial* (MM-40), and *Flood Plain* (F), into a single *North Bayshore Precise Plan* zoning district.

The *North Bayshore Precise Plan* allowed an increase in the intensity of office and commercial uses within the area, consistent with the growth studied for the North Bayshore area in the 2030 General Plan, up to a maximum of approximately 3.4 million square feet of new office area. In addition to office and commercial space, new development in the project area could include enhanced parks and trail corridors, new public streets, and recreation facilities. Infrastructure and transportation improvements are included as part of plan activities. The Mountain View City Council certified the *North Bayshore Precise Plan* EIR and approved the *North Bayshore Precise Plan* in December 2014.

## **PROJECT DESCRIPTION**

Existing Site Conditions: The 18.68-acre property is currently vacant. The site supports ruderal vegetation and areas of bare ground bordered by mature trees along all four property lines. Public improvements around the site include a public sidewalk and trees on three sides of the site along the public street frontages. Surrounding land uses include a parking lot to the north, office uses to the east and south, and Charleston Park to the west.

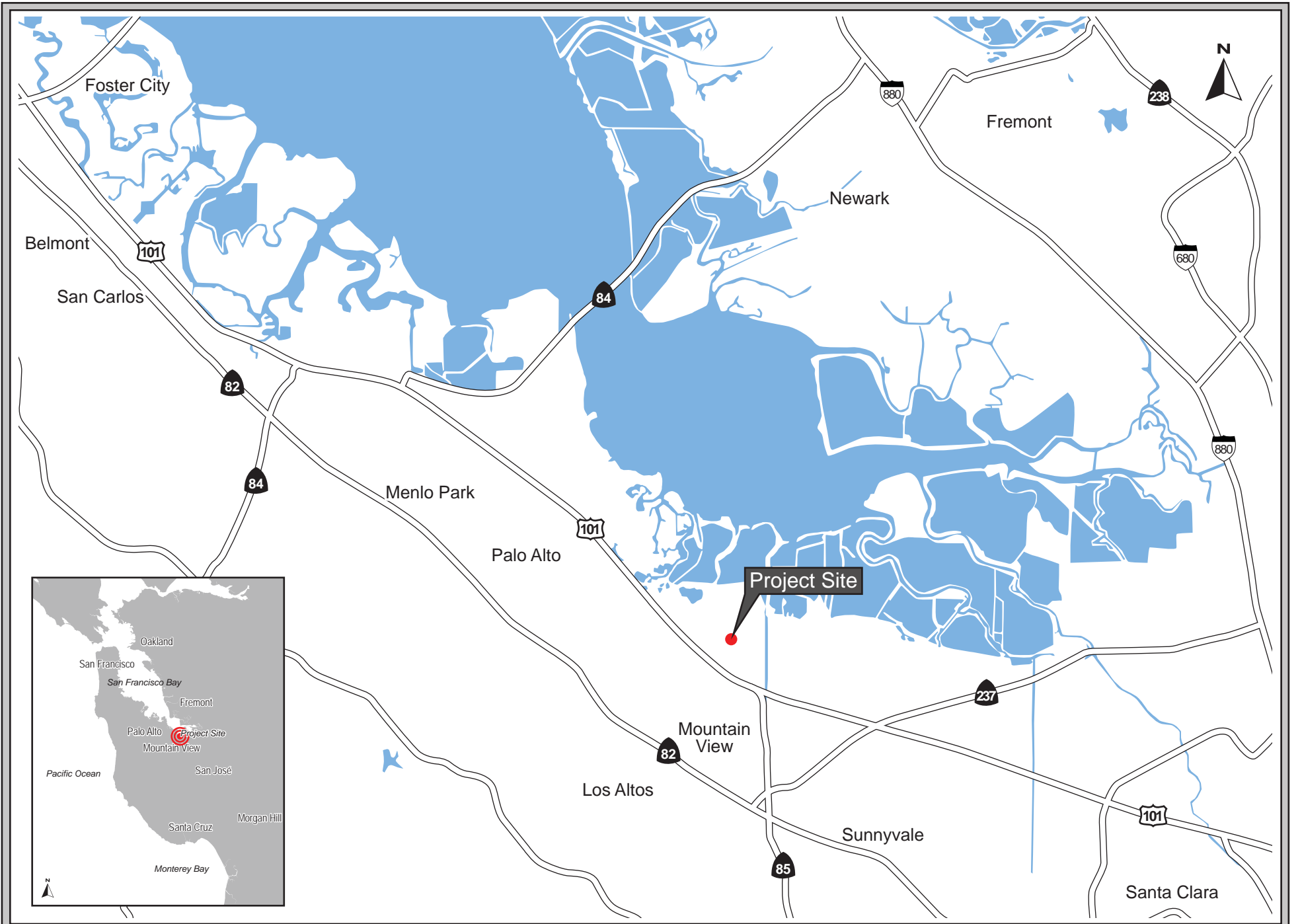
The project proposes improvements to and use of an off-site parking lot, located immediately north of the project site, across Amphitheater Parkway. It is paved and currently utilized during events at Shoreline Amphitheater.

A regional map is shown in Figure 1, and a vicinity map of the project site and existing parking lot are shown in Figure 2. An aerial photograph of the project site, parking lot, and the surrounding area is shown in Figure 3.

Proposed Project: The project includes development of a 595,000-square-foot, two-story office building and up to 10,000 square feet of public retail/cafe space), as well as the removal of 178 Heritage Trees on an approximately 18.68-acre site. A site plan for the office development project is shown in Figure 4.

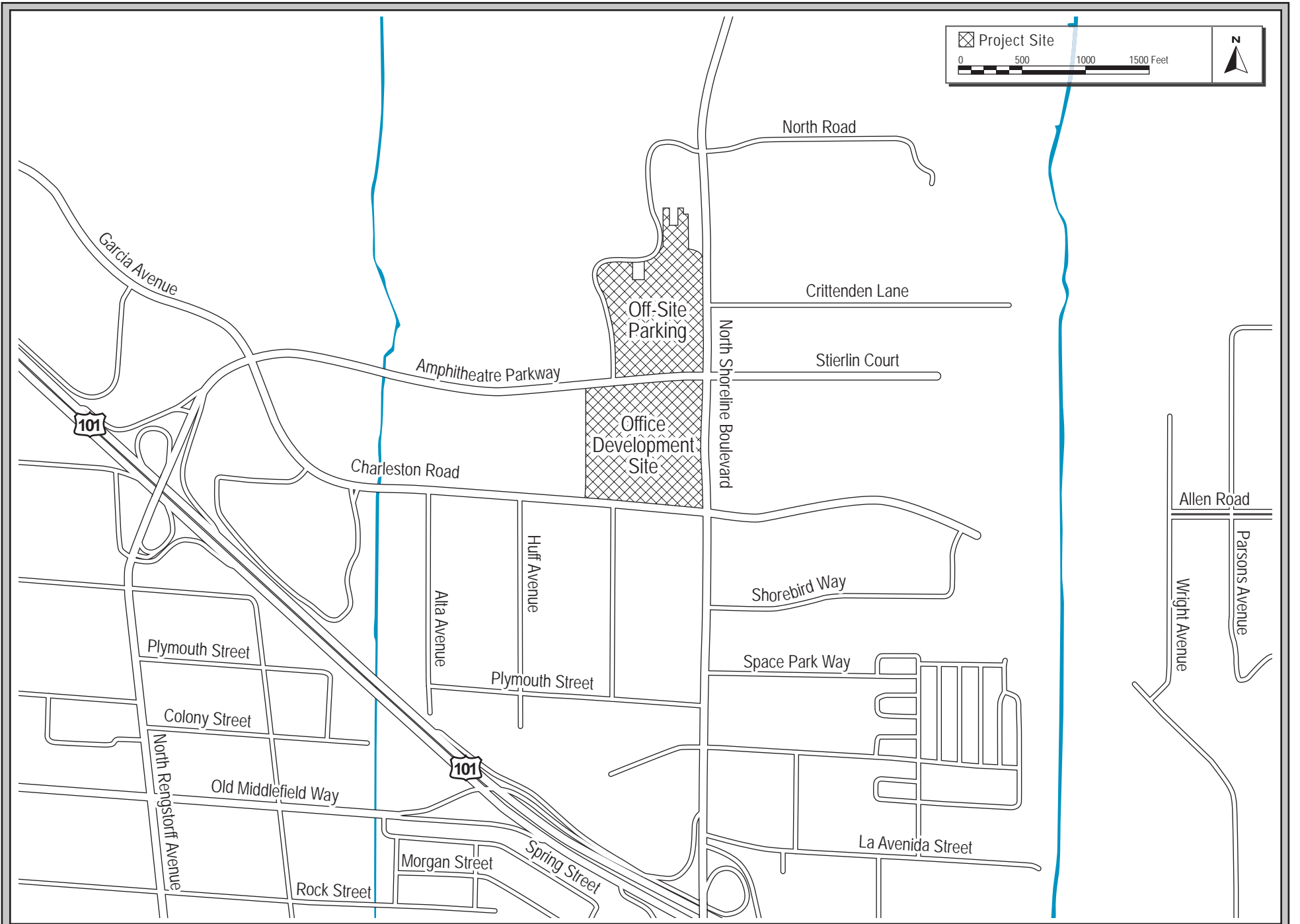
The first floor (ground level) consists of office space and office support uses and includes a publicly accessible pedestrian path through the center of the structure. A café and retail space would line this internal path and be open to the public from dawn to dusk. The second floor would be entirely office space. The building includes a basement level for mechanical equipment (e.g. air handler units, chiller room, electrical rooms, etc.), storage, loading, and bicycle and accessible vehicle parking spaces. The entire building area would be encompassed beneath a canopy roof structure, as shown in Figure 5.





REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



--- Project Boundary

0 100 400 800 Feet

Aerial Source: Google Earth Pro, Nov. 16, 2016. Photo Date: Apr. 2016

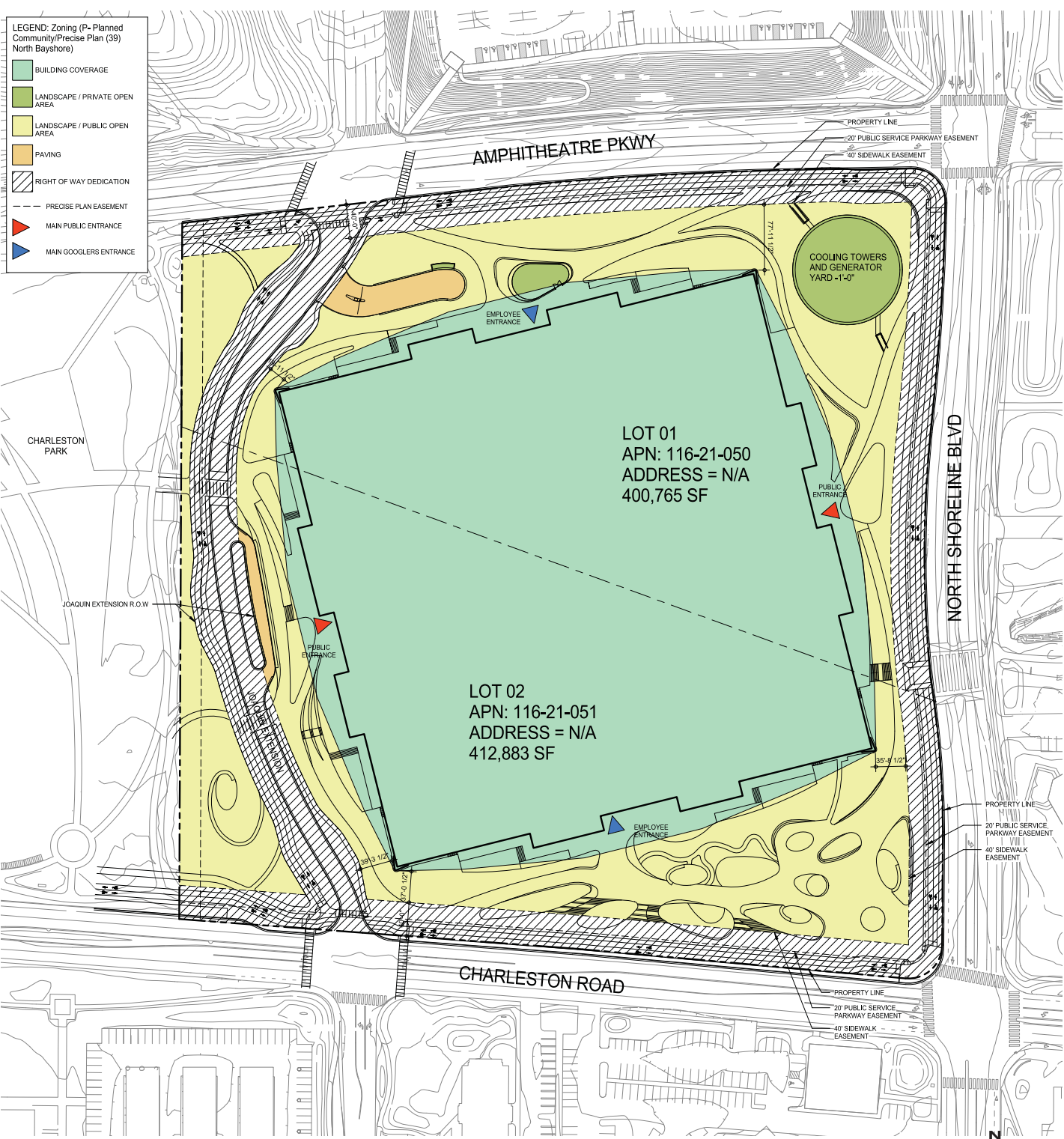


AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

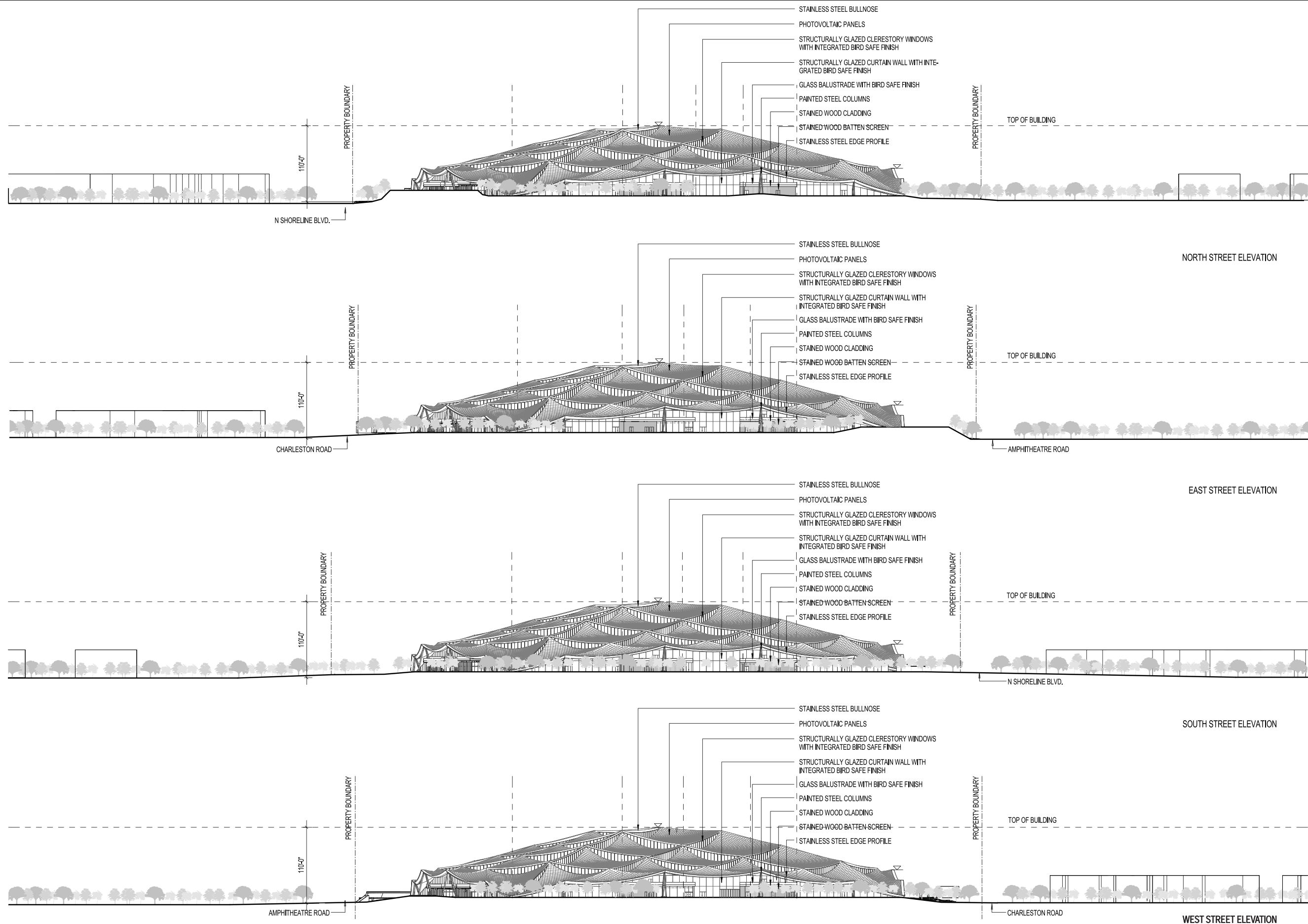


- LEGEND: Zoning (P- Planned Community/Precise Plan (39) North Bayshore)**
- BUILDING COVERAGE
  - LANDSCAPE / PRIVATE OPEN AREA
  - LANDSCAPE / PUBLIC OPEN AREA
  - PAVING
  - RIGHT OF WAY DEDICATION
  - PRECISE PLAN EASEMENT
  - MAIN PUBLIC ENTRANCE
  - MAIN GOOGLERS ENTRANCE



CONCEPTUAL SITE PLAN

FIGURE 4



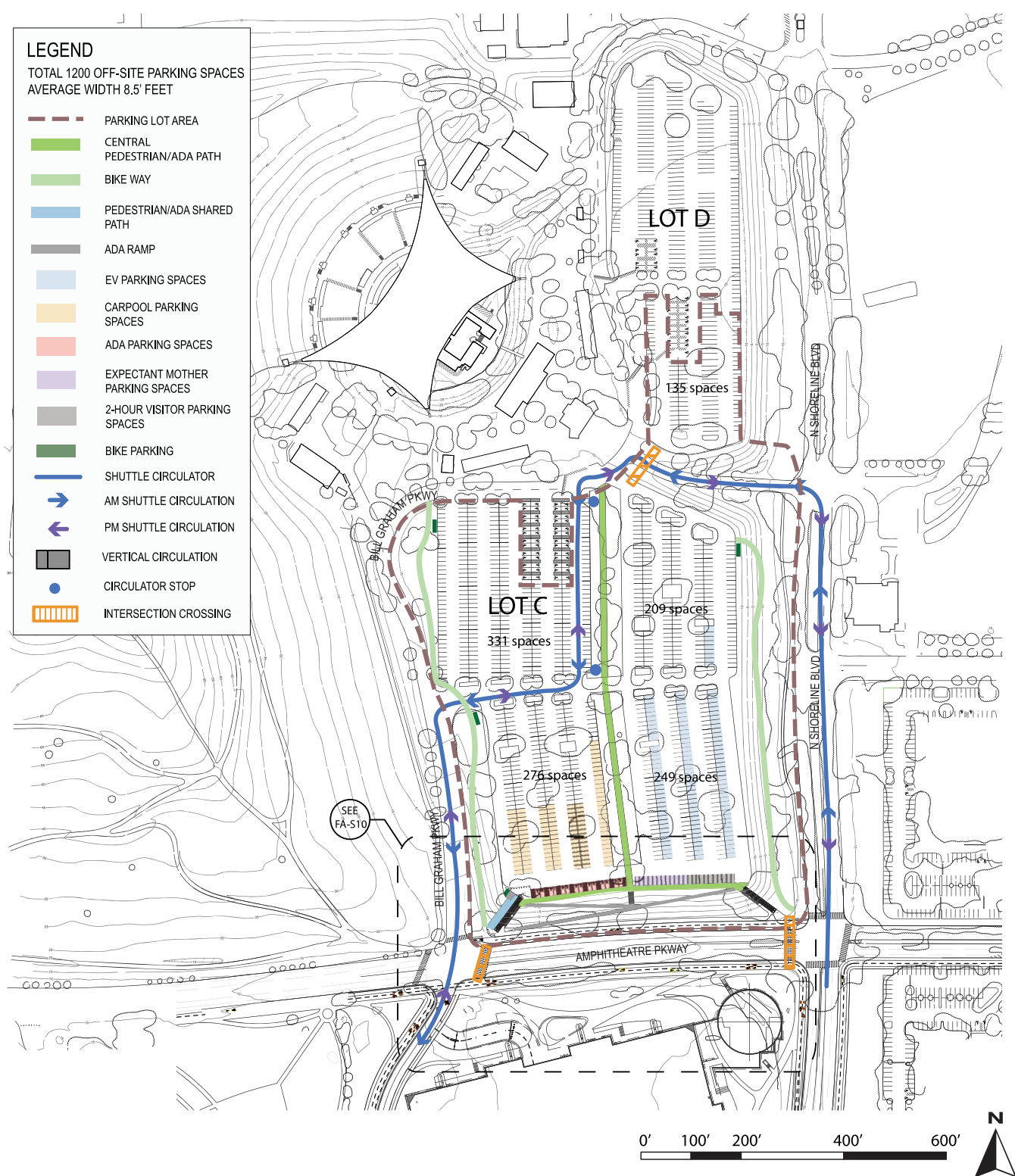
CONCEPTUAL ELEVATIONS

FIGURE 5

**LEGEND**

TOTAL 1200 OFF-SITE PARKING SPACES  
AVERAGE WIDTH 8.5' FEET

- PARKING LOT AREA
- CENTRAL PEDESTRIAN/ADA PATH
- BIKE WAY
- PEDESTRIAN/ADA SHARED PATH
- ADA RAMP
- EV PARKING SPACES
- CARPOOL PARKING SPACES
- ADA PARKING SPACES
- EXPECTANT MOTHER PARKING SPACES
- 2-HOUR VISITOR PARKING SPACES
- BIKE PARKING
- SHUTTLE CIRCULATOR
- AM SHUTTLE CIRCULATION
- PM SHUTTLE CIRCULATION
- VERTICAL CIRCULATION
- CIRCULATOR STOP
- INTERSECTION CROSSING



OFF-SITE PARKING LOT PLAN

FIGURE 6

The canopy structure would be made up of separate roof panels, held up by a grid of poles. Clerestory windows would be placed between the gaps in the roof panels to allow illumination of the interior office space with natural light. Vertical glass curtain walls would enclose the structure on all four sides.

A central utility plant would be located on the northeast corner of the site near the intersection of Shoreline Boulevard and Amphitheatre Parkway. The ground around the plant is proposed to be terraced into a planted hill to screen the mechanical components and provide a landscaped focal point for the corner. A public plaza is proposed on the southeast corner of the site near the intersection of Shoreline Boulevard and Charleston Road. Joaquin Road would be extended through the site along the western edge, connecting Amphitheater Parkway and Charleston Road.

The project proposes use of 1,200 parking spaces within an existing, off-site parking lot north of Amphitheater Parkway (as shown in Figure 6). In addition to the proposed on-site development, the proposed project also includes off-site improvements to this parking lot including the addition of pedestrian, bicycle, and Americans with Disabilities Act (ADA) pathways, bicycle parking, and escalators/elevator/lifts supporting ADA access. The lot would continue to be used by Shoreline Amphitheater for event parking, as appropriate.

### **General Plan and Zoning**

The project site has a current General Plan designation of *North Bayshore Mixed-Use* and is currently zoned *North Bayshore Precise Plan*. The site is located within the General Character Area of the Precise Plan. The northwest corner of the site is located within a Burrowing Owl Habitat Overlay Zone (HOZ) and a portion of the eastern edge of the site is within the Open Water, Creeks, and Storm Drain Facilities HOZ.

The existing, off-site parking lot that would provide parking spaces for the proposed building is located immediately north of the *North Bayshore Precise Plan* area. It is designated *Institutional* in the General Plan and zoned *Public Facility* (PF).

### **Access, Circulation, and Parking**

Pedestrian and bicycle access to the site would be provided at several locations along each street frontage and via a mid-block pathway (the Green Loop, as shown in Figure 4) connecting the project site to adjacent areas. New bicycle and pedestrian pathways would be installed on all four sides of the site.

Consistent with the requirements of the *North Bayshore Precise Plan*, a cycle track, sidewalk and landscaping will be installed along the Amphitheater Parkway, Shoreline Boulevard, and Charleston Road frontages. A new public street (an extension of Joaquin Road) is proposed along the western side of the site, which would provide a new north/south multi-modal connection between Charleston Road and Amphitheatre Parkway. This new public street would also include a cycle track and public sidewalks.

At the project site, 29 parking spaces are proposed to be located in the basement of the structure (to

meet ADA standards and for expectant mothers). A delivery vehicle loading area would be located at the northwest corner of the site, adjacent to the proposed building. These parking spaces and loading area would be accessed from the public street extension of Joaquin Road.

### **Off-Site Parking and Parking Lot Improvements**

1,200 parking spaces to serve the site would be provided at an existing, paved parking lot north of the project site across Amphitheater Parkway. Vehicular access to the parking lot occurs and would continue to occur via Bill Graham Parkway and North Shoreline Boulevard. Proposed changes to the interior area of the existing, off-site parking lot would include the installation of pedestrian/ADA pathways and bicycle parking. Bicycle pathways would also be installed at the site perimeter along the parking lot perimeter at Bill Graham Parkway and North Shoreline Boulevard. Pedestrian pathways, ADA ramps, and vertical circulation elements (i.e., escalators or elevator/lifts supporting ADA access) would be installed along Amphitheater Parkway. Modifications to landscaping to install these access features are anticipated to be minimal.

### **Heritage Trees**

A total of 271 trees are located on the office project site, within City right-of-way areas, and within Charleston Park. These include 210 Heritage Trees, as defined in the City of Mountain View Municipal Code. The project proposes to remove 178 Heritage Trees and 49 non-Heritage Trees as part of the project.

A total of 97 trees are located in the off-site parking area, of which 52 are Heritage Trees. A total of 18 Heritage Trees and two non-Heritage Trees are proposed for removal. Approximately 392 California native and region-appropriate trees are proposed to be planted on the project site and along the project street frontages as replacement trees for the heritage trees removed.

### **Demolition, Grading, and Construction**

Remnant pavement, fill materials, and landscaping would be removed during grading and site development activities. The project may remove soil to a temporary stockpile location and bring that stockpile volume back to the site for final backfill/grading and/or may stockpile soil onsite during construction. Some soil, including any contaminated soil, may/will be removed and disposed of offsite. Project construction would take approximately 30 months to complete.

### **Green Building and Emissions Reduction Features**

The project would be designed to United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Platinum standards. The Mountain View Green Building Code requires adherence to the Non-Residential Mandatory Measures of the 2013 California Green Building Code (CALGreen) and new non-residential buildings of over 25,000 square feet to meet the requirements of Title 24, Part 6, and meet the intent of LEED Silver. In addition, the *North Bayshore Precise Plan* requires all new construction to meet LEED BD+C Gold Intent; thus, the project would exceed City green-building standards.



The project would include a fully integrated photovoltaic canopy roof, rainwater capture and reuse system, maximization of use of natural light sources, and high-efficiency heating and cooling systems to achieve LEED Platinum standards.

The proposed project would also be designed to minimize bird strikes through the inclusion of bird-safe building and site features, such as minimization of glass reflectivity, visual cues incorporated into the canopy and glass (such as etching and patterns), strategic placement of interior vegetation to minimize attractiveness to birds, glass coatings that reduce reflection, downward directed nighttime lighting, and minimization of light emittance from the building interior.

## **COMPARISON WITH PRECISE PLAN**

The approved *North Bayshore Precise Plan* includes 3.4 million square feet of net new office uses and commercial development in the North Bayshore Change Area, consistent with the analysis and assumptions in the *City of Mountain View 2030 General Plan* (General Plan). The Charleston East Office Project proposes approximately 595,000 square feet of new development, or approximately 17 percent of the approved increase in development within the *North Bayshore Precise Plan*. The site is located within the General Character Area of the plan. The project proposes the type and scale of development envisioned in the Precise Plan and complies with the adopted standards and guidelines.

## **APPROVALS REQUIRED**

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

- Planned Community Permit
- Development Review Permit
- Heritage Tree Removal Permit

## **ENVIRONMENTAL CONCLUSION**

The proposed project is in compliance with CEQA. An Initial Study was prepared pursuant to CEQA Guidelines and found with implementation of *North Bayshore Precise Plan* standards and guidelines; City standard conditions of Approval; state regulations; and certain mitigation measures identified in the *North Bayshore Precise Plan* EIR, 2007 MND, 2011 Addendum, and the *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program* EIR, the proposed addition of 595,000 square feet of office and café/retail uses would not result in any new environmental impacts beyond those previously evaluated and disclosed in these EIRs.

### **Appendices Following Checklist:**

- Appendix A: Tree Inventory (for project site and parking area)
- Appendix B: Geotechnical Investigation Report
- Appendix C: Phase I Environmental Site Assessment
- Appendix D: Site Specific Transportation Analysis

Appendix E: Transportation Demand Management Plan  
Appendix F: Utility Impact Study

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

# ENVIRONMENTAL CHECKLIST

## COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

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

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

### EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

#### **A. Where an Impact was Analyzed in Prior Environmental Documents**

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

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

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

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

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

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

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information “of substantial importance” is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant

if it “was not known and could not have been known with reasonable diligence at the time of the previous EIR.” To be relevant in this context, such new information must show one or more of the following:

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

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

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

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

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

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

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

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

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

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

## **DISCUSSION AND MITIGATION SECTIONS**

### **Discussion**

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

**Standard Mitigation Measures**

Applicable Standard Mitigation Measures are listed under each environmental category.

**EIR Mitigation Measures**

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

**Special Mitigation Measures**

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

# ENVIRONMENTAL CHECKLIST

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>1. AESTHETICS.</b>  <b>Would the project:</b>					
a. Have a substantial adverse effect on a scenic vista?	Draft <i>North Bayshore Precise Plan</i> EIR (Draft <i>Precise Plan EIR</i> ), pages 270-271; <i>Mountain View 2030 General Plan &amp; Greenhouse Gas Reduction Program Final EIR (General Plan FEIR)</i> , pages 583-594	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?	Draft <i>Precise Plan EIR</i> , pages 270-271; <i>General Plan FEIR</i> , pages 583-594	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Draft <i>Precise Plan EIR</i> , pages 271-272; <i>General Plan FEIR</i> , pages 583-594	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?	Draft <i>Precise Plan EIR</i> ; page 272; <i>General Plan FEIR</i> , pages 583-594	No	No	No	N/A

## **Discussion:**

### ***Office Development Site***

Based on the *North Bayshore Precise Plan Environmental Impact Report* (Precise Plan EIR) completed in December 2014, the addition of a 595,000-square-foot office building with 10,000 square feet of public retail and café area within the *North Bayshore Precise Plan* (Precise Plan) area would not result in a significant impact to aesthetic resources. The Precise Plan is organized into four different areas, each with distinct urban form and character: Gateway, Core, General, and Edge. The proposed project is within the General Character Area and is consistent with the character area's development standards, which allow office, research and development (R&D), retail, and service uses; a maximum building height of 80 feet; and a base floor area ratio (FAR) of 0.45 and a maximum FAR of 1.0. In the General Character Area, buildings and block footprints may be larger than those in other plan areas, since the larger blocks will be more walkable and well-connected to transit by the network of internal campus quads and walkways proposed as part of the project.

An *Initial Study for the City of Mountain View North Bayshore Precise Plan Amendments 2007 Mitigated Negative Declaration* (2007 MND) and *2011 Addendum* (2011 Addendum) studied potential site-specific aesthetic impacts and concluded that the proposed project would not result in any significant impacts, provided that mitigation measures AES-1 and AES-2 were implemented, which required design and outdoor lighting review by the City. The Precise Plan EIR concluded that the aesthetic impacts would be less than significant with no mitigation required, and AES-1 and AES-2 have been superseded by the design review requirements and standards contained within the *Mountain View 2030 General Plan* (General Plan) and Precise Plan.

### ***Off-Site Parking Lot***

In addition to the proposed on-site development, the proposed project also includes off-site improvements. The existing, off-site parking lot that would be utilized as part of the project would undergo minor modifications with the addition of pedestrian, bicycle, and ADA pathways, ramps, and an elevator/lift.

**1a.** The proposed project would not result in a significant new impact to scenic vistas. The project (including off-site changes to pedestrian, bicycle, and ADA access for the off-site parking lot north of the project site) would comply with the General Plan Policies LUD 9.5 and LUD 16.5, which would ensure that significant viewsheds would be preserved. The project would, therefore, not substantially block views of the Santa Cruz Mountains. In addition, Chapter 3: Land Use and Design of the Precise Plan includes measures to limit building heights and preserve views, and the proposed project would be consistent with these measures. Further, the City of Mountain View Design Review Committee would review the project design, materials, landscaping, and lighting for consistency with the surrounding area and City policies and guidelines. For these reasons, the project and off-site improvements would result in a less than significant impact on scenic vistas.

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

Based on the tree inventory for the proposed project (included as Appendix A) most of the trees proposed for removal on the project site are in poor to fair condition, are non-native species, or are not considered scenic resources. While the office development site contains 143 mature coast redwood trees, these trees are not native to the area, require significant irrigation, and are in poor health as a result of recent drought conditions and irrigation water salinity levels. These trees would be removed and replaced with native species more appropriate to the soil conditions and climate of the area, at ratios consistent with City requirements and standards. Additionally, the project site does not contain rock outcroppings or other scenic resources. At the off-site parking lot, vegetation removal as a part of installation of access improvements would remove 18 Heritage Trees, the majority of which are also non-native coast redwoods. For these reasons, the project would result in a less than significant impact to scenic resources on site and in the project area.

**1c.** The proposed project is consistent with General Plan policies designed to protect and enhance visual character of the project area. The project would implement Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways, and Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. The project and proposed off-site pedestrian/ADA and bicycle access improvements at the existing parking lot to the north of the project site and would be reviewed by the City for consistency with Policies LUD 9.5, 9.6, and 16.5, which would preserve views and viewsheds, and minimize light and glare from new development.

The City's development review process, which includes the City Zoning Administrator and the Development Review Committee, would ensure that the architecture and urban design of the new office development and off-site improvements developments would protect the City's visual environment. The project would also be consistent with the development standards and guidelines in Chapter 3: Land Use and Design (including building massing and frontage guidelines, in Sections 3.4 and 3.8) of the Precise Plan, to ensure the proposed development fits the planned form and character of the area. Off-site improvements at the parking lot would primarily be at or near grade and would not be highly visible from surrounding public viewpoints and modifications to landscaping to install pedestrian and bicycle access features are anticipated to be minimal. For these reasons, implementation of the proposed project and off-site parking lot access modifications would not substantially degrade the existing visual character or quality of the site and its surroundings.

**1d.** The proposed project is consistent with General Plan Policy LUD 9.6, which would minimize the amount of light and glare from new lighting sources. Consistent with Chapter 3: Land Use and Design and the Bird Safe Design Guidelines of the Precise Plan, the project would reduce the likelihood of building collision bird fatalities through implementation of window and façade treatments, careful placement of vegetation, and light pollution reduction. The proposed off-site improvements in the parking lot would not include reflective surfaces and lighting would not be more intense than under existing conditions. Implementation of the proposed project would, therefore, would not create a new source of substantial light or glare.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011



Addendum, and *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program* EIR (General Plan EIR).

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.
<p><b>2. AGRICULTURE AND FORESTRY RESOURCES.</b></p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p><b>Would the project:</b></p>					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Draft Precise Plan EIR, pages 47-48, 53; General Plan FEIR pages 82-84	No	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Draft Precise Plan EIR, pages 47-48, 53 General Plan FEIR, pages 82-84	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or	Draft Precise Plan EIR, pages 47-48, 50-53; General Plan FEIR, pages 82-84	No	No	No	N/A

timberland zoned Timberland Production (as defined by Government Code section 51104(g))?					
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Draft Precise Plan EIR, pages 47-48, 50-53; General Plan FEIR, pages 82-84	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non- agricultural use or conversion of forest land to non-forest use?	Draft Precise Plan EIR; pages 47-48, 50-53; General Plan FEIR, pages 82-84	No	No	No	N/A

**Discussion:**

**2a.-e.** As stated within the Precise Plan EIR, 2007 MND and 2011 Addendum, there are no areas designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, timberland, or forests within the Precise Plan area. The project site and off-site parking lot are not designated by the California Resources Agency as farmland of any type and are not subject to a Williamson Act contract. No land adjacent to the project site is designated or used as farmland, timberland, or forests.

**Conclusion:**

The proposed office project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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.
<p><b>3. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</p> <p><b>Would the project:</b></p>					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Draft Precise Plan EIR, page 150	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Draft Precise Plan EIR, pages 150-152	No	No	No	N/A
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Draft Precise Plan EIR, pages 151, 340-341; General Plan FEIR, pages 207-234	No	No	No	Yes
d. Expose sensitive receptors to substantial pollutant concentrations?	Draft Precise Plan EIR, pages 151-156; General Plan FEIR, pages 207-234	No	No	No	Yes
e. Create objectionable odors affecting a substantial number of people?	Draft Precise Plan EIR, pages 155-156	No	No	No	N/A

## **Discussion:**

### ***Office Development Site***

The proposed project site is currently undeveloped, and does not generate air quality emissions from operations or vehicles. The nearest sensitive receptors are located approximately 1,800 feet east of the project site at the Santiago Villa Mobile Home Park.

The 2007 MND and 2011 Addendum analyzed site-specific construction and operational air quality impacts and concluded that the project would not result in any significant impacts, provided that mitigation measures AQ-1.1 through AQ-1.4 were implemented to control dust and exhaust during construction. These measures have been superseded by the City of Mountain View standard conditions of approval described in the response to question 3d. below.

The Precise Plan EIR studied impacts associated with development within the Precise Plan area, and concluded that air quality impacts from project operations near sensitive uses, specifically from toxic air contaminants (TACs), air quality impacts would be significant, and in some cases unavoidable. The proposed project's contribution to these air quality impacts and applicability of mitigation measures is described below.

### ***Off-Site Parking Lot***

The existing, off-site parking lot to the north of the project site does not generate air emissions on its own, in that vehicles utilizing the parking lot are, and would be, associated with other adjacent uses (i.e., events at Shoreline Amphitheater and parking for the proposed office development). Construction of pedestrian and bicycle access improvements would generate air emissions during construction. As disclosed in the General Plan EIR, City of Mountain View standard conditions of approval to control dust and exhaust (described in the response to question 3.d.) during construction would apply.

**3a.** By incorporating air quality control measures identified in the Precise Plan EIR and implementing a transportation demand management (TDM) plan (included with this document as Appendix E), the proposed project would not disrupt or hinder implementation of any *2010 Clean Air Plan* control measures. The Precise Plan EIR also includes mitigation measures to reduce the cumulatively considerable net increase in criteria air pollutants, as described below.

**3b.** The Precise Plan EIR disclosed that projects developed under the Precise Plan would increase vehicle miles traveled (VMT) at a rate greater than the projected population increase, and could contribute to or result in a violation of air quality standards for criteria pollutants, as previously identified in the General Plan Final EIR. The proposed project would contribute to this same significant impact related to the emissions of criteria air pollutants and their precursors as identified in the General Plan Final EIR. As described in Section 3.2 Transportation, of the Precise Plan EIR and Chapter 6 Mobility of the Precise Plan, there are extensive requirements for projects to implement TDM programs and control measures to reduce vehicle trips and overall VMT. The proposed project is in compliance with the Precise Plan and General Plan, including the implementation of TDM Plan requirements, and no other feasible mitigation measures have been identified to further reduce this impact.

**3c.** The Precise Plan identified a potentially significant air quality impact (Impact AQ-2) related to the operational emissions of criteria pollutants and their precursors. As discussed previously, the project

includes the implementation of TDM Plan measures that would reduce air emissions by reducing vehicle trips and VMT. The proposed project is in compliance with the Precise Plan and General Plan, including the implementation of TDM Plan requirements, and no other feasible mitigation measures have been identified to further reduce this previously disclosed impact.

**3d.** The Precise Plan identified a potentially significant air quality impact (Impact AQ-4) from project operations near sensitive uses, specifically from short-term impacts from construction air quality emissions, specifically criteria air pollutants, TACs, and fugitive dust. As described previously, however, the project site is located approximately 1,800 feet from the nearest sensitive receptor. This distance is greater than the 1,000-foot buffer where impacts would be anticipated to occur. Additionally, the City would require the following measures as standard conditions of approval, to reduce potential impacts from construction dust and emissions.

With incorporation of the following standard conditions of approval, the proposed project and associated off-site parking lot improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR and General Plan EIR.

**Standard Conditions of Approval:**

- **BASIC AIR QUALITY CONSTRUCTION MEASURES:** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as:
  - (a) exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day;
  - (b) haul trucks transporting soil, sand, or other loose material off-site will be covered;
  - (c) visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
  - (d) vehicle speeds on unpaved roads will be limited to 15 mph;
  - (e) roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and
  - (f) post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

The City will require the additional conditions, in conformance with the BAAQMD Guidelines for construction measures:

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

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

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

**Conclusion:**

The proposed office project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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 Implemented or Address Impacts.
<b>4. BIOLOGICAL RESOURCES.</b> <b>Would the project:</b>					
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 U.S. Fish and Wildlife Service (USFWS)?	Draft Precise Plan EIR, pages 210-213; General Plan FEIR, pages 446-454	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?	Draft Precise Plan EIR; pages 210-213	No	No	No	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft Precise Plan EIR, pages 213, 223; General Plan FEIR, pages 446-454	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish and	Draft Precise Plan EIR; pages 216, 221-225	No	No	No	N/A



wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Draft Precise Plan EIR, pages 203, 225; General Plan FEIR, pages 446-454	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Draft Precise Plan EIR; pages 209, 343-344; General Plan FEIR, pages 446-454	No	No	No	N/A

**Discussion:**

The discussion in this section is based in part on a tree inventory prepared by HortScience dated August 22, 2016 and revised January 10, 2017, which is included with this checklist as Appendix A.

***Office Development Site***

The Charleston East office development site is located on a site classified as a Disked Field within the Precise Plan EIR (page 202). A portion of the northwest corner of the site is located within a Burrowing Owl Habitat Overlay Zone (HOZ) and a small portion of the east side of the project site is located within an Open Water, Creeks, and Storm Drain Facilities HOZ associated with the Charleston Retention Basin. The 18.68-acre project site is vacant and contains bare ground and ruderal landscaping, as well as pavement remnants.

The portion of the site that lies within the Burrowing Owl HOZ represents marginal owl habitat and is currently unoccupied by owls. In addition, a multilane road, Amphitheater Parkway, bisects the HOZ. Owls that might traverse from Shoreline at Mountain View Regional Park (Shoreline Park) onto the site would have to cross Amphitheater Parkway, significantly increasing the probability of car/owl interactions. Thus, enhancement of burrowing owl habitat within the HOZ on the Charleston East office development site would likely increase this probability relative to existing conditions. Instead, the project proposes remove on-site trees that could provide predator perching locations. Light posts for street lamps taller than 15 feet will be fitted with raptor deterrents. The project does not propose building features that could create predator perches.

Within the Open Water, Creeks, and Storm Drain Facilities HOZ, the project proposes to compensate for hardscape encroachments by planting riparian compatible species (such as valley oak, coast live oak, California buckeye, wild cherry, and box elder) to create oak habitat areas on the project site.

The proposed project would also be designed to minimize bird strikes through the inclusion of bird-safe building and site features, such as minimization of glass reflectivity, visual cues incorporated into the canopy and glass (such as etching and patterns), strategic placement of interior vegetation to minimize attractiveness to birds, glass coatings that reduce reflection, downward directed nighttime lighting, and minimization of light emittance from the building interior.

Mature trees surround the office development site on all sides, including 210 Heritage Trees and 60 non-Heritage Trees, with 261 live trees present and nine dead trees. 178 Heritage Trees and 49 non-Heritage Trees would be removed to accommodate the project. Approximately, 392 California native and region-appropriate replacement trees are proposed to be planted on the office development site and along the project street frontages as replacement trees.

### ***Off-Site Parking Lot***

The parking lot located north of the project site (across Amphitheatre Parkway) from the Charleston East office development is primarily comprised of hardscape and landscaped areas of vegetation. Modifications to this existing parking lot would include construction of pedestrian and bicycle access paths, ADA ramps vertical circulation elements (i.e., escalators or elevator/lifts supporting ADA access), and bicycle parking. A total of 18 Heritage Trees and two non-Heritage Trees would be removed to accommodate the off-site parking lot improvements. California native and region-appropriate replacement trees at a ratio of no less than two replacement trees for each one tree removed will be planted on the off-site parking lot site. Areas of vegetation are located primarily along the perimeter of the parking lot and there are trees in planted islands within the parking lot interior. The existing parking lot represents an area of relatively high traffic and pedestrian disturbance. The parking lot is not within the Precise Plan area, and therefore a Burrowing Owl HOZ is not shown at the parking lot in the Precise Plan. For purposes of this analysis, it is conservatively assumed that the 250-foot HOZ would extend into the off-site parking lot from the adjacent habitat to the west in Shoreline Park if the parking lot were within the Precise Plan boundary.

There are several California ground squirrel burrows located on the Vista Slope (former landfill) area within Shoreline Park, to the west of the parking lot across Bill Graham Parkway. In addition, there is a strip of dense, non-native, shrubby vegetation along the eastern border of the Vista Slope, adjacent to the off-site parking lot. This strip of vegetation provides cover for burrowing owl predators and is generally too dense to comprise owl foraging or burrowing habitat. The parking lot site overall represents marginal habitat for owls.

The 2007 MND and 2011 Addendum analyzed site-specific biological resource impacts. Those analyses concluded that the project would not result in significant impacts, provided that mitigation measures BIO-1 through BIO-4 and BIO-1.1 through BIO-1.3 were implemented to protect burrowing owls and their habitat, as well as protect and preserve trees in the project area. These mitigation measures have been superseded by the City's standard conditions of approval (related to nesting birds and tree replacement) and Precise Plan HOZ standards for burrowing owls and water-related habitats. As a result, the Precise Plan EIR concluded that the biological resource impacts would be less than significant.

The General Plan EIR identifies measures included in the General Plan to protect burrowing owls in Shoreline Park and during development activities in other parts of the City. With the implementation of Policy LUD 16.1 and Action 16.1.2 (Burrowing owl avoidance/protection during development), the General Plan EIR concluded that impacts to burrowing owls would be less than significant.

**4a.** Based on the Precise Plan EIR, the proposed project and off-site improvements would have a less than significant impact on special-status plants. There is only one special-status plant, Congdon's tarplant, which occurs in grassland habitat, and could potentially be present in the Precise Plan area. The species has been documented approximately 1,000 feet from the northeast corner of the Precise Plan area; however, site visits to the project site conducted in July 2013 during the flowering period of Congdon's tarplant did not detect the species.

Planting of invasive non-native species could further degrade habitat, both in the plan area and in Shoreline Park (e.g., if invasive species were to spread from the Precise Plan area). The Landscape Design Standards and guidelines in Chapter 5.4, Landscape Design of the Precise Plan (page 93) include a prohibition on planting invasive species, and require implementation of best management practices to manage and control invasive species and preserve native plants—including special-status plants. The project's implementation of these measures would avoid substantial impacts on Congdon's tarplant and nearby sensitive habitats.

Burrowing owls are known to nest adjacent to the northern edge of the Precise Plan area in Shoreline Park, and the northwest corner of the project site is located within a Burrowing Owl HOZ. This area will not be improved to provide habitat for burrowing owls due to the previously described risk of automobile collisions with owls that might cross Amphitheater Parkway from Shoreline Park to access the site. Rather, the project proposes to remove on-site trees that could provide predator perching locations, substantially reducing the capacity of the site to provide predator perches.

Within the project site and the off-site parking lot, owls have a low probability of nesting and/or roosting based on the Precise Plan EIR; however, the following standards for new construction and renovations would be implemented to protect and manage burrowing owl habitat within the HOZ adjacent to the project site and off-site parking lot. With incorporation of the following Burrowing Owl Standards, the proposed project would not result in new or substantially increased environmental impacts compared to the Precise Plan EIR or General Plan EIR.

**Burrowing Owl HOZ Standards:**

- a) Overlay District Boundaries: Boundaries shall be 250 feet as measured from the edge of the burrowing owl habitat.
- b) Building Placement in the HOZ: New construction shall not be placed inside the HOZ, except where allowed based on the exceptions described below.
- c) Impervious surface: New impervious surface shall not be constructed closer to burrowing owl habitat than existing impervious surfaces, and no net increase in impervious surface shall occur within the HOZ.
- d) Landscape Design: No new trees or shrubs capable of exceeding 15 feet in height that could provide perches for avian predators of burrowing owls, and no dense woody vegetation that could hide mammalian predators, shall be planted in the HOZ. New landscaping in the HOZ

should consist of herbaceous plants.

- e) Low-Intensity Outdoor Lighting: Outdoor lighting shall be low intensity and shall utilize full cutoff fixtures to reduce the amount of light reaching these sensitive habitats.
- f) Raptor Perch Deterrents Adjacent to Burrowing Owl Habitat: For new construction in the HOZ, raptor perch deterrents shall be placed on the edges of building roofs or other structures (e.g., light poles or electrical towers) facing the burrowing owl habitat and with a clear view of burrowing owls.
- g) Construction near Burrowing Owl Habitat: A pre-construction survey for burrowing owls shall be conducted by a qualified biologist according to the latest CDFW protocol prior to any external construction or large scale/intensive landscaping, involving heavy equipment or loud noise occurring within the HOZ. If nesting burrowing owls are detected, the HOZ should be free from any external construction or large-scale/intensive landscaping, involving heavy equipment or loud noise until the young have fledged and are independent of the adults, or until monitoring by a qualified biologist determines the nest is no longer active. During the non-breeding season, the HOZ should be free from any external construction or large-scale/intensive landscaping, involving heavy equipment or loud noise around active burrows unless the procedures for monitoring burrowing owls during construction, as described by the Santa Clara Valley Habitat Plan are implemented.
- h) Burrowing Owl Habitat Area: This project is located in the habitat area of burrowing owls, a protected Special Status species under the Endangered Species Act. Any construction activity in this area shall be performed carefully and with attention to any ground disturbances, exterior lighting, and operations of mechanical or construction equipment which may impact the species. During construction activity, if a burrowing owl is present within 250 feet of the site, then no disturbances or construction activity may occur that would cause the owl to abandon their burrow or nest. Additionally, the CDFW must be contacted immediately and a safety plan will need to be developed and approved by CDFW to determine the impacts the project may have on the owl(s). Construction activity must cease during this period.

New hardscape within the Burrowing Owl HOZ (for the proposed loading zone, Joaquin Street extension, pedestrian and ADA access paths and facilities) is proposed as part of the project. This additional hardscape conflicts with Burrowing Owl Standard c). To offset this hardscape encroachment, the project would prepare a Habitat Enhancement Plan and implement or contribute to off-site burrowing owl habitat enhancement measures that will result in an overall net benefit to burrowing owls in Mountain View.

Nesting raptors or birds of prey may nest on the project site's existing trees. The Precise Plan incorporates standards and guidelines that will avoid or minimize potential impacts to nesting birds. Chapter 5.3, Nesting Bird Protection (page 92) of the Precise Plan includes standards such as avoidance of construction during the nesting season, preconstruction surveys for nesting birds during breeding-season work, and maintenance of buffers around active nests, that would minimize the potential for such impacts.

With incorporation of the following standard conditions of approval, the proposed project, including improvements to the off-site parking lot, would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR or General Plan EIR.

**Standard Conditions of Approval:**

- **BURROWING OWL HABITAT ENHANCEMENTS:** The applicant shall install fencing and appropriate street edge landscaping at Vista Slope directly north of the project site which will serve to protect and enhance Burrowing Owl habitat by reducing the amount of canine and human intrusion into owl habitat prior to release of a Certificate of Occupancy. Plans and details which specify the details of the location, type, height, material, and installation of the fencing and proposed landscaping shall be submitted prior to installation thereof for review and approval by the Community Development and Community Service Departments. Money to the City in the amount equal to the improvements which are estimated at \$250,000 may also be submitted in lieu of the installation which shall be used for installation of the fencing and landscaping improvements by the City, at the discretion of the City.
- **PRE-CONSTRUCTION NESTING BIRD SURVEY:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

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

- **BIRD STRIKE MANAGEMENT PLAN:** A bird strike monitoring plan shall be developed and maintained for the life of the project to monitor post construction bird strikes and evaluate whether additional bird-safe design measures are needed to reduce the frequency of bird strikes. The monitoring plan shall be submitted as part of the building permit submittal and approved prior to building permit issuance.
- **BIRD-SAFE DESIGN:** The following project design features shall be included in the project design to reduce bird strikes and included on the building permit plans:
  - a) A minimum of 90 percent of the glazing on the office building within 60 feet of the ground shall be treated with a bird-friendly glazing treatment, such as a frit pattern.
  - b) Occupancy sensors or other switch control devices shall be installed on non-emergency lights. The lights shall be programmed to shut off during non-work hours and between 10:00 p.m. and sunrise.
  - c) Any glass railings on terraces and glass corners shall be treated with a bird-friendly design treatment to make them visible to birds.

- d) Window coverings are to be installed on all windows and connected to a solar tracking system to operate efficiently and minimize the buildings light pollution.

**4b-c.** A portion of the eastern edge of the project site (along Shoreline Boulevard) is located within a City-designated Open Water Creeks, Storm Drain Facilities HOZ. While the project site does not contain riparian habitat or other federally protected wetlands, the Charleston Retention Basin is located across Shoreline Boulevard. The Charleston Retention Basin Improvement Project was recently approved by the City of Mountain View. The project would improve natural habitat, pedestrian access, and recreational opportunities in and around the Charleston Retention Basin area. Construction of the project has started (with the first phase to be completed by winter of 2017) and is anticipated to be completed over five years. Habitat improvements included in this project would result in a net increase of 0.13 acre of freshwater marsh habitat and 3.76 acres of riparian habitat. The improvements are intended to have a net ecological benefit on the wetland and riparian habitat at the basin and the wildlife species that utilize it.

To protect habitat and preserve water quality in the vicinity of the Charleston Retention Basin, the following standards for the HOZ would be implemented. With the implementation of these standards, the project would have a less than significant impact on riparian habitat and wetlands.

**Open Water Creeks, Storm Drain Facilities HOZ Standards:**

- a) HOZ Boundary: The distances from each boundary are as follows:
  - i. Coast Casey Forebay: 250 feet as measured from the boundary edge existing in 2014.
  - ii. Charleston Retention Basin: 200 feet as measured from the boundary edge existing in 2014.
  - iii. Stevens Creek: 200 feet as measured from the inner edge of the top of the bank.
  - iv. Permanente Creek and Coast Casey channel: 150 feet as measured from the inner edge of the top of the bank.
  - v. Shoreline Lake: 200 feet as measured from the lake edge.
- b) Building placement in the HOZ: New construction shall not be placed inside the HOZ, except where allowed based on the exceptions described below.
- c) Impervious Surface: No new impervious surface shall be constructed closer to open water or creek habitat than existing impervious surfaces, and no net increase in impervious surface can occur within the HOZ associated with these areas.
- d) Bioswales: Bioswales shall be constructed for any new or reconstructed impervious surface draining directly toward creek areas to treat runoff before it enters a creek or open water.
- e) Landscape Design: All woody vegetation planted in the HOZ shall consist of native species or non-natives that provide valuable resources (e.g., food, structure, or cover) for native wildlife.
- f) Low-Intensity Outdoor Lighting: Within the HOZ, outdoor lighting shall be of low intensity and shall utilize full cutoff fixtures to reduce the amount of light reaching these sensitive habitats.

New hardscape within Open Water Creeks, Storm Drain Facilities HOZ (including pedestrian and bicycle pathways and a small portion of the office building) is proposed as part of the project. This additional hardscape conflicts with HOZ standards b) and c). To offset this hardscape and building encroachment into the Open Water Creeks, Storm Drain Facilities HOZ, the project would prepare a Habitat Enhancement Plan and implement or contribute to improvements at the project site or off-site that will result in a net ecological benefit for the project.

As described above, the applicant (Google Inc.) is currently implementing a habitat enhancement program for the Charleston Retention Basin that will increase freshwater marsh and riparian habitat in the area.

**4d.** As disclosed in the Precise Plan EIR (page 224), the project site is not an important area for movement for non-flying wildlife, and it does not contain any high-quality corridors allowing dispersal of such animals through the Precise Plan area. The only feature in the Precise Plan area that is considered an important site for migratory wildlife nesting is the egret rookery, which is 0.40 mile east of the site on Shorebird Way. The Precise Plan EIR determined that construction activities outside of the Egret Rookery HOZ (which is 200-foot buffer around the rookery area) would not impact the species. Given the distance of the site from the rookery and the Egret Rookery HOZ, the proposed project would not directly or indirectly impact the area. The proposed project would be designed to minimize adverse effects or movement of native and migratory bird species. The project would implement the bird safe design measures in Chapter 5.2 of the Precise Plan (pages 90 through 91), to help reduce the likelihood of building collision fatalities through façade treatments and light-pollution reduction.

There are no wetland or riparian habitats on the site; therefore, the project would not interfere with the movement of migratory fish. The project would implement Open Water Creeks, Storm Drain Facilities HOZ measure d), which requires treatment of runoff before it enters a creek or open water. Thus, the project and off-site parking lot access modifications would have a less than significant impact on the movement of native or migratory wildlife species, established native resident or migratory wildlife corridors, and native wildlife nursery sites.

**4e.** Chapter 32 – Trees, Shrubs, and Plants of the Mountain View City Code contains regulations related to the preservation, maintenance, and replacement of trees. Construction of the office development project would require the removal of 178 Heritage Trees and 49 non-Heritage Trees and construction of the improvements to the off-site parking site would require the removal of 18 Heritage Trees and two non-Heritage Trees. Based upon the tree inventory prepared for the project site, the majority of the Heritage Trees on the project sites are not native to the North Bayshore area, are of low biological value to area wildlife species, are high-water use trees, and/or are in poor health due to intolerance of elevated salinity levels in recycled water used at the project site for irrigation. The office development project would plant approximately 383 California native and region-appropriate trees to replace the trees to be removed. The off-site parking site would include replacement trees in a ratio of no less than two new trees for each tree removed and would be California Native and region-appropriate trees. In accordance with the Mountain View Tree Preservation Ordinance, a Tree Removal Permit would be obtained prior to the removal of Heritage Trees. The project, including tree removal required for the implementation of the off-site parking lot improvements, would comply with the Heritage Tree Ordinance and accompanying tree replacement and maintenance requirements as a standard condition of approval; therefore, the proposed project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR and General Plan EIR.

**Standard Conditions of Approval:**

- **IMPLEMENTATION:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.
- **REPLACEMENT:** The applicant shall offset the loss of each Heritage tree at a 2:1 replacement ratio, for a minimum of 392 replacement trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plan as Heritage replacement trees.

**4f.** The Santa Clara Valley Habitat 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. The Precise Plan area, including the project site, is located outside the Habitat Plan covered area. Additionally, the project site and off-site parking lot are not within a Habitat Plan expanded study area for burrowing owl conservation.

Nitrogen deposition contribution estimates to impacts on serpentine habitat in Santa Clara County were made as a part of the development of the Habitat Plan. Within the Precise Plan Draft EIR (specifically pages 343 and 344), the City of Mountain View concluded that the nitrogen emissions from existing and future vehicle use resulting from build-out of projects within the Precise Plan area were less than cumulatively considerable because the Precise Plan area contributes only a small portion of Santa Clara County's overall emissions. The Habitat Plan accounts for indirect impacts of nitrogen deposition (existing and 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. For these reasons, the project would not conflict with an adopted habitat conservation plan.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.



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.
<b>5. CULTURAL RESOURCES.</b> <b>Would the project:</b>					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Draft Precise Plan EIR; page 259	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft Precise Plan EIR, pages 257-258; General Plan FEIR, pages 470-476	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Draft Precise Plan EIR, page 258; General Plan FEIR, pages 470-476	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	Draft Precise Plan EIR, pages 258-259; General Plan FEIR, pages 470-476	No	No	No	N/A

**Discussion:**

***Office Development Project and Off-Site Parking Lot***

Permanente Creek is located approximately 0.30 mile west of the project area, and Stevens Creek is located 0.40 mile east. The Precise Plan EIR did not identify any direct impacts to these watercourses or soils in the vicinity of these watercourses that might contain cultural resources. The project site is vacant and thus does not contain any known historic or pre-historic structures or resources. The parking lot across the street to the north of the project site is already paved and developed and also does not contain any known historic or pre-historic resources, per the Precise Plan EIR (which included the parking lot in the cultural resources review study area).

There are no recorded fossil localities in the Precise Plan area; though, there is the potential for some paleontological sensitivity.

The 2007 MND and 2011 Addendum studied site-specific potential impacts to cultural resources and concluded that the project would not result in any significant impacts, provided mitigation measures MV-CULT-1 and MV-CULT-2 were implemented, requiring compliance with Public Resources Code Section 5097.98 if human remains were unearthed during construction. The Precise Plan EIR concluded that cultural resources impacts would be less than significant with implementation of the City's standard conditions of approval related to archaeological or paleontological resources, or human remains. These standard conditions of approval supersede MV-CULT-1 and MV-CULT-2.

**5a.** The project site and the off-site parking lot that would be utilized by project employees do not contain historic structures. Based on the Precise Plan EIR, there are no historic resources listed in the National Register of Historic Places or the California Register of Historical Resources. Additionally, the Precise Plan area does not contain property or parcels listed on the City's Register of Historic Resources. Therefore, the project would not result in a significant impact on historic resources.

**5b.-d.** Although it is unlikely that buried historic or prehistoric archaeological resources or paleontological resources are present on the site, these resources could be encountered during excavation, construction, or infrastructure improvements for the project, resulting in a significant impact to cultural resources. In compliance with General Plan policies and actions, the City has reviewed the most recent cultural resources information from the General Plan EIR and Precise Plan EIR to determine if known archaeological and paleontological sites underlie the project site. Based on the City's review, no known historic, archaeological, or paleontological resources are located on or within one-quarter mile of the site and off-site parking lot. The project, i would implement the following City standard conditions of approval related to the discovery of prehistoric or historic period archaeological resources and human remains (in compliance with General Plan Policy LU-1.5 and LU-11.6), should they be encountered. With incorporation of these standard conditions of approval, the proposed project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR.

**Standard Conditions of Approval:**

- **DISCOVERY OF ARCHAEOLOGICAL RESOURCES:** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.
- **DISCOVERY OF HUMAN REMAINS:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a

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

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

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 NMD, 20011 Addendum, and General Plan EIR.

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.
<b>6. GEOLOGY AND SOILS.</b> <b>Would the project:</b>					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>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.</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides?</li> </ul>	Draft Precise Plan EIR, pages 192-194; General Plan FEIR, pages 340-346	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Draft Precise Plan EIR, page 193; General Plan FEIR, page 343	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	Draft Precise Plan EIR, pages 192-194; General Plan FEIR pages 340-346	No	No	No	N/A

landslide, lateral spreading, subsidence, liquefaction or collapse?					
d. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	Draft Precise Plan EIR, pages 193-194; General Plan FEIR, pages 340-346	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Draft Precise Plan EIR; page 194	No	No	No	N/A

**Discussion:**

***Office Development Project and Off-Site Parking Lot***

The discussion within this section is based in part on the geotechnical investigation entitled *Geotechnical Investigation Report Charleston East Project*, dated April 4, 2016, prepared for the project by Kleinfelder, Inc. and included as Appendix B.

As described within the geotechnical investigation and Precise Plan EIR, near-surface soils within the upper approximately five to eight feet at the project site consist of sandy lean clay fill, with variable quantities of sand and gravel. Throughout most of the site, the near-surface fill soils appear to be derived from native alluvial sandy clays. Deeper soils consist of Holocene age alluvial fan deposits and flood plain overbank deposits laid down in very gently sloping portions of the valley floor. The soils exhibit a moderate-expansion potential. The project site is within a seismically active region, and the Precise Plan area is within a liquefaction hazard zone. Though the existing parking lot is located outside of the *North Bayshore Precise Plan* area, it is conservatively assumed for purposes of this analysis that similar soils conditions exist due to the proximity of the site to the Precise Plan area (across Amphitheater Parkway). The off-site parking lot is also adjacent to the closed Shoreline Landfill.

The 2007 MND and 2011 Addendum studied potential site-specific impacts to geology and soils. The analyses concluded that the project would not result in significant impacts, provided that mitigation measures GEO-1 and GEO-2 were implemented (requiring city review of project plans to ensure seismic and expansive soils risks were minimized). The Precise Plan EIR concluded that the impacts to geology and soils would be less than significant with individual project conformance with General Plan policies and implementation of the City’s standard conditions of approval.

**6a.** As disclosed within the Precise Plan EIR and General Plan EIR, the project site and existing off-site parking lot are located in a seismically active region and strong to very strong ground shaking

would be expected during the lifetime of the proposed project. The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map. While no active faults are known to cross the project site or off-site parking lot, and fault rupture is not anticipated to occur, ground shaking on the site could damage structures associated with the proposed development. In addition, the project site is located in a liquefaction-hazard area.

To avoid or minimize potential damage from seismic shaking and liquefaction, the proposed project and off-site parking lot improvements would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2013) California Building Code. Specific recommendations contained within the geotechnical investigation report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division, in accordance with the standard condition of approval listed below. Implementation of standard conditions of approval and General Plan policies would reduce the impacts of seismically induced ground shaking and liquefaction on the project and reduce the risk of loss, injury or death.

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

As identified in the Precise Plan EIR, the project would implement General Plan policies PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, PSA 4.2, and INC 2.3 to reduce the impacts of geologic hazards on future site occupants. Compliance with the California Building Code, General Plan policies, and the City's standard conditions of approval, would ensure that geological impacts related to implementation of the proposed project would be less than significant.

**6b.** Given the site's and general area's flat topography, the proposed project and any improvements at the off-site parking lot would not be subject to substantial erosion; therefore, the project would not expose people or structures to significant erosion-related hazards.

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

**6e.** The project would connect to City of Mountain View sewer lines along Shoreline Boulevard, Charleston Boulevard, and North Shoreline Boulevard. Septic tanks or alternative wastewater disposal systems for the disposal of wastewater are not proposed; therefore, these systems would have no impact on the project site's soils.

With incorporation of the following standard conditions of approval, the proposed project would not result in a new or substantially increased geology and soils impact compared to the Precise Plan EIR and General Plan EIR.

**Standard Conditions of Approval:**

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

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

**Conclusion:**

The proposed office development project and off-site parking lot improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 NMD, 2011 Addendum, and General Plan EIR.

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.
<b>7. GREENHOUSE GAS EMISSIONS.</b> <b>Would the project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Draft Precise Plan EIR, pages 164-165, 167; General Plan FEIR, pages 257-281	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Draft Precise Plan EIR, pages 164-165, 167; General Plan FEIR, pages 257-281	No	No	No	N/A

**Discussion:**

**7a.-b.** The Precise Plan EIR concluded that all future projects, including the proposed project, that are consistent with the Mountain View Greenhouse Gas Reduction Program and the General Plan would result in a less than significant impact. Continued operation of the existing parking lot would not result in additional greenhouse gas emissions because the parking lot itself would not result in additional vehicle trips; rather, the trips are associated with uses in the Precise Plan area (i.e., events at Shoreline Amphitheater, parking for the proposed office development).

The proposed project and the proposed off-site parking lot improvements designed to improve pedestrian and bicycle access, would comply with the City of Mountain View Greenhouse Gas Reduction Measures. The project includes a Transportation Demand Management (TDM) Plan that meets the requirements listed in the Precise Plan EIR (refer to Appendix E). Additionally, developments in the North Bayshore area must provide monitoring reports to the City to identify the success of the various components of the TDM plan, to ensure that the Precise Plan meets its mode share goals.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, and General Plan EIR.



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.
<b>8. HAZARDS AND HAZARDOUS MATERIALS.</b> <b>Would the project:</b>					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft Precise Plan EIR, pages 239-244; General Plan FEIR, pages 398-406	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?	Draft Precise Plan EIR, pages 239-244; General Plan FEIR, pages 398-406	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft Precise Plan EIR, pages 239-244; ; General Plan FEIR, pages 398-406	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?	Draft Precise Plan EIR, pages 239-244; General Plan FEIR, pages 398-406	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use	Draft Precise Plan EIR, pages 244-249	No	No	No	N/A

airport, would the project result in a safety hazard for people residing or working in the project area?					
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Draft Precise Plan EIR, pages 244-249	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft Precise Plan EIR, page 249; General Plan FEIR, pages 398-406	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Draft Precise Plan EIR, pages 249-250	No	No	No	N/A

**Discussion:**

***Office Development Project and Off-Site Parking Lot***

The discussion in this section is based in part on the Phase I prepared for the project entitled *Phase I Environmental Site Assessment Charleston East Property*, prepared by Iris Environmental, dated February 14, 2007, and included as Appendix C.

***Existing Setting and Background***

The 18.68-acre project site and off-site parking lot area were used primarily for agricultural purposes in the past. The Charleston East office development site also contained several residences, which were demolished in 1982 to accommodate a below-grade parking garage, which occupied the site from 1986 to 1999. The garage was demolished and soil was imported to the site in 2000 or 2001. The site has been used as a materials staging area for contractors involved in the City of Mountain View's annual water and sewer main replacement program. The existing parking lot was developed in approximately 1986, as part of Shoreline Amphitheater, and has been used as a parking lot ever since.

The project site is currently vacant, and contains ruderal vegetation, pavement remnants, bare ground surfaces, and trees around the site perimeter. There are eight active and potentially as many as 12

abandoned groundwater monitoring wells located on the site, as well as utility vaults. The parking lot immediately north of the project site is developed with a paved surface with landscape islands. Ground level at the project site and parking lot is approximately 10 feet above mean sea level (msl). The site and adjacent areas slope gradually towards the north and the San Francisco Bay.

Soil, soil vapor, and groundwater at the project site has been affected by contamination from two main sources: the migration of contaminated groundwater from the existing Teledyne-Spectra Physics plume south of Highway 101, and agricultural and parking-lot related uses occurring at the site in previous decades (both of which are further described below). While the former Vista Landfill is located immediately north of the site across Amphitheater Parkway, given the control measures and monitoring in place for methane gas, it is unlikely that migration of landfill gas would impact the project site.

### ***Groundwater Plume***

The project site is located within an area underlain by a relatively large regional plume of chlorinated volatile organic compound (VOC) impacted groundwater. The plume is referred to as the North Bayshore Area plume, and is approximately one mile in length and up to 0.40-mile wide in some areas. The plume has migrated downgradient (north) towards the San Francisco Bay. The primary chemical of concern in the plume is trichloroethene (TCE) and to a lesser degree its biodegradation byproduct cis-1,2-dichloroethene (cDCE). The North Bayshore Area plume originates from the Former Spectra-Physics Lasers, Inc. facility at 1250 West Middlefield Road, and the Former Teledyne Semiconductor facilities located at 1300 Terra Bella Avenue, both are approximately one mile upgradient (south) of the project site. Other potentially responsible parties are also associated with this plume. These sites are listed on the federal National Priorities List and clean-up and monitoring activities are overseen by the United States Environmental Protection Agency (EPA) and San Francisco Bay Regional Water Quality Control Board (RWQCB).

Numerous investigations have been conducted since November 1991 to characterize the extent of the plume on-site. These previous investigations have characterized the site geology/hydrogeology in the Shallow, Upper-Intermediate, and Lower-Intermediate aquifers, including areas downgradient of the site and adjacent properties. Ongoing groundwater monitoring of the wells associated with the site has been occurring since 1993.

The *Phase I Environmental Site Assessment* concluded that, based on 2007 groundwater monitoring data and vapor intrusion regulatory guidelines at that time, concentrations of VOCs in groundwater beneath the project site would not currently represent a vapor intrusion concern for standard commercial uses constructed at the site.

### ***On-Site Activities***

The project site and off-site parking lot area are currently vacant of structures; however, past agricultural uses could have potentially impacted soils with pesticides. Further, asphalt from on-site vehicle parking lot uses could have impacted soils with polynuclear aromatic hydrocarbons (PNAs), as well as oil and related compounds. As such, Phase II sampling was conducted at the project site in 2000. No sampling has been conducted at the adjacent parking lot.

The Phase II sampling results at the Charleston East office project site were compared the results to current California Environmental Protection Agency (CalEPA) California Human Health Screening

Levels (CHHSLs) for residential and commercial industrial land use (CalEPA 2005). Where CHHSLs were not available, results were compared to Environmental Screening Levels (ESLs) published by the RWQCB for both commercial and residential land uses. The PNA and pesticide results were lower than commercial/industrial and residential CHHSLs and ESLs, except that levels of benzo(a)pyrene (a PNA) were slightly higher than the residential CHHSL.

Subsequent to the completion of Phase II sampling in 2000, a large quantity of soil was imported to the project site. The source of the soil is unknown, but it is speculated that it may have originated at 400 Castro Street in Mountain View. Historic uses of the 400 Castro Street property included a parking area and a gas station. The gas station included five underground storage tanks and in-ground hydraulic lifts. The gas station was decommissioned, and all in-ground features were removed in 1992. Following removal, soil samples were collected and indicated that very low to undetectable levels of TPH, benzene, toluene, ethyl benzene, and xylene remained in these soils placed at the property.

Active groundwater monitoring of the Teledyne Spectra-Physics groundwater plume is ongoing at four of the eight wells located on the project site. There are no monitoring wells at the parking lot site, which is further from the groundwater plume. The active groundwater wells are primarily located in the landscaped areas at the northeastern and southern boundaries of the project site. The northeastern well would need to be moved as a result of the proposed development and would need to be done in consultation with the RWQCB and the City of Mountain View.

The 2007 MND and 2011 Addendum analyzed site-specific hazards and hazardous materials impacts and concluded that the project would not result in significant impacts with the implementation of mitigation measures MN-HAZ-1 and HAZ-1, which require compliance with applicable hazardous materials regulations and completion of Phase I and Phase II reports and testing. The Precise Plan EIR concluded that the hazards and hazardous materials impacts would be less than significant with implementation of the City's standard conditions of approval, as well as current federal, state, and local regulatory requirements (which supersede MN-HAZ-1 and HAZ-1).

**8a., b.** The proposed project would routinely use limited amounts of cleaning and maintenance materials and would not generate substantial hazardous emissions from hazardous materials use or transport. As previously discussed, the Phase II investigation conducted at the project site determined that existing hazardous materials, including pesticides and PNAs, do not appear to be present in shallow soil above commercial screening levels. The Precise Plan EIR and General Plan EIR concluded that projects that comply with federal, state, local requirements, General Plan policies and actions, and City standard conditions of approval (described in the response to Question 8d., below) will 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. For these reasons, the proposed project and off-site improvements would not result in a new or substantially increased significant impact.

**8c.** The proposed project does not propose child care or school uses and is not within 0.25 mile of a public school. The applicant proposes to construct an office building, which would not be a substantial emitter or user of hazardous materials or hazardous waste during operation.

**8d.** As described previously, the proposed project site sits above a plume of contaminated groundwater related to the Teledyne Semiconductor and Spectra Physics Superfund sites. The contaminated plume

is being actively remediated via extraction of contaminated groundwater with oversight though the RWQCB. Because the project includes a basement, it is anticipated that groundwater will be encountered during project construction. Dewatering of groundwater will be required at the office development site and will be conducted consistent with a Soil and Groundwater Management Plan (SMP) prepared for the site as part of the standard permit conditions discussed further below. Installation of escalators/elevators/lifts, and pedestrian, bicycle, and ADA paths and ramps would not require extensive grading that is anticipated to extend to local groundwater.

The Precise Plan EIR found that future development projects will be required to comply with federal, state, local requirements, General Plan policies and actions, and standard conditions of approval related to hazardous materials and hazardous waste. Future projects that demonstrate consistency with these regulations, policies, and conditions of approval would reduce potential impacts associated with contaminated soils, groundwater, and hazardous building materials, to a less than significant level.

The following General Plan policies, standard Mountain View conditions of approval, and requirements of the RWQCB would apply to the project. With incorporation of the following standard conditions of approval, the proposed project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR.

**Standard Conditions of Approval:** In coordination with the responsible parties and the RWQCB, the following City of Mountain View conditions of approval would apply to the proposed project:

- **SITE INVESTIGATION AND REMEDIATION:** Prior to ground-disturbing activities occurring as part of the office development or parking lot modifications, investigations shall be conducted to further assess the potential presence and extent of residual VOCs and other contaminants of concern. All testing shall be completed in conformance with an approved Work Plan to the satisfaction of the RWQCB. Documentation of completion of the Work Plan and any required remediation shall be provided to the City of Mountain View prior to issuance of demolition permits and building permits.
- **VAPOR BARRIER:** Installation of a high-quality vapor barrier with active passive venting system to protect building occupants from TCE vapors. This “sub-slab depressurization system” (SSD) will be overlain by a dual purpose water proofing/vapor intrusion membrane. The system will be designed to function by creating a lower pressure directly underneath the building slab out of the groundwater table. The resulting sub-slab negative pressure will inhibit soil gases from flowing into the building. The membrane will be placed between the foundation of the building and the base materials, effectively sealing penetrations and creating an additional barrier to vapors and prevent them from permeating through the slab and into the building.
- **GROUNDWATER WELLS AND CONVEYANCE PIPING:** Some monitoring wells would be destroyed and/or abandoned. Wells will be identified and destroyed in conformance with Santa Clara Valley Water District (SCVWD) regulations.
  - Wells and piping shall be protected during construction activities or destroyed under oversight from the RWQCB and under permit from the SCVWD.
  - On-site storm drain piping and associated sediment that may be contaminated with copper and lead shall be removed, sampled and tested, and properly disposed of; or cleaned and abandoned in place.

- **SOIL AND GROUNDWATER MANAGEMENT PLAN:** Prior to building permit submittal, a Soil and Groundwater Management Plan (SMP) will be completed to establish management practices for handling contaminated soil, soil vapor, groundwater or other materials. The SMP will be submitted to the RWQCB for review and approval, and its measures will be required to be incorporated into the project design documents. The SMP will provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of VOCs in the soil and groundwater. The details of the SMP shall include the provision of a vapor barrier and details about ventilation systems for the buildings, including air exchange rates and operation schedules for the systems. The SMP will also contain contingency plans to be implemented during excavation activities if unanticipated hazardous materials are encountered.

The SMP shall be reviewed and approved by the RWQCB, or other appropriate agency addressing oversight to establish management practices for handling contaminated soil or other materials (including groundwater) if encountered during demolition and construction activities prior to the issuance of building permits, including any earth-moving activities such as grading. Any imported soil should be documented as to source and quality. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater were handled according to requirements of the SMP.

- **HEALTH AND SAFETY PLAN:** A Health and Safety Plan (HSP) will also be prepared to provide the protocols for site-specific training, personal protective equipment, VOC monitoring, decontamination measures, etc. The general contractor will be required to incorporate the provisions of HSP into their site health and safety program. The HSP will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. Each contractor working at the site shall prepare a health and safety plan that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. Employees conducting earthwork activities at the site who encounter, or are likely to encounter, contaminated or hazardous material containing soil must complete a 40-hour training course, including respirator and personal protective equipment training, unless otherwise relieved of this training obligation pursuant to an approved SMP and/or oversight agency approval.
- **OPERATIONS AND MAINTENANCE PLAN:** An Operations and Maintenance Plan shall be prepared if contaminated soil (as defined in the SMP) is to be left in place. The purpose of this plan is to notify tenants of the existence and location of this contamination, and to provide protocols for handling this soil if encountered during site maintenance activities.
- **GROUNDWATER INTERCEPTION:** If utility trenches extend into the top of groundwater, appropriate measures will be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill “plugs” at intervals on-site and where the utility trenches extend off-site, watertight fittings for utility conduits to reduce the potential for groundwater to migrate into the conduits, and if deep foundation systems are proposed, the foundations shall incorporate measures to help reduce the potential for the downward migration of contaminated groundwater.

A corrosion study must also be performed by a licensed professional engineer due to the presence of VOCs and their potential detrimental impacts on utility pipelines to determine protective measures for utilities, which could include wrapping piping with corrosion-resistant tape, applying an epoxy coating, using corrosion-resistant piping materials (including gaskets, flanges, and couplings), and/or installing a cathodic protection system. Contractors working on-site shall implement all recommended protection measures.

The proposed office project and off-site parking lot improvements will be required to comply with the cleanup and development requirements under the direction of the City of Mountain View, the RWQCB and would not result in a new or substantially increased hazardous materials impact.

**8e.,f.** The project site is located within the Moffett Federal Airfield Influence Area. The project proposes a maximum building height of approximately 120 feet above msl (or 110 feet above adjacent ground surfaces) and is below the height limits specified within the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP). The proposed office use and development of the site and off-site parking lot improvements are consistent with the Moffett Federal Airfield CLUP and General Plan Policy LUD 2.5, which encourages compatible land uses within the Airport Influence Area for Moffett Federal Airfield as part of the CLUP. The project site is not located within an identified Airport Safety Zone or within a Noise Contour area.

**8g.** During project construction, roadways would remain passable and accessible to emergency vehicles and services. The proposed project would not interfere with an adopted Mountain View emergency response or evacuation plan because it proposes an office development and improvements to an existing parking lot in an area planned for such uses and already served by existing emergency facilities. Further, roadways and access would not be impeded by the project upon completion of construction such that emergency response or evacuation would be hindered. Thus, any impacts would be less than significant.

**8h.** The project site and existing parking lot are not adjacent to wildland areas and there would be no impact.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, and 2011 Addendum, and General Plan EIR.

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.
<b>9. HYDROLOGY AND WATER QUALITY.</b> <b>Would the Project:</b>					
a. Violate any water quality standards or waste discharge requirements?	Draft Precise Plan EIR; pages 177-180	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level not supporting existing land uses or planned uses for which permits have been granted)?	Draft Precise Plan EIR; page 184	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Draft Precise Plan EIR, pages 182-183; General Plan FEIR, pages 347-384	No	No	No	N/A
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Draft Precise Plan EIR; pages 182-184	No	No	No	N/A



e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Draft Precise Plan EIR, pages 177-182; General Plan FEIR, pages 347-384	No	No	No	N/A
f. Otherwise substantially degrade water quality?	Draft Precise Plan EIR; pages 177-180	No	No	No	N/A
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Draft Precise Plan EIR, pages 182-184	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Draft Precise Plan EIR; pages 182-184	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Draft Precise Plan EIR; pages 182-184	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	Draft Precise Plan EIR; pages 182-184	No	No	No	N/A

**Discussion:**

***Office Development Site and Off-Site Parking Lot***

The elevation of the proposed office development site varies from 4.7 feet to 12.7 feet above msl (averaging approximately 10 feet above msl), with the site generally sloping north toward Amphitheater Parkway. The existing off-site parking lot has an elevation of approximately 14 feet below msl and slopes to the north towards Shoreline Amphitheater and San Francisco Bay. According to the Flood Insurance Rate Map Community Panel 06085C-0037H (dated November 23, 2010) and the Precise Plan EIR, the proposed project site and off-site parking lot are located within Flood Zone A. Flood Zone A consists of areas with a one percent annual chance of flooding and 26 percent chance of flooding over the life of a 30-year mortgage.

The 2007 MND and 2011 Addendum analyzed potential site-specific hydrology and water quality impacts. Those analyses concluded that the project would not result in significant impacts, provided the project complied with mitigation measure MV-HYDRO-1 (requiring preparation and implementation of a SWPPP). The Precise Plan EIR and General Plan EIR concluded that hydrology and water quality impacts would be less than significant with implementation of Municipal Regional Stormwater Permit Provision C.3 requirements (included as standard conditions of approval below) Precise Plan Stormwater Management standards and guidelines, which supersede MV-HYDRO-1.

**9a.** The proposed project and off-site parking lot modifications would be required to comply with City standard conditions of approval, based on RWQCB Construction General Stormwater Permit and Municipal Regional Permit requirements, to reduce water quality impacts during construction. The project would not result in new or greater impacts to water quality standards or waste discharge requirements than those identified in the Precise Plan EIR and General Plan EIR.

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

**9c.-d.** The proposed project would construct office uses on a vacant site within an existing urban area and would modify pedestrian and bicycle access within an existing, off-site parking lot. The proposed project would alter the drainage pattern of the site and would implement stormwater treatment facilities (including bioswales, landscaped bioretention areas, and a rainwater harvest cistern) in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements, Precise Plan Stormwater Management standards and guidelines, and standard conditions of approval below. Thus the project would not result in new or substantially increased impacts than those described in the Precise Plan EIR and *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR*.

**Standard Conditions of Approval:** In coordination with the responsible parties and the RWQCB, the following City of Mountain View conditions of approval would apply to the proposed project:

- **STORMWATER TREATMENT (C.3):** This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, *Stormwater Quality Guidelines for Development Projects*. The City's guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

The *Stormwater Quality Guidelines for Development Projects* document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and

the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

- **STATE OF CALIFORNIA CONSTRUCTION GENERAL STORMWATER PERMIT:** A Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) shall be prepared for construction projects disturbing one acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.
- **CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN:** The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

**9e.-f.** The proposed project would develop and increase the amount of impervious surfaces on the site. The Precise Plan builds on the C.3 provisions for the installation of stormwater treatment controls, adding requirements for higher treatment levels for stormwater and accelerating reduction in trash loads. The project would comply with the standards and guidelines in the Precise Plan, previously stated water quality conditions of approval, and other applicable requirements and would not create runoff that would exceed the capacity of stormwater drainage systems. The project would not result in new or substantially increased impacts than those described in the Precise Plan EIR and *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program* EIR.

**9g.-i.** The proposed project site and off-site parking lot are located in FEMA Flood Zone A. To minimize potential impacts from flooding events, the office development project proposes to raise the average grade of the office site to approximately 17 feet above msl and the building to 20 feet above msl, which is above the base flood zone elevation. Additionally, entrances to the basement would be elevated above the base flood elevation, and the entire basement foundation would be sealed to protect against flooding. While these grade changes would result in a change to drainage patterns at the site, stormwater collection within bioswales, landscape retention areas, and the proposed rainwater collection cistern would reduce runoff and potential flooding impacts to adjacent properties as a result of the project. The use and overall grade of the off-site parking lot would not change. For these reasons, the project would not result in a significant impact as a result of flooding.

The proposed office development project site was identified as potentially being affected by projected sea level rise under an eight-inch and 31-inch sea-level rise scenario. As stated in the Precise Plan EIR, however, with the implementation of identified capital improvements addressing sea-level rise vulnerabilities in the Precise Plan area (including improved levees and flood walls, stormwater pump station modifications, erosion protection, and upgrades to storm drain outfalls) the proposed office development project site would be protected against the worst-case, 31-inch sea-level rise scenario.

**9j.** The nearest waterbody to the project site is Permanente Creek, located 0.30 mile west. As stated within the Precise Plan EIR, the location of the Precise Plan Area is not likely to be affected by seiches, tsunamis, or mudflow; nor is the off-site existing parking lot. Thus no policies or actions are necessary to further reduce the impact.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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.
<b>10. LAND USE AND PLANNING.</b> Would the project:					
a. Physically divide an established community?	Draft Precise Plan EIR, page 49; General Plan FEIR pages 73-84	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Draft Precise Plan EIR, pages 50-52; General Plan FEIR pages 73-84	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Draft Precise Plan EIR, pages 343-344; General Plan FEIR pages 73-84	No	No	No	N/A

**Discussion:**

***Office Development Project***

As discussed previously, the project site is relatively flat and vacant of structures. Mature trees surround the site along the street frontages and along Charleston Park. Adjacent uses include offices to the east and south, and Charleston Park to the west.

The 2007 MND and 2011 Addendum determined that the project would result in less than significant land use and planning impacts. The Precise Plan EIR concluded that the land use and planning impacts would also be less than significant with implementation of Precise Plan standards and guidelines.

### ***Off-Site Parking Lot***

To the north of the project site and Amphitheater Parkway, there is a surface parking lot, which would be utilized as part of the project. Modifications to the parking lot would be made as a part of the project to provide for improved pedestrian, ADA, and bicycle access. This parking lot is bordered by Shoreline Park to the west, additional parking areas and office uses to the east, and Shoreline Amphitheater to the north.

**10a.** The Precise Plan EIR did not identify a significant impact from land use compatibility issues because the land uses proposed as part of the Precise Plan zoning did not represent substantially different uses than the existing office and commercial uses in the area or involve components that would physically divide an existing community. The project includes the installation of pedestrian and bicycle paths that would provide for increased connectivity through and around the site.

Off-site improvements at the existing parking lot to the north of the proposed office development would also facilitate access around and through that facility. Improvements to the parking lot as part of the proposed project would be consistent with the land use and intensity analyzed in the General Plan EIR, and would not physically divide an existing community.

**10b.** The Precise Plan EIR did not identify any significant impacts from a conflict with applicable land use plans, policies, and regulations. The proposed office project is consistent with the site's *North Bayshore Mixed-Use* General Plan land use designation and the current *North Bayshore Precise Plan* zoning, including HOZs.

The existing Shoreline Amphitheater parking lot that would provide 1,200 parking spaces for the proposed office development at the Charleston East site is located outside of the *North Bayshore Precise Plan* area. It is General Plan land use designated *Institutional* and zoned *Public Facility* (PF) and the existing parking lot is considered an allowed use at this location.

For these reasons, the proposed office project, including access improvements at an existing off-site parking lot, would not result in a land use conflict.

**10c.** The Precise Plan area and adjacent parking lot are not located within an area subject to an approved local, regional, or state conservation plan and would not conflict with an applicable plan (as discussed in the responses to questions 4e. and 4f. Therefore, the proposed office project and off-site parking lot modifications would have no impact.

### **Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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.
<b>11. MINERAL RESOURCES.</b> <b>Would the Project:</b>					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	General Plan FEIR; pages 325, 331	No	No	No	No
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?	General Plan FEIR; pages 325, 331	No	No	No	No

**Discussion:**

**11a.-b.** Based on the General Plan EIR, 2007 MND, 2011 Addendum, and the State of California maps of aggregate resources, there are no minerals or aggregate resources of statewide importance located within Mountain View. There are no natural gas, oil, or geothermal resources identified in or adjacent to Mountain View. The site is in an urban area and there are no locally-important mineral resources identified by the 2030 General Plan.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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.
<b>12. NOISE.</b> <b>Would the project result in:</b>					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?	Draft Precise Plan EIR, pages 131-132	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Draft Precise Plan EIR, pages 132-133	No	No	No	N/A
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft Precise Plan EIR, pages 133-134	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Draft Precise Plan EIR, pages 134-136	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Draft Precise Plan EIR, pages 244-249	No	No	No	N/A



f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Draft Precise Plan EIR, pages 244-249	No	No	No	N/A
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**Discussion:**

***Office Development Project and Off-Site Parking Lot***

The Precise Plan area, including the project site, are subject to transportation-related noise from traffic on surrounding roadways and aircraft overflights from Moffett Federal Airfield and (to a lesser extent) the Palo Alto Airport, as well as larger regional airports in San Jose and San Francisco. Highway 101, which borders the Precise Plan area to the south, represents a substantial source of noise for the southernmost portion of the Precise Plan area. The northern portion of the Precise Plan area near Shoreline at Mountain View Regional Park, including the proposed project site, as well as the off-site parking lot, are substantially quieter, except during time periods when special events occur nearby at Shoreline Amphitheater.

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

Based on the General Plan, projected future noise levels throughout most of the Precise Plan Area are estimated to be between the 60 and 70 dBA Day-Night Average Noise Level in Decibels (L<sub>dn</sub>) contours at build-out of the General Plan. Standard office construction normally provides 30 dBA of noise reduction in interior spaces.

The 2007 MND and 2011 Addendum studied potential site-specific noise impacts. That analysis concluded that the project would not result in significant impacts, provided that mitigation measure NOISE-1 (limiting construction noise) was implemented. The Precise Plan EIR concluded that noise impacts would be less than significant with compliance with noise-related General Plan policies and standard city conditions of approval, which are described below. These policies and conditions would supersede mitigation measure NOISE-1.

**12a.** The Precise Plan EIR and General Plan EIR identified a less than significant impact to future development projects from ambient noise, assuming compliance with General Plan policies NOI 1.1, NOI 1.2, NOI 1.3, NOI 1.4, and NOI 1.7, as well as implementation of the following City of Mountain View standard condition of approval.

### **Standard Condition of Approval:**

- **SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS:** A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dB(A)  $L_{dn}$  or lower. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans, and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise.

**12b.** The project site and off-site parking lot are not adjacent to structures that would be sensitive to groundborne vibration during construction. Therefore, no mitigation measures are required, and the project would not result in a new or substantially increased significant impact.

**12c.** The proposed project would comply with General Plan policies NOI 1.1, 1.3, and 1.4. With the overall reduction of vehicle trips through the implementation of a TDM plan, the project would also comply with General Plan Policy NOI 1.5 (Reduce the noise impacts from major arterials and freeways). The project site is located approximately 1,800 feet west of the nearest sensitive receptor at the Santiago Villa Mobile Home Park; therefore, any site-specific increase in noise would not impact residences due to the distance of separation. For these reasons, no mitigation measures to reduce project traffic-related noise or other operational noise are required, and the project would not result in a new or substantially increased significant impact than those described in the Precise Plan EIR and General Plan EIR.

**12d.** Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. Where noise from construction activities exceeds 60 dBA  $L_{eq}$  and exceeds the ambient noise environment by at least five dBA  $L_{eq}$  at noise-sensitive uses in the project vicinity for a period exceeding one year, the impact would be considered significant.

Construction activities would include demolition, site preparation, excavation, grading, trenching, building construction, paving, and architectural coating. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

Noise levels could exceed 60 dBA  $L_{eq}$  at times during project construction. While noise impacts at the Santiago Villa Mobile Home Park are not anticipated due to its distance from the proposed project (approximately 1,800 feet), construction activities would still be required to be conducted in accordance with the provisions of the City's Municipal Code, which limits construction work between the hours of

7:00 a.m. and 6:00 p.m. Monday through Friday and prohibits construction on weekends and holidays. Additionally, the City would require construction crews to adhere to the following construction best management practices as standard conditions of approval to reduce construction noise levels emanating from the site and to minimize potential disruption and annoyance at noise-sensitive receptors in the project vicinity. The implementation of these reasonable and feasible controls would reduce construction noise levels emanating from the site by five to 10 dBA in order to minimize disruption and annoyance. With the implementation of these controls, as well as the Municipal Code limits on allowable construction hours, and considering the substantial distance to noise-sensitive uses, the impact would be less than significant.

With incorporation of the following standard conditions of approval, the proposed office development project, including improvements to the existing, off-site parking lot, would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and *General Plan and Greenhouse Gas Reduction Program EIR*.

**Standard Conditions of Approval:**

- **CONSTRUCTION NOISE PLAN:** Implement a construction noise control plan, including, but not limited to, the following available controls:
  - Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
  - Unnecessary idling of internal combustion engines should be strictly prohibited.
  - Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used. Any enclosure openings or venting shall face away from sensitive receptors.
  - Utilize “quiet” air compressors and other stationary noise sources where technology exists.
  - Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
  - Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
  - Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
  - The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 500 feet of the project site of the construction schedule in writing, prior to construction. A copy of the notice and the mailing list shall be submitted prior to issuance of building permits.
- **CONSTRUCTION NOISE REDUCTION:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of

temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

- **DISTURBANCE COORDINATOR:** The project applicant shall designate a disturbance coordinator who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.
- **WORK HOURS:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. At the discretion of the Chief Building Official, the general contractor or the developer may be required to erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.

**12e, f.** Moffett Federal Airfield is a joint civilian/military airport located approximately 1.20 miles east of the project site. According to the Moffett Federal Airfield Airport Land Use Plan 2022 Aircraft Noise Contour map, the project site is located outside the 65 dBA Community Noise Equivalent Level (CNEL) noise contour. Noise from aircraft would not substantially increase ambient noise levels at the project site or off-site parking lot, and interior noise levels resulting from aircraft would be compatible with the proposed project.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impacts compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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.
<b>13. POPULATION AND HOUSING.</b> <b>Would the Project:</b>					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Draft Precise Plan EIR, pages 52-53	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Draft Precise Plan EIR, pages 52-53	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Draft Precise Plan EIR, pages 52-53	No	No	No	N/A

**Discussion:**

***Office Development Project and Off-Site Parking Lot***

The project would include the construction of a 595,000 square foot office development. The project would generate approximately 2,575 of the 13,346 employees assumed for build-out of the Precise Plan. There are no existing residents or employees on the project site. The project would utilize 1,200 spaces at an existing off-site parking lot north of the office development site. Improvement and use of the parking lot would not displace jobs or housing because none exist at this location.

The 2007 MND and 2011 Addendum studied site-specific potential population and housing impacts and concluded that impacts would be less than significant with no mitigation required. The Precise Plan EIR also concluded that impacts would be less than significant.

**13a:** The project site is within the Precise Plan area and is consistent with the Precise Plan’s development assumptions, in that the project would not cause the number of jobs or employees to exceed projections in the Precise Plan EIR. The project would, therefore, not contribute to substantially

worsening the jobs/housing ratio beyond that identified for the Precise Plan EIR. The project would result in an approximately 850-foot-long extension of Joaquin Road (connecting East Charleston and Amphitheater Parkway); however, this improvement would link two existing public streets and would not directly or indirectly result in population growth. Thus the project would not result in substantial population growth in the area beyond the growth identified in the Precise Plan EIR.

Use of existing off-site parking lot by the project would not increase the jobs or employees at the site or induce unplanned growth elsewhere.

**13b-c:** The project site is vacant and the off-site parking lot does not contain housing; therefore, it would not displace people or housing nor necessitate the construction of replacement housing elsewhere.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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.
<b>14. PUBLIC SERVICES.</b> <b>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:</b>					
Fire protection?	Draft Precise Plan EIR; pages 307-308	No	No	No	N/A
Police protection?	Draft Precise Plan EIR; pages 308-309	No	No	No	N/A
Schools?	Draft Precise Plan EIR; page 306	No	No	No	N/A
Parks?	Draft Precise Plan EIR; pages 308-309	No	No	No	N/A
Other public facilities?	Draft Precise Plan EIR; page 306	No	No	No	N/A

**Discussion:**

Consistent with the 2007 MND, and 2011 Addendum, and Precise Plan EIR, development of the proposed project would incrementally increase the use of public facilities; however, impacts would be less than significant. Modifications to pedestrian, ADA, and bicycle access and continued use of the existing parking lot north of the project site would also have less than significant impacts to public services.

***Fire Protection***

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 75,275 and an area of 12 square miles.

Consistent with the build-out of the Precise Plan and 2030 General Plan, the proposed project and off-site improvements would be constructed to current California Fire Code standards, and would not increase the urban area already served by the MVFD. The proposed project is consistent with the growth projected in the Precise Plan and General Plan, and the MVFD does not anticipate the need to construct

a new fire station to accommodate build out of the project. For these reasons, the proposed project's incremental demand for fire services would not result in the need to expand or construct new fire facilities. The project would comply with General Plan policies PSA 1.1 and PSA 3.1, which are intended to reduce impacts to emergency response times. The proposed project would not substantially impact the provision of fire protection and rescue response, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the proposed project and off-site improvements would have a less than significant impact on fire services and facilities.

### ***Police Services***

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 95 sworn and 49.5 non-sworn personnel.

The proposed office development and off-site parking lot improvements would be designed and constructed in conformance with current codes and requirements, and would be reviewed by the City of Mountain View. The proposed project would not increase the urban area already served by the MVPD and is consistent with growth projected in the Precise Plan and General Plan. The proposed project would comply with General Plan policies PSA 1.1, PSA 2.1, PSA 2.2, and PSA 2.3, which are intended to reduce impacts to emergency response times. The proposed project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the project's incremental demand for police services would not result in the need to expand or construct new police facilities.

### ***Parks***

Consistent with the Precise Plan EIR, the increase in employees may incrementally increase the use and demand for park facilities in the Precise Plan area, since workers generated from the project may utilize the parks and open space amenities during breaks or after work. This incremental increase would be considered less than significant, since the existing parks are adequate to accommodate additional users. Improvements to the existing off-site parking lot would not result in additional employees or residents that might increase park facility demand.

The project would include public open space areas and outdoor terraces, which would reduce the employee use of the existing parks in the area. The project proposes new sidewalks, bicycle lanes, pedestrian paths, which would be installed along project frontages. Open plazas and exercise areas would be installed on the project site. New trees and landscaping would be installed on the sides of the building and the street. Given the existing parks are adequate to serve the project, and the project would be in compliance with the Precise Plan by providing connections to Charleston Park and creating green spaces, the project would not result substantial deterioration of existing parks in the project area.

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



***Schools and Other Public Facilities (Libraries)***

The project does not include new residences; therefore, it would not result in an increase in demand for schools or libraries.

**Conclusion:**

The proposed office development project and off-site improvements would incrementally increase the use of public facilities; however, it would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.

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.
<b>15. RECREATION.</b>					
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?	Draft Precise Plan EIR, pages 308-309	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?	Draft Precise Plan EIR, pages 308-309	No	No	No	N/A

**Discussion:**

The City of Mountain View currently owns 972 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The Precise Plan area, including the current project site, is located within the North Bayshore Planning Area of the City of Mountain View *2014 Parks and Open Space Plan*. Parks located within this planning area include Shoreline at Mountain View Regional Park, Charleston Park, Stevens Creek Trail, Permanente Creek Trail, and a community dog park. Charleston Park is a 6.5-acre park located on 1500 Charleston Road, immediate adjacent to the west of the project site. Charleston Park is the only public park located within the Precise Plan area, and is the nearest park/open space facility to the project site. Charleston Park contains meandering walking paths, grass fields, and sitting areas.

Shoreline Park is located northwest of the proposed office development site and is immediately west of the existing Shoreline Amphitheater parking lot (which would be improved and 1,200 parking spaces utilized as part of the project). Shoreline Park is a 750-acre recreational facility containing paved trails, wildlife observation areas, a golf course, children's play area, kite flying area, and dog park.

The project would include open space areas along the Charleston Road and Amphitheater Parkway frontages, which would include landscaped outdoor exercise areas and a large plaza with seating. As described previously, the project proposes new sidewalks, bicycle lanes, pedestrian paths, which would

be installed along all four project frontages, including the Joaquin Street extension. Pedestrian and bicycle pathways would also be constructed along the off-site parking lot aisle frontages.

The 2007 MND, 2011 Addendum, and Precise Plan EIR, concluded that impacts recreation-related would be less than significant.

**15a.** The project would include open space areas and new bicycle and pedestrian pathways, which may reduce the employee use of the existing parks in the area. The project would comply with Chapter 3.9, On-site Open Space of the Precise Plan (pages 60 and 61), which includes guidelines and standards for the future parks and open space network in the North Bayshore area. Given that the existing parks are adequate to serve the project, and the project would provide recreational areas in compliance with Section 3.9, On-site Open Space of the Precise Plan, substantial deterioration of existing parks in the project area would not occur. For these reasons, the project would result in a less than significant impact on existing park and recreational facilities.

Based on the Precise Plan EIR estimated land use densities for office use and the proposed office building square footage, the proposed project would generate approximately 2,575 employees. The proposed improvement and use of the existing, off-site parking lot would not generate any new employees because the parking lot would serve the employees of the proposed office building. The proposed project's increase in employees may incrementally increase the use and demand for park facilities in the Precise Plan area, as workers may utilize the parks and open space amenities during breaks or after work. Consistent with the conclusions of the Precise Plan EIR, this incremental increase would be considered less than significant, since the existing parks are adequate to accommodate additional users.

**15b.** Given that the proposed project is consistent with the land use assumptions contained within the Precise Plan EIR and that improvements to the off-site parking lot would not generate additional residents or employees, existing parks are adequate to accommodate the project's employees and implementation of the proposed project would not require the expansion of existing recreational facilities. The project would, therefore, not result in the construction and/or expansion of recreational facilities that would adversely affect the environment.

**Conclusion:**

The proposed office development and improvement of an existing off-site parking lot would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, and 2011 Addendum, and General Plan EIR.

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.
<b>16. TRANSPORTATION/TRAFFIC.</b>					
<b>Would the project:</b>					
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Draft Precise Plan EIR, pages 92-122, 314-339	No	No	No	Yes
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Draft Precise Plan EIR, pages 92-122, 314-339	No	No	No	Yes
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Draft Precise Plan EIR, pages 92-122, 314-339	No	No	No	N/A

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Draft Precise Plan EIR, pages 92-122, 314-339	N/A	N/A	N/A	N/A
e. Result in inadequate emergency access?	Draft Precise Plan EIR, pages 92-122, 314-339	No	No	No	N/A
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Draft Precise Plan EIR, pages 92-122, 314-339	No	No	No	N/A

**Discussion:**

***Office Development Project***

The discussion in this section is based on the *Site Specific Traffic Analysis 2000 North Shoreline Boulevard* (SSTA), prepared by Fehr & Peers (January 2017). The SSTA is included with this checklist as Appendix D. The SSTA was prepared to determine if the 2000 North Shoreline (Charleston East) Project would have new or substantially more severe impacts (requiring new mitigation) than what was previously disclosed in the certified Precise Plan EIR, and to determine if there has been a change in circumstances as compared to the Precise Plan EIR.

Prepared concurrent with the project-specific SSTA, the City of Mountain View is developing a future transportation improvement plan (known as the Gateway Study) that prioritizes, designs and constructs transportation improvements. The City policies set forth in the *North Bayshore Precise Plan* state that development projects will contribute funding to these transportation improvements. The project is responsible for implementing focused vehicle operational improvements at impacted intersections identified in the SSTA, and contributing its fair share towards the planned North Bayshore area transportation improvements, through payment of the North Bayshore Development Impact Fee.

The project proposes to implement a Transportation Demand Management (TDM) Plan that outlines the approach that the project would take to reduce vehicle trips to achieve a 45 percent single-occupant vehicle rate for employees commuting to and from the site in the AM peak period, to spread demand across time, and to make the most efficient use of the *North Bayshore Precise Plan* area gateways by shifting travel demand to gateways other than Shoreline Boulevard. The TDM Plan applicable to the project site is included as Appendix E.

***Off-Site Parking Lot Improvements***

Improvements to the off-site parking lot to be utilized by the project consist of the addition of new pedestrian, ADA, and bicycle paths, as well as new elevators/lifts. These improvements would be

designed to provide for safe circulation and to minimize conflicts between vehicles, pedestrians, and bicycles using the facility.

**16a-b. Intersections:** As described within the SSTA, roadway traffic operations were evaluated for the peak AM and PM commute hours during a typical mid-week day during the morning (7:00 AM to 10:00 AM) and evening (4:00 PM to 7:00 PM) peak periods at the study intersections. The operations analysis is based on traffic counts collected between June 2015 and June 2016. The morning peak hour was found to be 8:30 AM to 9:30 AM and the evening peak hour was found to be 5:00 PM to 6:00 PM.

The trip distribution was developed using the Mountain View Travel Demand Model, which takes into account the known distribution of Google employee residence locations. Google employee residence location zip code data and anecdotal Google employee mode split by residence location information was used to estimate the vehicle distribution. For example, while a large number of Google employees live in San Francisco, a vast majority of these employees use Google shuttle service.

The results of the traffic study show the following five intersections would be significantly impacted by project traffic, based on the City's criteria for determining impacts. The intersections noted below were previously identified as impacted within the Precise Plan EIR:

- Intersection 8: Rengstorff Avenue/Highway 101 Southbound Ramps (LOS F in the AM peak hour)
- Intersection 14: Shoreline Boulevard/Charleston Road (LOS E in the PM peak hour)
- Intersection 17: Shoreline Boulevard/Plymouth Street (LOS F, AM and PM peak hours)
- Intersection 18: Shoreline Boulevard/Pear Avenue (LOS F, AM and PM peak hours)
- Intersection 19: Shoreline Boulevard/La Avenida Avenue-Highway 101 Northbound Ramps (LOS F, AM and PM peak hours)

The conditions of approval for the 1625 Plymouth Street project (Broadreach) require the implementation of the mitigation measures for Intersections 8, 17 and 18 (specifically, providing a westbound left turn lane at Intersection 18). The Microsoft Silicon Valley Campus will be fully responsible for funding the northbound right turn lane at Intersection 18 with 300 feet of storage.

No operational improvements are required as part of the project for Intersection 19; rather, improvements will be developed for this intersection and ramp system as part of the *North Bayshore Precise Plan* Transportation Impact Assessment and Transportation Improvement Project List. The project will contribute to the funding of priority projects included within the Transportation Improvement Project List, which is currently being defined by the City of Mountain View within the Gateway Study. The Gateway Study will address operations at Intersection 19 and the project would contribute toward the funding of improvements through payment of the North Bayshore Development Impact Fee.

Improvements to Intersection 14 outlined below would be required as part of the 2000 North Shoreline Boulevard project. Final improvements will be determined by the City of Mountain View, with consideration of these potential project-specific improvements within the context of the larger Gateway Study:

- Intersection 14 - Shoreline Boulevard/Charleston Road: - Restripe the eastbound approach to include one left-turn only lane, one through lane, and one right-turn only lane. Modify the signal to include an overlap phase. These improvements would restore acceptable operations (LOS D in the PM peak hour).

**Freeways:** The Precise Plan EIR identified significant impacts to freeway segments in the project vicinity under both project and cumulative conditions.

The SSTA shows that the proposed project would increase motor vehicle traffic and congestion (as also previously disclosed within the Precise Plan EIR), and project impacts would be significant and unavoidable based on significance criteria. The Precise Plan EIR describes the degradation in LOS on the freeway system caused by the 3.4 million square feet of new development in the Precise Plan, of which the proposed project at 2000 North Shoreline Boulevard would be a part. The Mountain View City Council adopted a Statement of Overriding Considerations in December 2014 overriding the significant unavoidable impacts to freeways disclosed in the Precise Plan EIR; therefore, no freeway improvements are recommended as part of this project.

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

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

**16e.** The proposed project would be consistent with the Precise Plan EIR, and would not result in inadequate emergency access.

**16f. Bicycles and Pedestrians:** The project is expected to generate new bicycling and walking trips throughout the day. Bicycle trips may include commute trips and work-related, dining, shopping and recreation trips made throughout the day by employees and visitors at the site. Bicycling is facilitated by Google's GBikes, EBikes and VBikes systems, and the proposed project includes both short-term and long-term secured bicycle parking on site. Walking trips would be made throughout the day as well, and it is possible that some commute trips may be made on foot to work-related destinations.

The proposed project's payment of the North Bayshore Development Impact Fee will contribute to the funding of several important *North Bayshore Precise Plan* Transportation Improvement Projects (TIPs) benefitting bicycling and walking trips generated by the project, including TIP #2, #4, #5, #7, #8, #13, #14, #15, #16, #17, #18, #21, #22, #23, #24, #25, #30, #31, #33, and #36.

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

**Transit:** Under Existing with Project Conditions, implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the North Bayshore

area. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability. This impact was described in the Precise Plan EIR.

Fixed-route bus services operate along North Shoreline Boulevard and Charleston Road with stops located within walking distance of the site. Rail service also operates within a short shuttle ride of the North Bayshore area. In addition to the project's proposed shuttle service, increasing frequency and/or capacity of the public bus service could mitigate this impact. The addition of passengers from the project would increase demand on the private and public transit systems. Increasing frequency and/or capacity of the bus service could mitigate the effects of the new demands above provided or planned capacity. This effort to increase transit capacity would likely be a partnership between the City of Mountain View Transportation Management Association (TMA) and VTA. The stated purpose of the City of Mountain View TMA is to address concerns of the TMA members and the community to reduce congestion and improve connectivity.

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

The project will contribute to the implementation of the transit-supporting projects in the Precise Plan Transportation Improvement Project List through its payment of the North Bayshore Development Impact Fee. Based on the above assessment, while the project will add transit riders to the various transit services in the North Bayshore area, it would not disrupt existing or interfere with planned transit services or facilities.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, and 2011 Addendum, and General Plan EIR.



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.
<b>17. UTILITIES AND SERVICE SYSTEMS.</b> <b>Would the project:</b>					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Draft Precise Plan EIR, pages 292-295	No	No	No	N/A
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Draft Precise Plan EIR, pages 292-295	No	No	No	N/A
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Draft Precise Plan EIR, pages 295-296	No	No	No	N/A
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Draft Precise Plan EIR, pages 290-292	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Draft Precise Plan EIR, pages 292-295	No	No	No	N/A

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Draft Precise Plan EIR, pages 296-297	No	No	No	No
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Draft Precise Plan EIR, pages 296-297	No	No	No	No

**Discussion:**

***Office Development Project***

The discussion in this section is based in part on the *Google Charleston East Utility Impact Study* prepared by Schaaf & Wheeler on January 17, 2017. This report is included as Appendix F.

***Off-Site Parking Lot***

Improvements to the off-site parking lot used by the project consist of the addition of new pedestrian, ADA, and bicycle paths and elevator/lifts. It is not anticipated that use of the off-site parking lot would result in the creation of additional wastewater or solid waste because there would be no new buildings or additional employees at the parking lot. The parking lot is not expected to require additional water supplies as landscaped areas to be replanted are already irrigated. The modifications at the off-site parking lot included in the project would result in limited amounts of additional stormwater runoff (from new paving for ADA ramps and pedestrian and bicycle pathways).

**17a., b., e.** Project sewer flow would discharge into the City sewer mains in Amphitheatre Parkway, North Shoreline Boulevard, and Charleston Road. Sewage entering the City system flows into the Central Trunk in North Shoreline Boulevard and then to the Shoreline Sewer Pump Station. The sewer system has sufficient capacity under existing and future cumulative conditions. The future cumulative condition assumes all capital improvement projects have been constructed. No sewer deficiencies were identified downstream of the project site, though one segment of the Central Trunk (immediately upstream of the confluence with the East Trunk) is close to design capacity in the future cumulative condition.

The Precise Plan EIR did not identify a significant impact to wastewater treatment facilities or sanitary sewer infrastructure, although the quantity of wastewater would be increased over the existing condition because the office development site is currently vacant. Future development under the Precise Plan is required to contribute to a funding program for capital improvements to the sanitary sewer system, and would be required to comply with the standards and guidelines of the Precise Plan. Based on the utility impact study prepared for the proposed project, wastewater generation and the impacts on the sanitary sewer system would be within the anticipated overall increase for the Precise Plan area. The project will be required to contribute to a funding program for capital improvements to the sanitary sewer system.

**17c.** As described in Section 9, the proposed office project and off-site parking lot improvements would develop and increase the amount of impervious surfaces. The Precise Plan builds on the C.3 provisions for the installation of stormwater treatment controls, adding requirements for higher

treatment levels for stormwater and accelerating reduction in trash loads. The project would comply with those standards and guidelines in the Precise Plan and would implement General Plan policies and city conditions of approval related to stormwater control as part of the office development and at the off-site parking lot.

The proposed office project proposes diversion and collection of rainwater from the roof canopy structure into three rainwater cisterns. Each cistern would be equipped with an overflow that would bubble-up at grade and flow into biotreatment areas. Project plans also include site stormwater diversion and collection into three vaults, where the water would then be pumped to an on-site treatment facility for use to irrigate site landscaping. Each stormwater vault would be equipped with an overflow pipe that would discharge into the City storm drainage system at Amphitheatre Parkway, North Shoreline Boulevard, and Charleston Road. Runoff from the Amphitheatre Parkway storm drain connections would be conveyed west to the Amphitheatre pump station, which pumps storm water into Permanente Creek. Runoff from the North Shoreline Boulevard and Charleston Road connections would be conveyed east to an outfall discharging into the Charleston Detention Pond, where flows would be pumped into Stevens Creek.

There are no existing storm drain capacity deficiencies identified in the utility impact study, as described within Appendix F. Additionally, the Precise Plan EIR did not identify a significant impact to wastewater treatment facilities. Although the office development project and off-site parking lot modifications would increase the impervious area compared to existing conditions, the increases in anticipated runoff to the City’s storm drainage system would be offset through the previously described system of on-site rainwater capture and treatment and compliance with stormwater-related General Plan policies and City standard conditions of approval.

**17d.** A new City water main is proposed as part of the project to connect between the existing main in Amphitheatre Parkway and the main in Charleston Road, aligning with the new public street connecting Joaquin Road and Bill Graham Parkway. A domestic water service connection would connect to the existing City main in North Shoreline Boulevard. A proposed fire service connection would also connect to the water main in North Shoreline Boulevard. The Water Supply Assessment prepared for the Precise Plan EIR found that sufficient water supplies would be available for future development under the Precise Plan. The current proposed project is consistent with the development envisioned under the Precise Plan, and would be required to implement standard City water conservation measures as conditions of approval.

The Precise Plan requires that new construction install the necessary infrastructure to connect to the City’s recycled water system, if there is a system adjacent to the property. The existing site is supplied with non-potable municipal recycled water. The proposed, on-site recycled water system would connect to the municipal recycled water system. Recycled water would be blended with treated rainwater for irrigation purposes.

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

**17f., g.** The project site is currently undeveloped, and the proposed project would add approximately 595,000 square feet of office uses resulting in an increase in the generation of solid waste. With incorporation of the following City standard condition of approval, the proposed office development project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR.

**Standard Conditions of Approval:**

- **NORTH BAYSHORE WASTE HANDLING:** Appropriate handling of food waste is required in the North Bayshore area to preserve the health and safety of important wildlife, while reducing nuisance wildlife such as gulls, crows, ravens, jays, skunks, and raccoons. Thus, all properties with food service and/or food waste, in small or large quantities, must incorporate the following measures into their respective building and trash/recycling design included in the building permit plans, as applicable:
  - All waste shall be collected into a central corral area, where separate garbage, recycling, and composting bins will be kept. A separate tallow container, used for collection of cooking oil and grease to be recycled or disposed of, shall be provided as well. Any bins used for cooking oil/grease, composting, and food waste shall include lids that seal tightly to prevent access by animals and incorporate a mechanism to prevent them from being inadvertently left open when not in active use. This waste bin corral shall be cleaned regularly.
  - Indoor washing facilities for waste cans, mats, and mops shall be provided, thus avoiding the potential for bits of food waste to be deposited outdoors (where nuisance species can access them) as these items are cleaned.
  - Outdoor trash and recycling receptacles (e.g., in any outdoor eating or gathering areas) shall be routinely emptied throughout the day and during evening cleaning by the janitorial service, thus ensuring that cans do not fill up and allow food waste to spill out.
  - Signs shall be placed on dumpsters reminding users to close the lids so that they will not be inadvertently left open.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, and 2011 Addendum, and General Plan EIR.

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.
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b>					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?	Draft Precise Plan EIR, pages 341-344; General Plan FEIR, pages 446-454, and 470-476	No	No	No	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Draft Precise Plan EIR, pages 313-348; General Plan FEIR, cumulative impact discussion in each resource area section	No	No	No	Yes

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Draft Precise Plan EIR	No	No	No	Yes
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**Discussion:**

**18a.** Biological resources and cultural resources are discussed in Sections 4 and 5 of this checklist. The project and off-site parking lot Improvements for pedestrian and bicycle access would not result in substantial impacts to these resource areas.

**18b.** The potentially cumulatively considerable impacts are discussed below. Refer to the individual sections of this checklist for a summary of the proposed project impacts.

Cumulative Air Quality Impacts: The Precise Plan EIR would increase vehicle miles traveled (VMT) at a rate greater than the projected population increase and could contribute to or result in a violation of air quality standards for criteria pollutants (as previously identified in the General Plan EIR), and identified a significant unavoidable cumulative air quality impact. The proposed project individually, however, would not make a cumulatively considerable contribution to this impact because the BAAQMD thresholds for criteria pollutants would not be exceeded during construction or operation of the project.

With the implementation of standard measures to reduce construction and operational impacts, the project (including off-site parking lot improvements) would not result in a cumulatively considerable construction air quality impact, and would not result in new or greatly increased air quality impacts from construction, toxic air contaminants or odors.

Cumulative Biological Resources Impacts: The proposed project and other development in the *North Bayshore Precise Plan* area (as well as the off-site parking lot improvements) would comply with standard conditions of approval that would reduce impacts to biological resources, including nesting birds, burrowing owls, and trees. Thus the project would not result in a significant contribution to cumulatively considerable biological impacts.

Cumulative Greenhouse Gas Emissions Impacts: The Mountain View Greenhouse Gas Reduction Program (GGRP) is consistent with the goals of AB 32 and meets all of the standards consistent with the requirements of qualified GHG Reduction Strategies. Therefore, consistent with State CEQA Guidelines, all future projects that are consistent with the adopted GGRP and General Plan, including the proposed project, would not contribute to a cumulatively considerable impact related to GHG emissions.

Cumulative Hazardous Materials Impacts: Hazardous materials source issues are generally site-specific, although the project site is impacted by the Teledyne-Spectra plume, which extends over a portion of northern Mountain View. Development of the project site, however, would not make a cumulatively considerable contribution to hazardous materials impacts associated with this contaminated site or other contaminated sites in Santa Clara County. Therefore, the implementation of the proposed project

(including improvements to the existing off-site parking lot) would not result in a cumulatively considerable hazards and hazardous materials impact.

Cumulative Hydrology and Water Quality Impacts: Development associated with The Precise Plan, along with other new developments in Mountain View, may place offices, housing, and other structures in flood-hazard areas that could result in cumulative flooding impacts. Through compliance with existing federal and state regulations, as well as General Plan policies, the proposed project and off-site parking lot improvements would not result in a cumulatively considerable flooding impact. By complying with existing regulations for stormwater volume and quality and General Plan policies relating to water quality, the proposed project would not contribute significantly to a cumulative considerable hydrological or water quality impact.

Cumulative Land Use Impacts: The proposed project would be consistent with the Precise Plan standards and guidelines for site design and land use compatibility, and General Plan policies to reduce significant land use impacts. Therefore, the proposed office project would not contribute significantly to a cumulatively considerable land use impact.

Cumulative Noise Impacts: The General Plan EIR identified a significant and unavoidable noise impact and a cumulatively considerable contribution to the regional ambient noise conditions from increases in traffic noise levels. The proposed project would result in slightly increased noise levels, as a part of overall development in the Precise Plan area. Through compliance with applicable General Plan policies and City standard conditions of approval, development projects in the Precise Plan area and adjacent areas would minimize noise impacts and would not result in any new or greater cumulative impacts than were previously identified in the General Plan EIR because development in the North Bayshore area was considered in that analysis. Through compliance with these applicable General Plan policies and standard conditions of approval, the proposed project would minimize noise impacts and not contribute to a considerable cumulative impact.

Cumulative Transportation and Traffic Impacts: Cumulative impacts related to transportation and circulation issues are addressed in the Precise Plan EIR within Section 3.2. The proposed project is consistent with the Precise Plan, and would not exceed the Precise Plan's contribution to the cumulative transportation impacts identified in the previous EIR. Pedestrian and bicycle access improvements and use of the existing parking lot is consistent with the General Plan and would not contribute to a cumulative traffic impact because the parking lot is not a vehicle trip generator; rather, it serves uses allowed under the Precise Plan.

Cumulative Utilities Impacts:

- **Water Supply:** As described in the Precise Plan Water Supply Assessment, the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under a Normal Year scenario through 2035. In a recent update, the 2015 Urban Water management Plan concluded that there would be sufficient water supplies for planned development in Mountain View. Therefore, implementation of the Precise Plan would not make a significant cumulative contribution to impacts on water supply, and cumulative water supply impacts would be less than significant. Since the proposed project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.

- **Wastewater Services:** Implementation of the Draft General Plan would generate additional wastewater treatment demand for the entire service area. As described in the General Plan EIR, the Palo Alto Regional Water Quality Control Plant, which serves surrounding communities such as Los Altos, Los Altos Hills, and Palo Alto, has sufficient capacity for current dry and wet weather loads and for future load projections, and there are no plans for expansion of the plant. Therefore, implementation of the Precise Plan, together with the General Plan build-out, would not make a significant cumulative contribution to impacts on wastewater treatment demand, and cumulative wastewater impacts would be less than significant. Since the proposed project is consistent with the Precise Plan, the project would not make a contribution to a significant cumulative impact.
- **Stormwater and Solid Waste:** The Precise Plan EIR did not identify a significant cumulative impact to stormwater or solid waste facilities, and since the proposed office project is consistent with the Precise Plan, it would also not make a contribution to a significant cumulative impact. With compliance with General Plan policies and City standard Conditions of approval, it is not anticipated that the minor amounts of new paving associated with ADA and pedestrian access improvements at the off-site parking lot would contribute to a cumulative impact with regard to stormwater.

**18c.** The Precise Plan EIR and General Plan EIR evaluated impacts to humans, including aesthetic and visual resources, air quality, geology and soils, noise, hazardous materials, public services and recreation, population and housing, mineral resources, hydrology and water quality, and utility and service-system impacts. The proposed project and proposed off-site improvements would contribute to the same impacts identified in the previous EIRs; however, the addition of this office development would not result in any new impacts.

**Conclusion:**

The proposed office development project and off-site improvements would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR, 2007 MND, 2011 Addendum, and General Plan EIR.



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