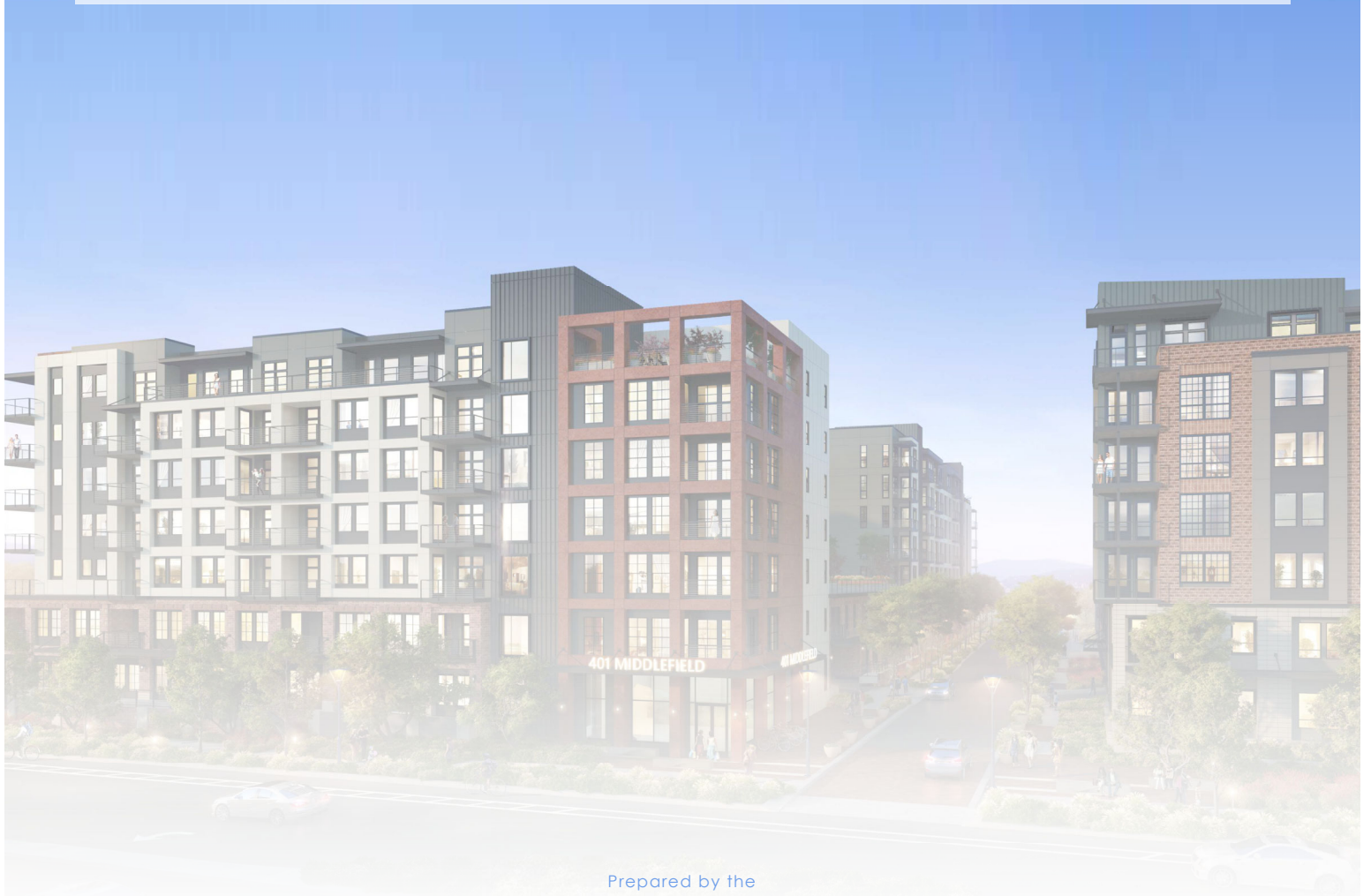


Environmental Checklist

355 East Middlefield Road Residential Project



Prepared by the



CITY OF MOUNTAIN VIEW

In Consultation with



January 2020

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	355 East Middlefield Road Residential Project	FILE NUMBER: PL-2018-206 PL-2018-207
SITE ADDRESS:	355-365, 401, and 415 East Middlefield Road Mountain View, CA 94043	APN: 160-52-013 and -021
APPLICANT:	SummerHill Homes	
OWNER:	SummerHill Homes 777 California Avenue Palo Alto, CA 94304	

Previously Certified EIRs:

- East Whisman Precise Plan Environmental Impact Report (EIR) (2019), SCH #: 2017082051
- Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR (2012) SCH #: 2011012069

PROJECT DESCRIPTION SUMMARY: SummerHill Homes proposes to demolish two industrial buildings, other improvements and trees, and construct 463 residential units (consisting of a mix of 12-Plex Flats, Podium Condominiums, and Podium Apartments) and dedicate 0.38-acre for a future public park on a six-acre site located on the south side of East Middlefield Road, midway between North Whisman Avenue and Ellis Street, within the East Whisman Precise Plan area (APNs 160-52-013, and -021). The project site is bound by East Middlefield Road to the north, industrial/research and development (R&D) buildings to the west and east, and an orchard use to the south.

The four-story, approximately 89,737-square-foot 12-plex flats would be located in three buildings on the southwest corner of the project site and would provide 36 residential units. The seven-story, approximately 327,739-square-foot podium condominium building would be located in the middle of the project site and would provide 157 units. The seven-story, approximately 370,814 square-foot podium apartments building would be located on the eastern portion of the project site and would provide 270 units. Overall, the project would result in a floor-to-area ratio (FAR) of 2.97 and a density of 77 dwelling units per acre (du/ac).

The residential buildings would be served by at grade parking for the 12-plex flats, and a combination of one level of below and above grade, structured parking for the podium condos and apartments, for a total of 588 spaces and a parking ratio of 1.27 spaces per unit. The project would provide 463 long-term and 46 short-term bicycle spaces. Vehicle access to the project would be provided by two driveways on East Middlefield Road and a loop road around the podium condominiums.

Courtyards, paseos, roof decks, and other open space areas, in addition to the 0.38-acre public park in the northwest corner, would provide open space to serve the site. The project site contains 91 trees, including 23 Heritage trees as defined in the City’s Municipal Code. The project would plant

approximately 306 new trees and seven trees would remain in place and/or be relocated (including five heritage trees and two non-heritage trees).

ENVIRONMENTAL SETTING: The proposed project is located in the southwestern portion of the East Whisman Precise Plan (Precise Plan) area of Mountain View. The six-acre site is developed with approximately 84,905 square feet of existing industrial/R&D buildings, as well as landscaping and surface parking lots. Surrounding land uses include industrial/R&D buildings, office buildings, and an agricultural orchard. The project site is served by existing utilities and urban services.

DETERMINATION: This checklist determined that the proposed project would result in either no impact or a less than significant impact than addressed in the East Whisman Precise Plan EIR (2019). The project complies with (California Environmental Quality Act) CEQA, since residential uses at the proposed intensity on the site were analyzed in the Precise Plan EIR.

NO ADDITIONAL IMPACT FINDING: The proposed project is in compliance with CEQA, because the Checklist was prepared pursuant to CEQA Guidelines and found that with implementation of the Precise Plan standards and guidelines, standard City Conditions of Approval, state regulations, and certain mitigation measures identified in the Precise Plan EIR, the proposed addition of up to 463 residential units on the site would not result in any new environmental impacts beyond those previously evaluated and disclosed in the EIR.

Prepared by: Jeff Roche, Senior Planner
Community Development Department

Date: December 6, 2019

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.

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 INTRODUCTION

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

The following Checklist provides information for the decision-makers and the public regarding the City's evidence and reasoning for determining the project's consistency with the assumptions, impacts, and mitigation measures in the East Whisman Precise Plan EIR.

1.2 HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The East Whisman Precise Plan EIR (certified in 2019) evaluated the environmental impacts of the East Whisman Precise Plan (Precise Plan). The Precise Plan area is identified in the Mountain View 2030 General Plan (General Plan) as the East Whisman Change Area.

The adopted Precise Plan consists of City-initiated revisions to the General Plan and zoning ordinance to allow an increase in the intensity of office, commercial, hotel, and residential uses in the Precise Plan area. The Precise Plan is designed to provide a vision and guiding principles, development standards, and design guidelines for the properties in this area, in conformance with the General Plan vision for the East Whisman Change Area.

Specifically, the Precise Plan includes up to 2.1 million square feet of net new office uses (and assumes conversion of approximately 2.2 million square feet of industrial and R&D space to office uses), 100,000 square feet of retail uses, 200 hotel rooms, and 5,000 multi-family residential units (with a goal of 20 percent of the residential units being affordable). The Precise Plan also includes new and enhanced parks, trail corridors, and public streets. The Precise Plan establishes an overall goal of 30 acres of publicly accessible open space to serve the projected 10,000 residents of the Precise Plan area (meeting the City's standard of three acres of dedicated public park land per 1,000 residents).

The Mountain View City Council certified the East Whisman Precise Plan EIR and approved the Precise Plan project in November 5, 2019.

SECTION 2.0 PROJECT INFORMATION

2.1 EXISTING SITE CONDITIONS

The proposed project is located in the Mixed-Use Character Area of the East Whisman Precise Plan area of Mountain View on at 355, 365, 401, and 415 East Middlefield Road (APNs 160-52-013, and -021). The six-acre site is currently developed with approximately 84,905 square feet of industrial/research and development (R&D) buildings, as well as landscaping and surface parking lots. The project site is bounded by East Middlefield Road to the north, industrial/R&D buildings to the west and east, and an orchard to the south.

A regional map and a vicinity map of the site are shown on Figure 2.2-1 and Figure 2.2-2, and an aerial photograph of the project site and the surrounding area is shown on Figure 2.2-3.

2.2 PROPOSED PROJECT

The project proposes to demolish the two existing industrial buildings, other improvements, and remove trees, and construct 463 residential units (consisting of a mix of 12-plex flats, podium condos, and podium apartments) and dedicate 0.38-acre for a future public park (see Figure 2.2-4). Overall the project would result in a 2.97 FAR and a density of 77 du/ac.

2.2.1 12-Plex Flats

The four-story, approximately 89,737-square-foot 12-plex flats would be located within three buildings in the southwest corner of the project site. They would provide a total of 36 units. The units would be located above at-grade tandem parking garages. The maximum height of the buildings would be 50 feet (as shown in Figure 2.2-5).

2.2.2 Podium Condominiums

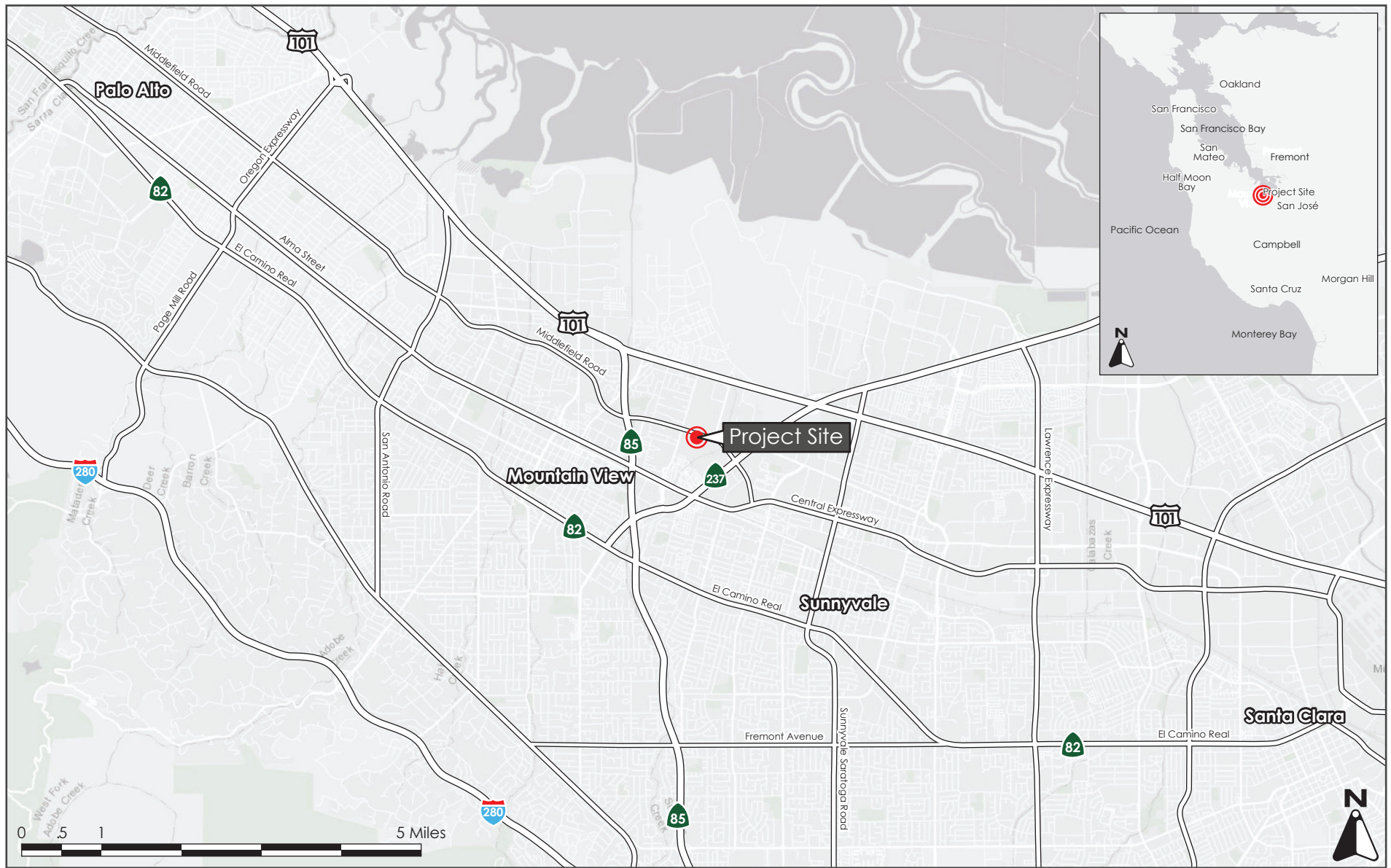
The seven-story, approximately 327,739-square-foot podium condominium building would be located in the middle of the project site and provide 158 units. The units would be wrapped around three levels of parking. The maximum building height would be 90 feet (as shown in Figure 2.2-6).

2.2.3 Podium Apartments

The seven-story, approximately 370,814 square-foot podium apartments building would be located on the eastern portion of the project site and provide 270 units (with 25 percent of the units being affordable). Similar to the podium condominium building, the units would be “wrapped” around three levels of parking, with one level each below-, at-, and above-grade. The maximum building height would be 95 feet (see Figure 2.2-7).

2.2.4 General Plan Designation and Zoning District

The project site is designated East Whisman Mixed-Use in the City’s General Plan. The East Whisman Mixed-Use designation promotes a mix of offices, neighborhood-serving commercial, multi-family residential, lodging, and small businesses in the core of the Precise Plan area and a mix of neighborhood commercial and residential uses in the adjacent Village Center west of North Whisman Road.



REGIONAL MAP

FIGURE 2.2-1



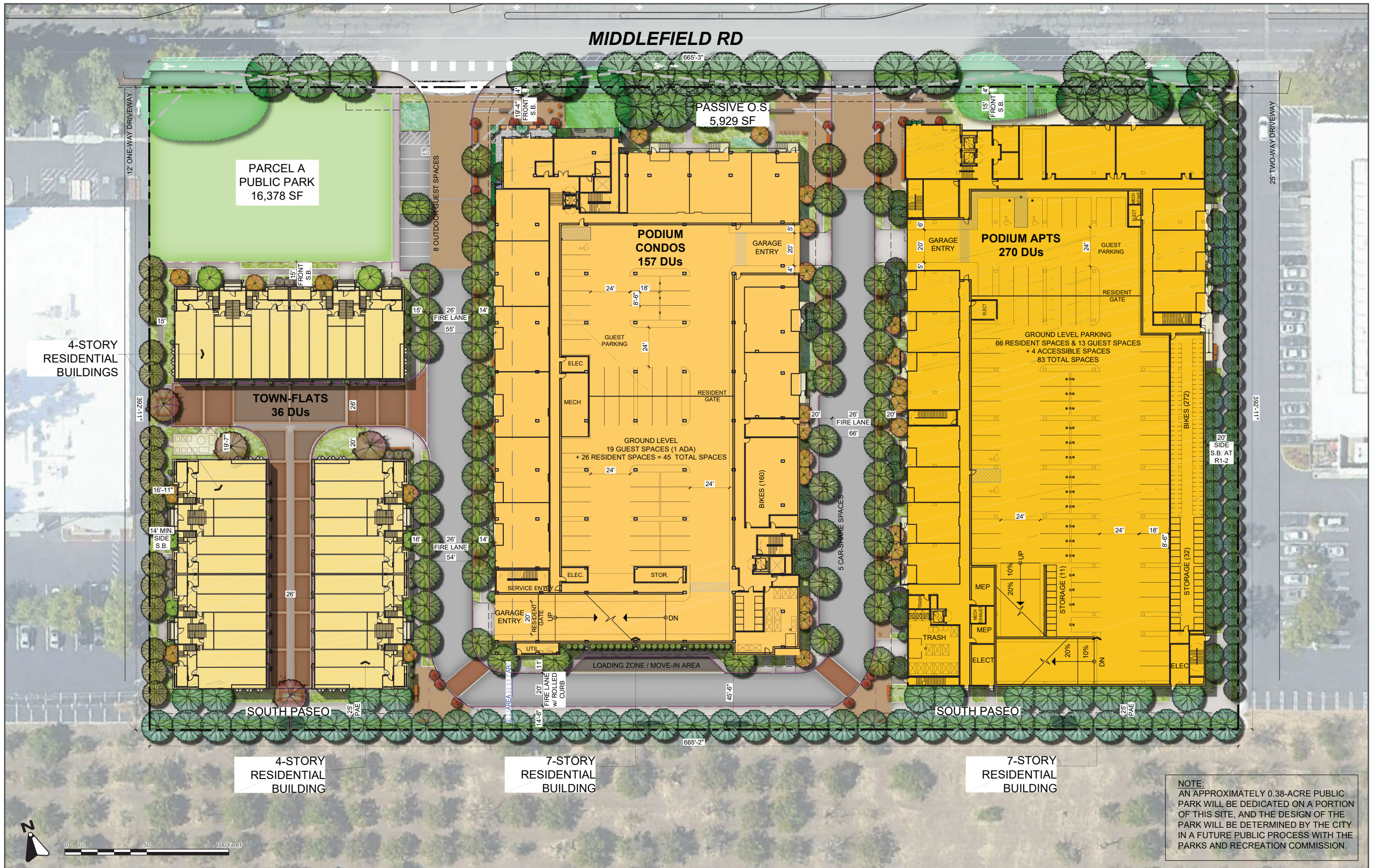
VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3



CONCEPTUAL SITE PLAN

FIGURE 2.2-4



REAR ELEVATION



RIGHT ELEVATION

CONCEPTUAL 12-PLEX FLATS ELEVATIONS

FIGURE 2.2-5



East Elevation
(not to scale)



West Elevation
(not to scale)



East Elevation
(not to scale)

West Elevation
(not to scale)



Up to 5,000 dwelling units are allowed within the Precise Plan area. The project site is zoned P(41) East Whisman Precise Plan. A maximum height of 95 feet and a FAR of 1.00 to 3.50 for residential projects is allowed. The project proposes a FAR of 2.97 and a maximum building height of 93 feet (with 99 feet to the top of the rooftop elevator shaft), consistent with the Precise Plan standards.

The proposed project would exceed the allowed “Base” FAR, which is the highest allowed FAR within a project or master plan area with minimum Precise Plan and Citywide requirements. The proposed project is requesting “Bonus” FAR is the highest allowed FAR within a project or master plan area, as described in Chapter 6 of the Precise Plan. To achieve the maximum height and FAR/intensity of development allowed, residential Bonus FAR projects must meet the requirements for higher building-level sustainability performance and community benefits contributions.

2.2.5 Green Building and Emissions Reduction Features

The project would include installation of new utilities, landscaping, driveways, and other site improvements. Proposed buildings and parking structures would incorporate sustainability and energy efficiency features. As specified by the Precise Plan, the project shall incorporate the following green building standards:

- **Residential Green Building – Bonus FAR Program.** All new residential construction participating in the Bonus FAR Program shall achieve 120 points on the Green Point Rated system or equivalent and submeter, or use other appropriate technology that can track individual energy use, for each residential unit.
- **Water Use Performance.** All new construction shall meet the baseline indoor and outdoor water performance standards defined by LEED BD+C prerequisites and mandatory CALGreen requirements.¹
- **Dual-Plumbed Buildings.** All new construction shall install dual plumbing for potable and recycled water use, per the City’s most current codes. Dual-plumbed buildings shall be equipped with potable back-up systems in the event of recycled water outages.
- **Connection to the Recycled Water System.** When the recycled water system is adjacent to the property, all new construction shall install the infrastructure necessary to connect to the recycled water system. If recycled water is not available, all new construction is required to construct the onsite irrigation to be recycled water conversion ready, per the City’s standards, and to connect to the recycled water system once the system is complete.

2.2.6 Transportation Management Plan

The project would include a Transportation Demand Management (TDM) program to reduce vehicle trips and promote alternative transportation options for all employees affiliated with the residential buildings and project residents. New residential development would be required to design the following TDM strategies into sites as specified by the Precise Plan:

- Parking maximums, car share parking, and bicycle parking;
- Provision of a shared, common workspace for residential projects over 100 units;

¹ LEED – Leadership in Energy and Environmental Design

- Secure storage space for deliveries; and
- Orienting building entrances toward sidewalks, transit stops, and bicycle routes.

Residential TDM plans shall include the following operational measures, or similar:

- Transportation Management Association membership for residential projects over 100 units;
- Access to shared bicycles;
- Distribution of local transportation information to residents;
- Support for Safe Routes to Schools programs, including coordination of walking school buses and/or bike trains; and
- Monetary incentives such as subsidized transit passes for residents.

2.2.7 Parking

The residential buildings would be served by at-grade parking for the 12-plex flats, and a combination of one level of below-, at-, and above-grade, structured parking for the podium condominium building and apartments. A total of 588 spaces would be provided, which is a ratio of 1.27 parking spaces per unit. Overall, parking for the project would be provided through a combination of tandem parking spaces, structured parking and a limited number of surface parking spaces.

The project would provide 468 long-term bicycle parking spaces, with 36 spaces at the 12-plex flats, 160 spaces at the podium condominiums, and 272 spaces at the podium apartments. A total of 46 short-term bicycle spaces would be distributed throughout the project site.

2.2.8 Site Access and Circulation

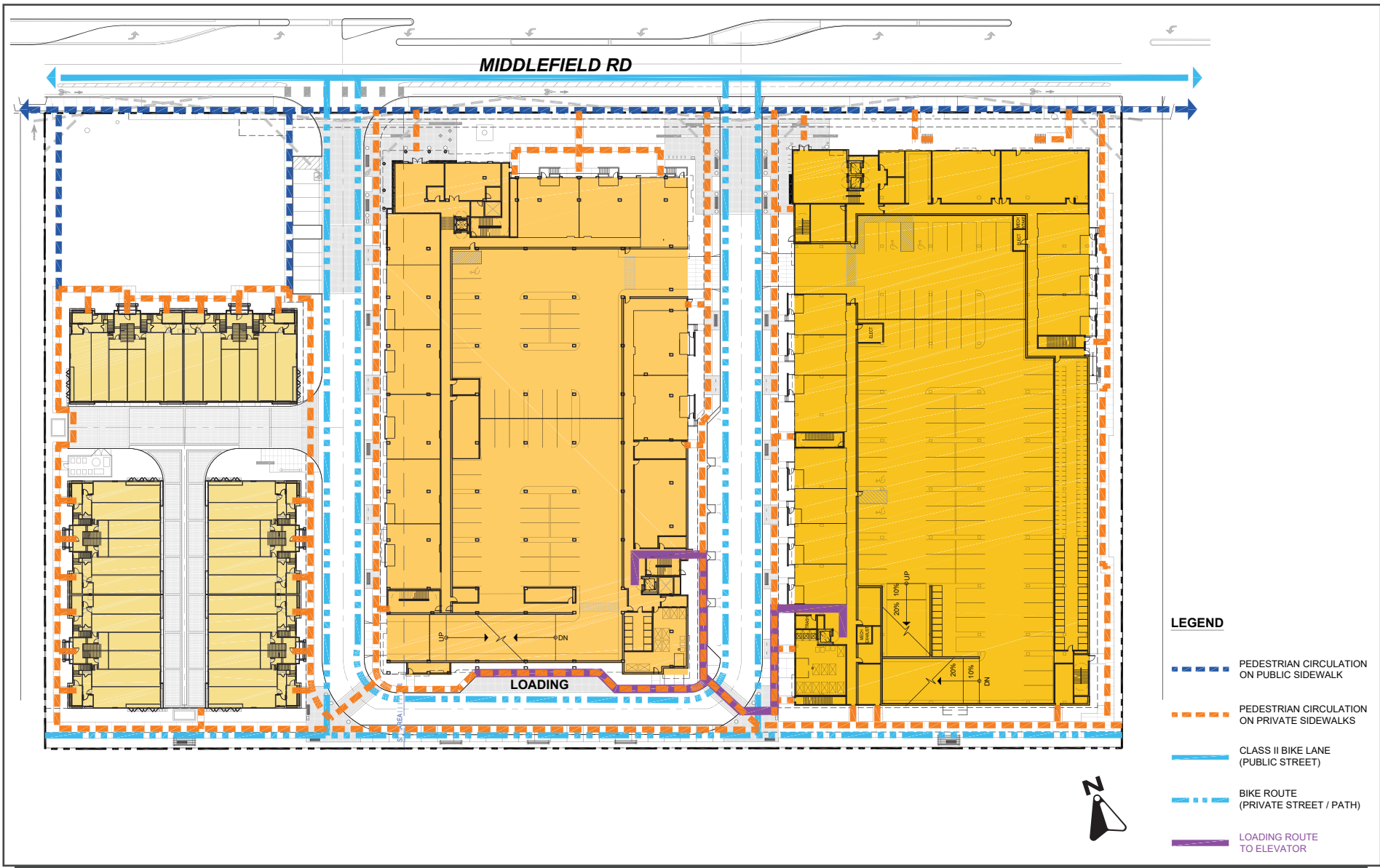
Vehicle access to the site would be provided via two driveways from East Middlefield Road. The project proposes to construct a loop road that travels around the podium condominium building and connects the two driveways (see Figure 2.2-4). This loop road would provide access to the 12-plex flats garages and the parking garages for the podium condominiums and apartments. Pedestrian access to the 12-plex flats would be provided via a new sidewalk along the western property line and the new loop road. Pedestrian access to the podium condominiums and apartments would be via entrances along East Middlefield Road. A pedestrian circulation plan is shown on Figure 2.2-8.

2.2.9 Heritage Trees

The project site contains 91 trees, including 23 Heritage trees as defined in the City's Municipal Code. The project would plant approximately 306 new trees and seven trees would remain in place and/or be relocated (including five heritage trees and two non-heritage trees). The project proposed to remove eighteen (18) heritage trees.

2.2.10 Construction Activities

Project construction would take three years. Demolition of the existing buildings and parking lots would take approximately two months. Construction of the new residential buildings and other site improvements would take approximately 34 months.



CONCEPTUAL PEDESTRIAN CIRCULATION PLAN

FIGURE 2.2-8

2.2.12 Comparison with Precise Plan

The project proposes 463 residential units, or approximately nine percent of the approved increase in residential development within the Precise Plan. The site is located within the Mixed Use Character Area of the plan. The project proposes the type and scale of development envisioned in the Precise Plan and will be required to comply with the applicable standards and guidelines in the plan.

2.2.13 Approvals Required

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

- Planned Community Permit
- Development Review Permit
- Vesting Tentative Map
- Heritage Tree Removal Permit
- Development Agreement, or other legal instrument, for the Transfer of Development Rights of 10,000 square feet for the Los Altos School District

2.2.14 Environmental Conclusion

The proposed project is in compliance with CEQA. This checklist was prepared pursuant to CEQA Guidelines and found with implementation of East Whisman Precise Plan standards and guidelines; City standard conditions of approval; state regulations; and certain mitigation measures identified in the East Whisman Precise Plan EIR (Precise Plan EIR) and Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR, the proposed addition of 463 new residential units on the site would not result in new environmental impacts beyond those previously evaluated and disclosed in these EIRs.

SECTION 3.0 ENVIRONMENTAL CHECKLIST

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

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

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where an Impact Was Analyzed in Prior Environmental Documents?

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

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

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

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

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

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

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

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

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

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

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

If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered again. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR and (ii) able to substantially reduce one or more significant effects, then such mitigation measures or alternatives also should be considered.

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

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

DISCUSSION AND MITIGATION SECTIONS

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

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

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

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

3.1 AESTHETICS

	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Precise Plan Draft EIR (2019) Page 49-50	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?	Precise Plan Draft EIR (2019) Page 49	No	No	No	N/A
c. In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Precise Plan Draft EIR (2019) Page 50	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?	Precise Plan Draft EIR (2019) Page 50-51	No	No	No	N/A

3.1.1 Impact Analysis

As described in the Precise Plan EIR, the majority of the Precise Plan area (including the proposed project site) is considered an infill site located within a Senate Bill (SB) 743-defined transit priority area. Pursuant to SB 743, “aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment.” This project site is located within the defined area. Thus, the aesthetics impacts of the proposed project would be less than significant (consistent with the Precise Plan EIR) because the project site is located in a defined transit priority area.

3.1.2 Conclusion

The proposed project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR.

3.2

AIR QUALITY

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Precise Plan Draft EIR (2019) Page 59-62	No	No	No	N/A
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Precise Plan Draft EIR (2019) Page 62-65	No	No	No	N/A
c. Expose sensitive receptors to substantial pollutant concentrations?	Precise Plan Draft EIR (2019) Page 65	No	No	No	N/A
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Precise Plan Draft EIR (2019) Page 65-66	No	No	No	N/A

The discussion in this section is based in part on a project-specific Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. This report is attached to this checklist as Appendix A.

3.2.1 Existing Setting

The six-acre site is currently developed with approximately 84,905 square feet of industrial/R&D buildings. The site generates air quality emissions from operations of the buildings and vehicle trips by employees and visitors. The closest sensitive receptors to the project site are the single-and multi-family homes approximately 370 feet to the west along North Whisman Road.

3.2.2 Impact Analysis

a. Incorporation of policies and measures identified in the Precise Plan EIR by the proposed residential project would ensure consistency with the 2017 Clean Air Plan (CAP). Buildout of the Precise Plan residential uses would not increase vehicle miles traveled (VMT) faster than population growth. Further, the proposed residential development would not disrupt or hinder implementation of

any CAP control measures. The Precise Plan EIR includes standard conditions of approval and mitigation measures to reduce the cumulatively considerable net increase in criteria air pollutants, as described below under the response to Checklist Question b.

b. The Precise Plan EIR identified a potentially significant air quality impact (Impact AQ-3) related to the construction emissions of criteria pollutants and their precursors; the proposed project’s contribution to this identified impact is described below.

Construction Period Emissions

The California Air Pollution Control Officers Association’s California Emissions Estimator Model (CalEEMod) provided annual emissions for construction of the proposed project. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker and truck traffic. The CalEEMod modeling of project-generated construction emissions was based on the applicant-provided schedule and equipment usage assumptions. The construction period would run continuously for approximately 34 months.

Table 3.2-1 below shows average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), coarse particulate matter (PM₁₀) exhaust, and fine particulate matter (PM_{2.5}) exhaust during construction of the project.

Table 3.2-1: Construction Period Emissions				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
Total Construction Emissions (tons)	4.3	5.4	0.1	0.1
Average Daily Emissions (pounds per day) ¹	13.9	17.6	0.4	0.4
<i>BAAQMD Thresholds (pounds per day)</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>
Exceed Threshold?	No	No	No	No
¹ Assumes 615 construction workdays.				

As shown in Table 3.2-1, predicted construction period emissions would not exceed the BAAQMD significance thresholds. Additionally, the project would implement Bay Area Air Quality Management District (BAAQMD) best management practices (BMPs) per the City’s standard conditions of approval (as identified in the Precise Plan EIR), to reduce fugitive dust emissions. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant with the incorporation of BAAQMD BMPs (described below).

Standard Conditions of Approval

AIR QUALITY CONSTRUCTION MEASURES: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by BAAQMD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- 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.
- Post a publicly visible sign with the telephone number and person to contact at the City of Mountain View regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD’s phone number will also be visible to ensure compliance with applicable regulations.

Operational Period Emissions

Operational air pollutant emissions from the project would be generated primarily from autos driven by future residents. Table 3.2-2 below shows the operational emissions of the project at occupancy in 2024 as compared to the emissions for the existing site (which are also from auto use).

Table 3.2-2: Operational Period Emissions (tons/year)				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
Project Operational Emissions	3.0	2.0	2.0	0.6
Existing Site Operational Emissions	1.0	0.4	0.2	0.1
Net Annual Emissions	2.0	1.6	1.8	0.5
<i>BAAQMD Thresholds</i>	<i>10</i>	<i>10</i>	<i>15</i>	<i>10</i>
Exceed Threshold?	No	No	No	No
¹ Assumes 365-day operation.				

As shown in Table 3.2-2, the project would not exceed the BAAQMD significance thresholds for operational emissions.

c. The Precise Plan EIR identified a potentially significant air quality impact (Impact AQ-3) from project operations near sensitive uses, specifically from short-term impacts from construction air pollutant emissions, including criteria air pollutants, toxic air contaminants (TACs), and PM_{2.5}. Mitigation measure MM AQ-3.1 requires future development to complete Construction Health Risk Analyses, depending on the project size and location, in compliance with the Air Quality Guidelines and the BAAQMD Construction Health Risk Screening Table.

Based on these requirements, a Construction TAC Assessment was completed for the project by Illingworth & Rodkin (Appendix A). The results of the assessment for project construction indicate the maximum incremental residential infant cancer risk at the maximally exposed individual (MEI) receptor would be 5.0 in one million, which is below the BAAQMD threshold of 10.0 in one million. The annual PM_{2.5} concentration, which is based on combined exhaust and fugitive dust emissions, was 0.05 microgram per cubic meter (µg/m³), which is below the BAAQMD threshold of 0.3 µg/m³. The maximum computed hazard index (HI) based on diesel particulate matter concentration is 0.01, which is lower than the BAAQMD Hazard Index greater than 1.0.

In addition to construction of the project, there are other cumulative sources of TACs identified within 1,000 feet of the project site (including local roadways and stationary sources, such as diesel generators, water treatment systems, and gas stations). The cumulative community risk levels are shown in Table 3.2-3 below.

Table 3.2-3: Impacts from Combined TAC Sources at Residential MEI			
Source	Maximum Cancer Risk (per million)	Maximum Annual PM_{2.5} (µg/m³)	Maximum Hazard Index
Single-Source Risk			
Project Construction Unmitigated	5.0 (infant)	0.05	<0.01
<i>BAAQMD Single-Source Threshold</i>	<i>>10.0</i>	<i>>0.3</i>	<i>>1.0</i>
Significant?	No	No	No
Cumulative-Source Risks			
East Middlefield Road - 1,000 feet south	0.7	0.03	<0.03
North Whisman Road - 1,000 feet east	0.5	0.02	<0.03
Ellis Street - 1,000 feet west	0.3	0.01	<0.03
Plant #14230 (Generator) - 175 feet	11.6	<0.01	0.02
Plant #909 (Water Treatment) - 1,000 feet	--	--	--
Plant #21492 (Generator) - 1,000 feet	0.1	<0.01	<0.01
Plant #21320 (Generator) at 1,000 feet	<0.1	<0.01	<0.01
Plant #108702 (GDF) at 1,000 feet	<0.1	<0.01	--
Plant #20769 (Generator) at 1,000 feet	0.1	<0.01	<0.01
Plant #21411 (Generator) at 850 feet	0.8	<0.01	<0.01

Table 3.2-3: Impacts from Combined TAC Sources at Residential MEI			
Source	Maximum Cancer Risk (per million)	Maximum Annual PM_{2.5} (µg/m³)	Maximum Hazard Index
Cumulative Total Unmitigated	<19.3	<0.17	<0.16
<i>BAAQMD Cumulative Source Threshold</i>	<i>>100</i>	<i>>0.8</i>	<i>>10.0</i>
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>

As shown in Table 3.2-3, the project would not result in a significant impact with respect to TAC emissions as a single-source or by cumulative-sources.

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

3.2.3 Conclusion

The proposed residential development project would not result in a new or substantially increased air quality impact compared to the Precise Plan EIR and General Plan EIR.

3.2.4 Air Quality Issues Not Covered Under CEQA

As described in the Precise Plan EIR, the California Supreme Court issued an opinion in *CBIA v. BAAQMD* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents. As such, while not a CEQA issue, the City's General Plan identifies the need to protect sensitive receptors from TAC emissions. The following assess the project's consistency with General plan policies.

The Precise Plan EIR evaluated the exposure of planned sensitive uses in the area to sources of TACs as compared to BAAQMD thresholds. This included an evaluation of exposure from U.S. Highway 101 and State Route (SR) 237 traffic, local roadways and stationary sources. Table 3.2-4 shows both the maximum and combined impacts from the TAC sources within 1,000 feet of the project site. The exposures, in terms of excess lifetime cancer risk, annual PM_{2.5} concentrations and Hazard Index are below the thresholds for single and cumulative sources.

Table 3.2-4: Impacts from Combined Sources at Project Site			
Source	Maximum Cancer Risk (per million)	Maximum Annual PM_{2.5} (µg/m³)	Maximum Hazard Index
East Middlefield Road - 35 feet south	6.4	0.24	<0.03
North Whisman Road - 470 feet east	1.2	0.04	<0.03
Ellis Street - 580 feet west	0.6	0.02	<0.03
Plant #14230 - 480 feet	2.8	<0.01	<0.01
Plant #909 (Water Treatment) - 890 feet	--	--	--

Table 3.2-4: Impacts from Combined Sources at Project Site

Source	Maximum Cancer Risk (per million)	Maximum Annual PM_{2.5} (µg/m³)	Maximum Hazard Index
Plant #21492 (Generator) - 790 feet	0.1	<0.01	<0.01
Plant #21320 (Generator) - 700 feet	<0.1	<0.01	<0.01
Plant #108702 (GDF) - 540 feet	<0.1	<0.01	--
Plant #20769 (Generator) - 570 feet	0.3	<0.01	<0.01
Plant #21411 (Generator) - 60 feet	2.1	<0.01	<0.01
<i>BAAQMD Single-Source Threshold</i>	<i>>10.0</i>	<i>>0.3</i>	<i>>1.0</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>
Cumulative Total	13.7	0.36	0.14
<i>BAAQMD Cumulative Source Threshold</i>	<i>>100</i>	<i>>0.8</i>	<i>>10.0</i>
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>

3.3

BIOLOGICAL RESOURCES

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	Precise Plan Draft EIR (2019) Page 78-79	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?	Precise Plan Draft EIR (2019) Page 78-80	No	No	No	N/A
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Precise Plan Draft EIR (2019) Page 80	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Precise Plan Draft EIR (2019) Page 78-80	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Precise Plan Draft EIR (2019) Page 81	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?	Precise Plan Draft EIR (2019) Page 36	No	No	No	N/A
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The discussion in this section is based in part on a Tree Report prepared by HortScience | Bartlett Consulting and a Bird-Safe Design Review attached as Appendix B and Appendix C.

3.3.1 Existing Setting

The six-acre project site is developed with buildings, parking lots, and landscaping. The project site is within an urban area and provides habitat and foraging opportunities for urban-adapted birds. No rare, threatened, endangered, or special-status species are known to inhabit the project site. The project site contains 91 trees, including 23 Heritage trees as defined in the City’s Municipal Code.

3.3.2 Impact Analysis

a. Based on the Precise Plan EIR, the proposed project would have a less than significant impact on special-status species. The project site supports buildings, mature trees, and vegetation that provide foraging and nesting opportunities for a variety of bird species. Raptors (birds of prey) and nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and the CDFW code requirements. Urban-adapted raptors or other avian nests present in the trees could be disturbed by project construction activities and result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW and would constitute an impact. The proposed project would remove all existing on-site and street trees and demolish the existing buildings.

In compliance with the MBTA and CDFW code, the project shall implement the following City standard condition of approval, consistent with the Precise Plan EIR, to reduce or avoid construction-related impacts to nesting raptors and their nests.

Standard Condition of Approval

- **PRECONSTRUCTION NESTING BIRD SURVEY:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests—with particular emphasis on nests of migratory birds. If construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate

City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the 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.

In addition, to minimize adverse effects on native and migratory bird species, the project will incorporate design measures to promote bird safety. Bird Safe Design measures included in the Precise Plan are intended to help diminish the likelihood of building collision fatalities through façade treatments and light pollution reduction. Additional details regarding these standards can be found in Chapter 4 of the Precise Plan.

East Whisman Precise Plan Standards

1. **Façade Treatments.** No more than 10 percent of the surface area of a building's total exterior façade shall have bird-friendly glazing between the ground and 60 feet above ground. Examples of bird-friendly glazing treatments include opaque glass, covering of clear glass surface with patterns, use of paned glass with fenestration patterns, and use of external screens over non-reflective glass.
2. **Occupancy Sensors.** For non-residential development, occupancy sensors or other switch control devices shall be installed on non-emergency lights. These lights should be programmed to shut off during non-work hours and between 10:00 p.m. and sunrise.
3. **Funneling of Flight Paths.** New construction shall avoid funneling of flight paths along buildings or trees towards a building façade.
4. **Skyways, Walkways, or Glass Walls.** New construction and building additions shall avoid building glass skyways or walkways, freestanding glass walls, transparent building corners, or landscaping behind glass (such as in atriums). New construction and building additions should minimize the use of glass at tops of buildings, especially when incorporating a green roof into the design.
5. **Exceptions to the Bird Safe Design Requirements.** The City may waive or reduce any of this chapter's bird safe design requirements based on analysis by a qualified biologist indicating that proposed construction will not pose a collision hazard to birds. Alternatively, additional design measures may be required based on an analysis by a qualified biologist.

Based on these Bird Safe Design measures and relevant bird safety background literature (as described in Appendix C), the design of the project incorporates multiple elements that reduce the overall risk of bird collisions, including overhangs/spatially-offset faces and use of opaque materials on building exteriors, and metal-screened/wire or "picket-fence" guardrails (versus clear glass). The transparent glass guardrails on the northwestern roof deck and corner balconies would be treated/modified to be "bird-safe". In combination with the installation of blinds or curtains in the windows of residential units, these elements would fulfill the intent of Bird-Safe Design measures in the Precise Plan.

To further reduce bird collision risk, the large and contiguous ground-floor glass panels on and near the northwestern corners of the buildings would be treated to render them "bird-safe", and the glass guardrails/barriers at the condominium building's northwestern corner would be similarly treated

with the methods described in the Precise Plan, including fritting stenciling, frosting, adding ultraviolet patterns, or employing physical screens or grids. The lighting plan for the buildings would minimize artificial night lighting (both on the exterior and interior) through use of occupancy sensors and timers that control the lighting. These features have would be incorporated into the final development plans for the project, which would be reviewed by the Planning Division at the time of building permit to ensure proper implementation (consistent with the Precise Plan).

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

d. 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. As discussed above, the proposed project would incorporate standard conditions of approval to protect nesting birds, as well as Bird Safe Design standards (as described under Question a. above) into the project design to minimize adverse effects on native and migratory bird species and help diminish the likelihood of building collision fatalities. With incorporation of these conditions of approval and Precise Plan standards, the proposed project would have a less than significant impact on migratory bird movement.

e. The proposed project would remove 91 trees, including 18 Heritage trees, from the project site. The project would plant approximately 306 new trees and seven trees would remain in place and/or be relocated. Mountain View regulations require a permit to remove or move any tree over 48-inches in circumference or any *Quercus*, Sequoia or *Cedrus* over 12-inches in circumference (measured at 54-inch above grade). A City of Mountain View Heritage tree removal permit is required before any trees could be removed from the project site. The proposed project would implement the following measures as standard City conditions of approval, and not result in a new or substantially increased environmental impact compared to the Precise Plan EIR.

Standard Conditions of Approval

- **REPLACEMENT:** The applicant shall offset the loss of each Heritage tree with a minimum of two new trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.
- **TREE PROTECTION MEASURES:** The tree protection measures listed in the arborist's report prepared by and dated shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.
- **TREE MITIGATION AND PRESERVATION PLAN:** The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. The plan shall also outline measures to be taken to preserve off-site trees. Routine monitoring for the first five years and corrective actions for trees that

consistently fail the performance standards shall be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan shall be developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

- **SECURITY BOND:** The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.

f. The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The Precise Plan area, including the project site, is located outside the Habitat Plan area and outside of the 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. On pages 68 to 69 of the Precise Plan EIR, the City of Mountain View concluded that the nitrogen emissions (based on existing and future vehicle emissions) that would result from build-out of the Precise Plan were found less than cumulatively considerable (given that buildout of the Precise Plan is a small portion of Santa Clara County's overall emissions). The Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future) and identifies measures to conserve and manage serpentine areas over the term of the 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.

3.3.3 Conclusion

The proposed residential development project would not result in a new or substantially increased biological resources impact compared to the Precise Plan EIR and General Plan EIR.

3.4

CULTURAL RESOURCES

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Precise Plan Draft EIR (2019) Page 86-87	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Precise Plan Draft EIR (2019) Page 87-88	No	No	No	N/A
c. Disturb any human remains, including those interred outside the formal cemeteries?	Precise Plan Draft EIR (2019) Page 87-88	No	No	No	N/A

3.4.1 Existing Setting

There are no known cultural resources within the Precise Plan area, including the proposed project site. Areas that are near natural water sources (e.g., riparian corridors and tidal marshland) would be considered highly sensitive for prehistoric archaeological deposits and human remains. The project site is approximately two miles south of the San Francisco Bay and approximately 0.6 mile east of Stevens Creek. There are no known historical resources located within the Precise Plan area and no properties listed on federal, state, or local registers.

3.4.2 Impact Analysis

a. Based on the Precise Plan EIR, there are no historic resources in the Precise Plan area listed in the National Register of Historic Places or the California Register of Historical Resources, and the East Whisman Precise Plan area does not contain property or parcels listed on the City’s Register of Historic Resources; therefore, the proposed project would not result in a significant impact on historic resources.

b-c. Although it is unlikely that buried historic or prehistoric buried archaeological and paleontological resources are present on the site given its location, these resources could be encountered during excavation, construction, or infrastructure improvements for the project, resulting in a significant impact to cultural resources. The project would implement the City’s standard conditions of approval related to the discovery of pre-historic or historic period archaeological resources and human remains (in compliance with 2030 General Plan Policies LU-11.5 and LU-11.6), should they be encountered on the site.

With incorporation of the following standard conditions of approval, the proposed residential and office development project would not result in a new or substantially increased environmental impact compared to the 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 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking 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 wall, 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 NAHC, 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.

3.4.3 Conclusion

The proposed residential development project would not result in a new or substantially increased cultural resources impact compared to the Precise Plan EIR and General Plan EIR.

3.5

ENERGY

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Address Impacts.
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	Precise Plan Draft EIR (2019) Page 93-95	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Precise Plan Draft EIR (2019) Page 95	No	No	No	N/A

The discussion within this section is based in part on CalEEMod energy data contained within Appendix A: Air Quality and Greenhouse Gas Assessment.

3.5.1 Existing Setting

The six-acre site is currently developed with approximately 84,905 square feet of industrial/R&D buildings. The site uses energy in the form of electricity and natural gas from operations, lighting, heating, and cooling of the buildings. Vehicle trips by employees and visitors use gasoline and diesel fuel.

3.5.2 Impact Analysis

a. Construction of the proposed residential project would require energy for the manufacture and transportation of building materials, preparation of the project site (e.g., demolition and grading), and the construction of buildings. The Precise Plan EIR determined that construction processes are generally designed to be efficient in order to avoid excess monetary costs. In addition, the project would be required to implement BAAQMD BMPs, included as standard permit conditions in Section 3.2 Air Quality of the Precise Plan EIR, restricting equipment idling times and requiring the applicant to post signs on the project site reminding workers to shut off idle equipment, thus reducing the potential for energy waste. In addition, the project would comply with the City’s requirements to reuse a minimum of 65 percent of nonhazardous construction and demolition waste, minimizing energy impacts from the creation of excessive waste. For these reasons, the Precise Plan EIR determined that future projects (including the proposed project) would not use fuel or energy in a wasteful manner during construction activities.

Occupation and operation of the project would consume energy for building heating and cooling, lighting, and appliance use. Compared to existing uses at the site, the project will use an additional approximately 581,000 kWh of electricity, 1,250,000 kBtu of natural gas, and 212,323 gallons of gasoline annually.

New residential construction participating in the Bonus FAR Program (including the proposed project) are required to achieve 120 points on the Green Point Rated system or equivalent and submeter, or use other appropriate technology that can track individual energy use, for each residential unit. Dual plumbing for recycled water and water efficient landscape fixtures and plants are required, which would reduce overall energy demand and the potential for inefficiency or waste. Compliance with these standards would meet or exceed state-required Title 24 energy efficiency requirements and would further decrease the potential for energy waste and increase building efficiency.

The Precise Plan EIR determined that the introduction of residential uses and intensification of commercial uses in the Precise Plan area increases the opportunity for alternatives to single-occupancy vehicular travel modes, which reduces gasoline consumption. Overall gasoline use in the Precise Plan area is expected to decrease under full buildout compared to existing conditions. For the reasons described above, (consistent with the Precise Plan EIR) the proposed project would not result in the inefficient or wasteful use of energy or resources.

b. As required under the City of Mountain View Greenhouse Gas Reduction Program, TDM Plans are required to be prepared for residential uses and would be implemented by the proposed project. The project would obtain electricity from Silicon Valley Clean Energy, which is 100 percent greenhouse gas (GHG)-emission free energy from renewable and hydroelectric sources, consistent with the state's Renewables Portfolio Standard program and SB 350. In addition, the Precise Plan includes building standards that meet or exceed state mandated Title 24 energy efficiency standards, CalGreen standards, and Mountain View Green Building Code standards; especially with the inclusion of water efficiency and LEED (or equivalent) requirements. Thus, the proposed project would not obstruct a state or local plan for renewable energy or energy efficiency, consistent with the Precise Plan EIR.

3.5.3 Conclusion

The proposed residential development project would not result in a new or substantially increased energy impact compared to the Precise Plan EIR and General Plan EIR.

3.6

GEOLOGY, SOILS, AND MINERALS

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	Precise Plan Draft EIR (2019) Page 101-102	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Precise Plan Draft EIR (2019) Page 102-103	No	No	No	N/A
d. Be located on expansive soil, as defined in the current California Building Code, creating substantial risks to life or property?	Precise Plan Draft EIR (2019) Page 102-103	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?	Precise Plan Draft EIR (2019) Page 102-103	No	No	No	N/A
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A
g. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A
h. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A

3.6.1 Existing Setting

Consistent with the conclusions in the Precise Plan EIR, the project site is generally underlain by silt loam and silty clay loam alluvium soils with a zero to two percent slope. The soils in the Precise Plan area exhibit moderate to high shrink-swell (i.e., expansive) behavior. The project site is not located within a Santa Clara County Compressible Soils Hazard Zone. Groundwater levels in the Precise Plan area ranged from 15 feet to 41 feet below grade. The project site is within a seismically active region, as well as a liquefaction hazard zone.

Based on mapping conducted by the California Division of Mines and Geology, as well as the California Department of Conservation, there have been no mineral or aggregate sources of statewide importance identified within the Mountain View city limits.

3.6.2 Impact Analysis

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

As identified in the Precise Plan, the proposed project would be designed and constructed in accordance Precise Plan policies, CBC requirements, and General Plan policies PSA 4.2, PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, and INC 2.3. Additionally, the following standard conditions of approval would be required.

Standard Condition of Approval:

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

Specific recommendations contained in the geotechnical report prepared for the future development projects shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

b. The project site is located on relatively flat, stable ground. Given the site and site area's flat topography, the proposed project would not be subject to substantial erosion; therefore, the project would not expose people or structures to significant erosion-related hazards. In addition, the project would be required to meet standard conditions of approval to ensure that erosion would not occur during construction and operation of the project, as described in detail in Section 3.9 Hydrology and Water Quality.

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

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

f. No paleontological resources have been identified in the City of Mountain View; however, construction and excavation could result in the disturbance of unknown resources. The Precise Plan EIR included the following standard condition of approval to reduce impacts to unknown paleontological resources.

Standard Condition of Approval

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

Implementation of the above standard conditions of approval would reduce the proposed project's impacts to paleontological resources to a less than significant level.

g. h. There are no minerals or aggregate resources of statewide importance located in the Precise Plan area. Implementation of the project would not result in an impact to mineral resources.

3.6.3 Conclusion

The proposed residential development project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR and General Plan EIR.

3.7

GREENHOUSE GAS EMISSIONS

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	Precise Plan Draft EIR (2019) Page 109-111	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions?	Precise Plan Draft EIR (2019) Page 111-113	No	No	No	N/A

The discussion in this section is based in part on an air quality and GHG assessment prepared by Illingworth & Rodkin, Inc. This report is attached to this checklist as Appendix A.

3.7.1 Existing Setting

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

The six-acre site is currently developed with approximately 84,905 square feet of industrial/ research and development (R&D) buildings. The site generates GHG emissions primarily from operations of the buildings and vehicle trips by employees and visitors.

3.7.2 Impact Analysis

a. Construction of the proposed project would result in 1,748 metric tons of carbon dioxide (CO₂) equivalent (CO_{2e}). Neither BAAQMD nor CEQA have an adopted threshold of significance for construction-related GHG emissions, as stated in the Precise Plan EIR.

Operation of the proposed project would generate GHG emissions primarily from operation of the residential buildings and vehicle trips to and from the project site. The Precise Plan EIR modeled GHG emissions from full buildout of the Precise Plan and determined that emissions would be below the City’s GGRP 2030 service population threshold of 4.5 metric tons CO_{2e} per year per service population. In addition, GHG emissions for the proposed project were modeled (see Appendix A) and are shown in Table 3.7-1 below. The proposed project would not exceed BAAQMD’s efficiency

metric threshold of 2.8 metric tons CO₂e per year per service population; therefore, the project would not result in significant GHG emissions.

Table 3.7-1: Annual Project GHG Emissions (CO₂e) in Metric Tons				
Source Category	Existing		Proposed Project	
	2024	2030	2024	2030
Area	<1	<1	24	24
Energy Consumption	769	769	265	265
Mobile	181	155	1,797	1,540
Solid Waste Generation	124	124	107	107
Water Usage	136	136	22	22
Total (MT CO ₂ e/yr)	1,210	1,184	2,215	1,958
Net New Emissions (MT CO ₂ e/yr)			1,005	774
Service Population Emissions (MT CO₂e/year/service population)			2.0	1.8
<i>City GGRP 2030 Threshold</i>			<i>4.5 MT CO₂e/year/service population</i>	
BAAQMD Assembly Bill 32 Adjusted Significance Threshold			<i>2.8 CO₂e/year/service population</i>	
Significant?			No	No

b. As discussed in Section 3.2 Air Quality, the proposed project would be consistent with the 2017 Clean Air Plan.

The Precise Plan EIR determined that the project would be consistent with Plan Bay Area and the GGRP by locating development within a Priority Development Area, requiring transportation TDM plans for projects within the Precise Plan area, and requiring projects to meet applicable green building codes (i.e., LEED, CalGreen, Mountain View Green Building Code, Title 24).

3.7.3 Conclusion

The proposed residential development project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR.

3.8

HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Precise Plan Draft EIR (2019) Page 127-128	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?	Precise Plan Draft EIR (2019) Page 128-132	No	No	No	Yes, MM HAZ-3.1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Precise Plan Draft EIR (2019) Page 132	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?	Precise Plan Draft EIR (2019) Page 128-132	No	No	No	Yes, MM HAZ-3.1
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Precise Plan Draft EIR (2019) Page 132-137	No	No	No	N/A
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Precise Plan Draft EIR (2019) Page 137	No	No	No	N/A

g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	Precise Plan Draft EIR (2019) Page 137	No	No	No	N/A
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The discussion in this section is based in part on the Mitigation Summary Letter prepared by Cornerstone Earth Group, Phase I Environmental Site Assessment prepared by Arcadis, and Phase II Site Investigation Report prepared by Arcadis. These reports are attached as Appendix D, Appendix E, and Appendix F—respectively.

3.8.1 Existing Setting

3.8.1.1 Site History

Prior to 1965, the project site (and many surrounding areas throughout the Precise Plan area) were used for agricultural purposes. Soils on the project site may contain residual pesticide contamination from past agricultural activities, if the soils have not been previously excavated during construction of the existing buildings.

Beginning in 1965, the project site was occupied by Union Carbide, which operated facilities on 365 and 401 East Middlefield Road (now 365 and 415 East Middlefield Road) as a single complex for the manufacture of semiconductor products. As part of the manufacturing process, trichloroethene (TCE) was used by Union Carbide. Union Carbide constructed an acid neutralization vault on the empty lot between the two facilities and used it until 1968.

In 1968, Union Carbide’s combined complex was divided into two parcels and operated by two companies. Raytheon Company (Raytheon) and Intel occupied the two parcels and manufactured semiconductors using TCE in the process. In 1972, Intel installed an acid waste neutralization system on the southeast side of the building at 365 East Middlefield Road. In early 1990s, Raytheon and Intel vacated the project site, and in the mid-1990s 401 and 415 East Middlefield were redeveloped into the current building configuration.

3.8.1.2 Middlefield-Ellis-Whisman Superfund Study Area

The project site is located within the Middlefield-Ellis-Whisman (MEW) Superfund Study Area. In the 1960s and 1970s, companies involved in semiconductor, electronic, and other manufacturing and research contaminated the soil in the MEW Study Area (which overlaps with the majority of the Precise Plan area) and groundwater with volatile organic compounds (VOC), primarily TCE. In 1981 and 1982, investigations in the area of these facilities indicated that significant levels of contaminants had been released to the soil and groundwater. Contaminated groundwater is considered part of the regional groundwater contamination plume. The area was deemed a Superfund site and a clean-up plan was approved by the U.S. Environmental Protection Agency (EPA) in 1989.

The individual companies responsible for investigating and remediating soil and groundwater at their respective facilities in the MEW Superfund Study Area are collectively referred to as the MEW Companies. Each individual MEW Company, the Navy, and NASA are responsible for investigation, clean up, and source control for soil and groundwater contamination at their properties.

A vapor intrusion study area was designated by the EPA in 2010 to prevent site contamination from vapor intrusion. The project site is located within the vapor intrusion study areas. The EPA determined that vapor intrusion response actions are necessary to protect the health of building occupants in the vapor intrusion study area from actual or threatened releases of hazardous substances into the environment via the subsurface vapor intrusion pathway. The Precise Plan EIR found that future development projects within the MEW Superfund Study Area would be subject to the EPA's ROD Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area (EPA 2010) and the Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area (EPA 2011), which specify the following potential remedies for future/new residential buildings:

- For future buildings (new construction) – Installation of a vapor barrier and passive sub-slab ventilation system, with the ability to be made active.
- Implementation of institutional controls (ICs) and monitoring to ensure the long-term effectiveness of the remedy.

3.8.2 Impact Analysis

a. The project site is currently developed with R&D uses that could contain lead paint and/or asbestos-containing materials given their age. The project would, however, comply with local, state, and federal laws, which require survey and disposal be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. Thus, impacts would be reduced to a less than significant level (as described on the Precise Plan EIR).

The proposed residential development would routinely use limited amounts of fuels, oils, and cleaning materials and would not generate substantial hazardous emissions from hazardous materials use or transport. The Precise Plan EIR concluded that projects that comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard City conditions of approval would reduce the potential for hazardous materials impacts to existing residents and businesses in and near the Precise Plan area to a less than significant level.

b., d. The proposed project site is located within the MEW Superfund Study Area that is included on a list of hazardous materials sites with open clean up cases compiled pursuant to Government Code Section 65962.5. Contaminants of concern at the project site include TCE and other VOC vapors.

Groundwater and soil-vapor sampling was conducted at the project site in 2017 (refer to Appendix F). Groundwater analytical data indicate that the concentrations of VOCs in site groundwater monitoring wells in relatively stable when compared to historical groundwater data. Past groundwater remediation activities (groundwater extraction and injection of carbon substrate) have been effective and additional groundwater remedial actions are not warranted at this time. VOC concentrations in groundwater will likely decrease in the future as a result of remediation activities.

VOC concentrations in soil-vapor samples—when compared to the EPA-approved Record of Decision Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area screening levels for residential air—indicate that implementation of a vapor intrusion mitigation system (i.e. vapor barrier and passive ventilation system with ability to be made active) as part of the proposed

project would be adequate for protection against carcinogenic risks as well as other health effects associated with long-term exposure to VOCs in a residential setting.

Consistent with the findings of the Phase II testing described in Appendix F, prior to commencing any construction activities, the project will be required to provide a Vapor Intrusion Response Action Completion Report to the EPA for review and approval and to the City for review. The report will document the installation of the vapor control measures identified in the Vapor Intrusion Mitigation Plan, including plans and specifications, and will include a long-term operations, maintenance and monitoring plan.

The Precise Plan also includes mitigation measure MM HAZ-3.1, requiring the preparation of a site-specific Phase I Environmental Site Assessment (ESA). Consistent with MM HAZ-3.1, the project prepared a Phase I ESA and Phase II testing (see Appendix E and Appendix F). Additionally, to protect construction workers and the environment, a Site Management Plan (SMP) will be prepared and submitted to the overseeing regulatory agency and City of Mountain View for review and/or approval prior to commencing construction activities. Worker training requirements, health and safety measures, and soil handling procedures will be described in the SMP.

With implementation of the EPA requirements and SMP described above, impacts associated with hazardous materials would be less than significant (consistent with the Precise Plan EIR).

c. The nearest school to the project site is the Slater Special Education School/Vargas Elementary School (Google Daycare), approximately 0.2 mile southwest. The project proposes to construct residential uses, which would not be substantial emitters of hazardous materials or hazardous waste following construction.

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

f. The proposed project would not interfere with an adopted Mountain View emergency response or evacuation plan because the project would incorporate relevant fire code requirements and is not located along specified evacuation or emergency routes such that an impact would occur.

g. The project site and greater Precise Plan area is not adjacent to wildland areas and there would be no impact.

3.8.3 Conclusion

The proposed project would not result in a new or substantially increased hazardous materials impact compared to the Precise Plan EIR.

3.9

HYDROLOGY AND WATER QUALITY

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Precise Plan Draft EIR (2019) Page 146-147	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Precise Plan Draft EIR (2019) Page 147	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> i. result in substantial erosion or siltation on- or off-site; ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows? 	Precise Plan Draft EIR (2019) Page 148-149	No	No	No	N/A

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Precise Plan Draft EIR (2019) Page 149-150	No	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Precise Plan Draft EIR (2019) Page 150	No	No	No	N/A

3.9.1 Existing Setting

The majority of the project site is impervious, with limited amounts of ornamental landscaping along East Middlefield Road and around the existing buildings.

The project site is located within a Flood Zone X, which is not a Special Flood Hazard Area as identified by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). A Flood Zone X is defined as an area determined to be outside the one percent and 0.2 percent annual chance floodplains, indicative of a minimal flood hazard.

3.9.2 Impact Analysis

a. The proposed project would disturb more than one acre of soil and would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Permit to reduce runoff and pollution in runoff from construction activities, including preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of stormwater control Best Management Practices.

The project would also replace more than 10,000 square feet of impervious surfaces and would be required to meet the requirements of the Municipal Regional Stormwater NPDES Permit (MRP). The MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site’s natural hydrologic functions. The MRP also requires that stormwater treatment measures are properly installed, operated and maintained.

The Precise Plan EIR determined that compliance with the General Construction Permit and MRP would ensure that future project construction and post-construction runoff would not result in substantial sources of polluted runoff.

b. The proposed project would not deplete groundwater supplies or interfere with groundwater recharge because it would not directly use groundwater and does not contribute to recharge because it is mostly paved. Thus, 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.

c. The proposed project would construct residential uses within an existing urban area, on a site that is currently developed. The redevelopment of the project site would not alter the drainage pattern of the area and would result in a similar amount of impervious surface area. The project would install stormwater treatment facilities, in compliance with the MRP Provision C.3 requirements. The Precise

Plan EIR determined that the City's stormwater system would adequately convey flows from full buildout of the Precise Plan.

d. The proposed project site is not located in an identified FEMA flood hazard zone or an inundation area for any reservoir in the event of a complete dam failure. Based on the location of the project and the fact that it would not include significant amounts of pollutants, the project would not result in a release of pollutants from flooding, seiches, tsunamis, or mudflows.

e. Valley Water prepared a Groundwater Management Plan in 2016, establishing recharge facilities, recycled water systems, and conservation strategies in order to proactively manage groundwater and surface water resources within its jurisdiction. There are no recharge facilities, pump plants, or drinking water treatment plants in the Precise Plan area; therefore, the project would not impact any of these facilities

3.9.3 Conclusion

The proposed residential development project would not result in a new or substantially increased hydrology and water quality impact compared to the Precise Plan EIR.

3.10

LAND USE AND PLANNING

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Physically divide an established community?	Precise Plan Draft EIR (2019) Page 156	No	No	No	N/A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Precise Plan Draft EIR (2019) Page 156-158	No	No	No	N/A

3.10.1 Impact Analysis

a. The project site is located on the edge of the Precise Plan area and is surrounded by industrial/R&D and office uses. Agricultural land (an orchard) borders the project site along the southern property line. The project would develop residential units, consistent with the Precise Plan’s vision, and would not involve components that would physically divide an existing community (i.e., highways or railways).

b. The Precise Plan EIR did not identify any significant impacts from a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The proposed residential project is consistent with the East Whisman Mixed-Use land use designation. For these reasons, the proposed project would not conflict with land use plans, policies, or regulations.

3.10.2 Conclusion

The proposed residential development project would not result in a new or substantially increased land use impact compared to the Precise Plan EIR.

3.11

NOISE AND VIBRATION

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Precise Plan Draft EIR (2019) Page 169-173	No	No	No	N/A
b. Generation of excessive groundborne vibration or groundborne noise levels?	Precise Plan Draft EIR (2019) Page 173-174	No	No	No	Yes, MM NOI-4.1
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Precise Plan Draft EIR (2019) Page 179	No	No	No	N/A

The discussion in this section is based in part on a project-specific noise assessment prepared by Illingworth & Rodkin, Inc. This report is attached to this checklist as Appendix G.

3.11.1 Existing Setting

The existing noise environment in the Precise Plan area results primarily from vehicular traffic along US 101, East Middlefield Road, North Whisman Road, Ellis Street, VTA light rail pass-bys, and aircraft associated with Moffett Federal Airfield. The nearest sensitive receptors are residential homes located west along North Whisman Road from the project site.

A noise monitoring survey was completed at the proposed project site in July of 2019. The survey included two long-term noise measurements (LT-1 and LT-2) and three short-term noise measurements (ST-1, and ST-2, and ST-3), as shown in Figure 3.11-1.



NOISE MEASUREMENT LOCATIONS

FIGURE 3.11-1

The existing noise environment in the project vicinity results primarily from vehicular traffic along East Middlefield Road. Secondary sources include occasional aircraft associated with Moffett Federal Airfield, distant light rail operations, and distant vehicular traffic along SR 237, SR 85, and US 101. Along the northwest corner of the project site, rooftop mechanical equipment is audible from a commercial building to the west.

Long-term noise measurement LT-1 was made at the northwest corner of the project site. Hourly average noise levels typically ranged from 61 to 74 dBA Leq (energy-equivalent sound/noise descriptor) during daytime hours (7:00 a.m. and 10:00 p.m.) and from 52 to 65 dBA Leq during nighttime hours (10:00 p.m. and 7:00 a.m.). The day-night average noise level ranged from 66 to 69 dBA Ldn. LT-2 was made near the southeastern corner of the project site. Hourly average noise levels ranged from 45 to 57 dBA Leq during the day and from 41 to 53 dBA Leq at night. The day-night average noise level ranged from 52 to 56 dBA Ldn.

ST-1 was made to quantify noise from rooftop mechanical equipment located several buildings to the west. ST-1a and ST-1b were made in the parking lot west of the existing building at 355 East Middlefield Road to isolate and quantify the mechanical equipment noise levels at the project's western property line. ST-1c and ST-1d were made from the rooftop of the existing building at 355 East Middlefield Road. ST-1c was made at a height of 30 feet above ground level and ST-1d was made at a height of 50 feet above ground level to determine sound levels at proposed residential façades and patios. Sound levels at ST1-a to ST-1-d ranged from 53 to 57 dBA.

ST-2 was recorded 200 feet south of the centerline of East Middlefield Road. Traffic along East Middlefield Road was the predominant noise source, typically generating noise levels between 52 and 68 dBA while aircraft occasionally generated noise levels between 55 and 65 dBA. ST-3 was recorded 30 feet from the southern property line. Operations from the Mountain View corporation yard were not detectable above ambient levels, and light rail bells at the Whisman Station periodically generated noise levels around 50 to 51 dBA.

3.11.2 Impact Analysis

a. A significant noise impact would be identified if the project would generate a substantial temporary or permanent noise level increase over ambient noise levels at existing noise-sensitive receptors surrounding the project site and that would exceed applicable noise standards presented in the General Plan or Municipal Code at existing noise-sensitive receptors surrounding the project site.

- A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. Hourly average noise levels exceeding 60 dBA Leq, and the ambient by at least 5 dBA Leq, for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses.
- A significant permanent noise level increase would occur if project-generated traffic would result in: a) a noise level increase of 5 dBA Ldn or greater, with a future noise level of less than 60 dBA Ldn, or b) a noise level increase of 3 dBA Ldn or greater, with a future noise level of 60 dBA Ldn or greater.
- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan.

3.11.2.1 *Construction Noise*

Construction activities for the proposed project would be completed between 7:00 a.m. and 6:00 p.m., Monday through Friday, and would adhere to the allowable hours of construction specified in the City's Municipal Code (Chapter 8). In addition, projects within the Precise Plan area would be required to implement the following standard conditions of approval, as identified in the Precise Plan EIR.

Standard Conditions of Approval:

- **CONSTRUCTION NOISE REDUCTION:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (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.
- **CONSTRUCTION PRACTICES AND NOTICING – 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.

With implementation of the above standard conditions of approval, the Precise Plan EIR determined that construction of future projects (including the proposed project) would have a less than significant construction noise impact.

3.11.2.2 *Traffic Noise*

The Precise Plan EIR modeled future traffic noise from full buildout of the Precise Plan. Traffic noise increases above existing levels would be one to two dBA Ldn or less at noise-sensitive receptors within and outside the Precise Plan area. Since the increase in traffic noise as a result of the Precise Plan buildout would be less than three dBA, project traffic noise would have a less than significant impact on noise-sensitive receptors in the area.

3.11.2.3 *Mechanical Equipment Noise*

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

below 50 dBA L_{eq} during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.) as measured at residential land uses.

The proposed project would include mechanical systems (i.e., HVAC, exhaust fans, intake ventilation) on portions of the roof tops of all the proposed residential buildings. The Precise Plan EIR includes the following standard condition of approval to reduce potential noise impacts from mechanical equipment.

Standard Condition of Approval:

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

With implementation of the above standard condition of approval, the Precise Plan EIR determined that mechanical equipment noise would be less than significant. The proposed project would implement the condition and the impact would be less than significant.

b. Groundborne vibration levels exceeding 0.3 inch per second Peak Particle Velocity (PPV) would have the potential to result in a significant vibration impact. The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. The project prepared a site-specific vibration study (see Appendix G), consistent with MM NOI-4.1 in the Precise Plan EIR.

The nearest existing building to the project site is located approximately 15 feet to the west. The worst-case vibration levels at this structure would be 0.368 in/sec PPV. An additional building is also located approximately 50 feet to the east of the project site, and the worst-case vibration levels at this structure would be 0.098 in/sec PPV. The following mitigation measures (consistent with MM NOI-4.1) would reduce the potential for impacts at adjacent structures.

- Use of heavy vibration-generating construction equipment within 20 feet of nearby buildings is not allowed. Use of a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, shall be required when compacting materials within 20 feet of the building to the west.
- The contractor shall alert heavy equipment operators to the close proximity of the adjacent structures so that they can avoid dropping heavy equipment within 20 feet of the building to the west. Use of alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects within 20 feet of the building to the west shall be required.

With implementation of the above mitigation measures, consistent with Precise Plan EIR mitigation measure MM NOI-4.1, vibration impacts on nearby structures would be reduced to a less than significant level.

c. Moffett Federal Airfield is located approximately 0.75 miles north of the project site. The project site falls outside the 65 CNEL noise contour. While aircraft flyovers would at times be audible at the

outdoor use areas on the project site, noise levels due to aircraft would not result in future exterior noise levels of 65 dBA Ldn/CNEL or more, and therefore, both the exterior and interior noise levels resulting from aircraft would be compatible with the proposed project.

3.11.2.4 *Noise Issues Not Covered Under CEQA*

The California Supreme Court issued an opinion in *CBIA vs. BAAQMD* holding that CEQA is primarily concerned with the impacts of a project on the environment and not the impact of existing conditions on a project's future residents. Nevertheless, the City has policies that address existing noise conditions affecting the proposed project. Policy NOI 1.2 of the City of Mountain View General Plan states that exterior noise levels at private and community outdoor recreation use areas of multi-family residential land uses be maintained at or below 65 dBA Ldn to be considered "normally acceptable" with the noise environment. This policy also provides an interior noise level standard of 45 dBA Ldn for new multi-family residential units. The City's General Plan requires exterior noise levels at neighborhood parks to be maintained at or below 67.5 dBA Ldn to be considered "normally acceptable."

Future Exterior Noise Environment

The project includes several common outdoor use areas, consisting of courtyards and rooftop decks within the podium condo and apartment buildings. Additionally, a future public park would be located along East Middlefield Road at the northwest corner of the site. The three courtyards and six rooftop decks proposed within the podium condominiums and podium apartments buildings.

The courtyards would be shielded from traffic noise along East Middlefield Road to the north by the proposed buildings. Due to the distance of separation and shielding from proposed buildings, the future exterior noise levels at these courtyards would be below the City's exterior noise standard of 65 dBA Ldn.

Two of the roof decks would be located along the northern façades of the buildings with exposure to East Middlefield Road. The center of the roof deck on the 6th and 7th floors of the podium condominium building would be located approximately 100 feet from the centerline of East Middlefield Road, and the center of the roof deck on the 7th floor of the podium apartments building would be approximately 85 feet. The proposed buildings would provide partial shielding from traffic along East Middlefield Road, and noise levels would be less than 65 dBA Ldn. All other roof decks will be located at least 160 feet from the centerline of East Middlefield Road and future exterior noise levels at these areas would be below the City's exterior noise standard of 65 dBA Ldn.

The center of the proposed public park would be set back approximately 115 feet from the centerline of East Middlefield Road. At this distance and assuming partial shielding from the proposed building façades to the east, the future exterior noise levels at the center of the proposed park would be up to 64 dBA Ldn and below the City's 67.5 dBA Ldn "normally acceptable" threshold for parks.

Future Interior Noise Environment

The Precise Plan EIR determined that the introduction of residential units into the Precise Plan area could expose residents to sound levels exceeding the standards set by Policy NOI 1.2 (45 dBA Ldn).

Thus, the Precise Plan EIR included the following standard condition of approval to ensure interior noise levels are met.

Standard Condition of Approval:

- **INTERIOR NOISE LEVELS:** Construction drawings must confirm that measures have been taken to achieve an interior noise level of 45 dBA Ldn that shall be reviewed and approved by a licensed acoustical engineer prior to building permit submittal. Standard residential construction with the windows partially open for ventilation provides approximately 15 dBA of exterior to interior noise reduction. Standard residential construction assuming the incorporation of adequate forced-air mechanical ventilation (allowing the occupant to control noise by maintaining the windows shut) provides 20 to 25 dBA of outdoor to indoor noise reduction in interior spaces. To control interior maximum noise levels, noise insulation features such as stucco-sided walls and sound-rated windows and doors may be used. Feasible construction techniques such as these would adequately reduce interior noise levels to 45 dBA Ldn or lower.

With implementation of noise control measures, consistent with the Precise Plan EIR standard condition of approval, residential interior noise levels would be consistent with Policy NOI 1.2.

3.11.3 Conclusion

The proposed residential development project would not result in a new or substantially increased noise impact compared to the Precise Plan EIR.

3.12

POPULATION AND HOUSING

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Precise Plan Draft EIR (2019) Page 183-185	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Precise Plan Draft EIR (2019) Page 185	No	No	No	N/A

3.12.1 Existing Setting

According to the Precise Plan EIR, an estimated 27,360 employees could be located within the Precise Plan area at full buildout in 2030, an increase of approximately 12,000 jobs over existing conditions. Buildout of the Precise Plan would add an estimated 10,750 residents to the Precise Plan area. Currently there is one single-family residence in the Precise Plan area.

3.12.2 Impact Analysis

a. The proposed project would construct 463 residential units. The Precise Plan area is located in an urban, developed environment. It is within a designated Change Area (per the City of Mountain View General Plan). The addition of housing in the Precise Plan area would help provide housing for workers in Mountain View and regionally. Growth would occur within a developed area of Mountain View and the proposed project is consistent with the General Plan goals for focused and sustainable growth, because it supports the intensification of development in an urbanized area that is currently served by existing roads, transit, utilities, and public services. For these reasons, implementation of the project would not contribute to substantial growth inducement in Mountain View or in the region.

b. The project site is developed with Industrial/R&D uses and does not contain housing; therefore, the project would not displace existing people or housing.

3.12.3 Conclusion

The proposed project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR.

3.13

PUBLIC SERVICES

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project result in:					
a. 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: <ul style="list-style-type: none"> - Fire protection? - Police protection? - Schools? - Other public facilities? 	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A
b. 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?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A
c. 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?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A

3.13.1 Impact Discussion

a. Consistent with the Precise Plan EIR, development of the proposed project would incrementally increase the use of public facilities; however, impacts would be less than significant, as described below.

3.13.1.1 *Fire Protection Services*

The proposed project would incrementally increase the needs for fire suppression and rescue response services, as described in the Precise Plan EIR. The proposed project would, however, be constructed to current Fire Code standards to increase fire safety overall. Further, the City of Mountain View Fire Department does not anticipate the need to construct a new fire station to accommodate growth anticipated in the buildout of the General Plan, of which the Precise Plan is a part. Further, there is existing capacity at nearby Station Four to respond to additional service calls created by the proposed project and no new facilities or expansion of existing facilities would be required.

3.13.1.2 *Police Protection Services*

MVPD maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. The General Plan EIR and Precise Plan EIR concluded that growth in the City (including the proposed project) would increase the demand for police services; however, the City has policies to ensure that police staffing is adequate to serve the needs of the community. While the proposed project would intensify the use of the site, the MVPD confirmed that implementation of the project consistent with the Precise Plan would not require the construction or expansion of police facilities. In addition, future development within the Precise Plan area would be reviewed by MVPD to ensure safety features are incorporated to minimize the opportunity for criminal activity.

3.13.1.3 *School Impacts*

The proposed project would be requesting Bonus FAR and will be expected to develop a school strategy that may include funding or land above the amount required through standard school impact fees. The proposed project is also required to pay state-mandated school impact fees to offset impacts to local schools. Consistent with CEQA and the Precise Plan EIR, payment of fees would reduce impacts to a less than significant level.

3.13.1.4 *Library Impacts*

The growth projected in the Precise Plan, including proposed project, would not trigger the City to build or operate a new library in the Precise Plan area.

b. c. The Precise Plan area currently does not meet the City's standard of 3.0 acres per 1,000 residents. The Precise Plan includes an overall goal of adding 30 acres of publicly accessible open space to serve the projected 10,000 residents of the Precise Plan area (which would meet the City's standard of 3.0 acres per 1,000 residents). The proposed park and open space vision for the Precise Plan area includes a central park (1 to 2 acres), up to six mini-parks (4 to 5 acres total), neighborhood park (2 to 3 acres), a system of linear parks, and accessible open spaces. The proposed parks and open spaces will create a significant portion of the 30 acres targeted by the Precise Plan. The remaining 3 to 8 acres will be acquired by the City with the parkland dedication in-lieu fees paid by residential development such as the proposed project.

To meet Mountain View's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential

developments to dedicate land for parks and recreational areas or pay an open space fee to the City. The project proposes dedication of an approximately 0.38-acre public park to the City. This park, as well as the payment of additional City-required fees and implementation of the Precise Plan's Precise Plan's Park and Open Space Strategy, would reduce impacts to a less than significant level, as stated in the Precise Plan EIR.

3.13.2 Conclusion

The proposed project would incrementally increase the use of public facilities; however, it would not result in a new or substantially increased public services 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 Mitigations Address Impacts.
Would the project:					
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A
b. For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A
d. Result in inadequate emergency access?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A

The discussion within this section is based in part on the SummerHill East Whisman Site Specific Traffic Analysis (SSTA), prepared by Fehr & Peers. The SSTA is included with this checklist as Appendix H. The SSTA was prepared to determine if the proposed project would have new or substantially more severe impacts (requiring new mitigation) than what was previously disclosed in the Precise Plan EIR, and to determine if there has been a change in circumstances as compared to the Precise Plan EIR.

3.14.1 Existing Setting

The City of Mountain View is preparing a nexus study and will adopt an impact fee for transportation improvements necessary to address impacts generated by development in the East Whisman Precise Plan area. As stated in the Precise Plan, 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 East Whisman area transportation improvements, through payment of a future impact fee.

The project proposes to implement a TDM Plan that outlines the approach that the project would take to reduce vehicle trips, spread demand across time, and make the most efficient use of the alternative circulation system in the project vicinity.

3.14.2 Impact Discussion

a. The East Whisman Precise Plan EIR found that development and identified improvements in the Precise Plan area would not conflict with a program plan, ordinance or policy addressing the circulation system, roadways, bicycle lanes and pedestrian facilities. The Precise Plan did identify Impact TRA-3 (a significant and unavoidable effect on transit vehicle operations at intersections with a deficient level of service (LOS)). The proposed project would incrementally contribute to this impact; however, the Mountain View City Council adopted a Statement of Overriding Considerations overriding the significant unavoidable impacts disclosed in the Precise Plan EIR.

The proposed project's transportation analysis study area overlaps with the Precise Plan area. Impacts, including those related to LOS improvements (as described for the proposed project based on the SSTA), were found to be less than significant with implementation of City of Mountain View, County of Santa Clara and Santa Clara Valley Transportation Agency Congestion Management Plan policies and requirements (such as those related to Complete Streets) to ensure adequate crossing facilities for pedestrians and bicycles and timing as part of signal phasing. Implementation of the proposed project would not interfere with existing pedestrian and bicycle facilities or conflict with planned pedestrian or bicycle facilities or adopted pedestrian or bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the Precise Plan will create new pedestrian and bicycle facilities and will have a beneficial effect on pedestrian circulation and access.

Intersections

The SSTA (refer to Appendix H) evaluated intersection deficiencies and improvements under Existing with Project Conditions. The results of the LOS calculations indicate that the project would not cause deficiencies at any study intersection under Existing with Project Conditions based on the significance thresholds outlined in the Precise Plan EIR; therefore, no improvements are required.

As presented in the Transportation Analysis for the East Whisman Precise Plan and the Precise Plan EIR, a Background with Precise Plan condition deficiency was determined for one study intersection—Ellis Street and Northbound US 101 Ramps intersection (Intersection 13). Although the proposed residential project itself does not result in a deficiency at this intersection, it contributes to the Precise Plan deficiency. The improvement for this intersection was an additional westbound left-turn lane and southbound right-turn lane, which would improve queuing in the westbound and southbound directions and improve intersection operations to an acceptable LOS. The City considers these improvements infeasible due to several considerations including right-of-way, funding constraints, the limited space under the existing bridge structure to accommodate vehicle, bicycle and pedestrian use, and a need to accommodate light rail and freight rail traffic. Therefore, no improvements would occur as part of the project.

Freeways

Freeway deficiencies and the associated improvements were evaluated under Existing with Project and Background with Project Conditions in the SSTA. Under Existing with Project Conditions,

implementation of the Project would not cause the study freeway segments to operate at an unacceptable level and would not contribute traffic greater than one percent to segments projected to operate unacceptable prior to the addition of project traffic. Therefore, no freeway improvements are included as part of the project.

b. The Precise Plan EIR identified a project-level and cumulative-level VMT impact due to Precise Plan project-generated vehicle miles traveled (VMT) on both a citywide and countywide basis. This impact was covered by the Statement of Overriding Considerations adopted for the Precise Plan EIR. The proposed project would contribute to this identified impact; however, providing housing near jobs (as proposed by the project) increases the likelihood that trips can remain within a local area; thus, shortening travel distances and increasing residents' ability to accomplish some travel needs by walking, cycling, or using short-distance transit. Most of the Precise Plan VMT is due to the employee travel because most of the daily vehicle trips are due to the employment uses and the average employee trip length is twice as far as residential trip lengths. Because the project proposes residential uses and residents are more likely to walk, bicycle, use public transit to offset vehicle trips, and generally travel shorter distances overall, it would not result in a new or more severe impact that was identified in the Precise Plan EIR.

c. 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.

d. The proposed project would be consistent with the Precise Plan EIR and would not result in inadequate emergency access.

3.14.3 Conclusion

The proposed project would not result in a new or substantially increased traffic impact compared to the Precise Plan EIR.

3.15

TRIBAL CULTURAL RESOURCES

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>					
<p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?</p>	<p>Precise Plan Draft EIR (2019) Page 264-265</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>
<p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p>Precise Plan Draft EIR (2019) Page 264-265</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>

3.15.1 Impact Discussion

a. b. No tribes with a cultural affiliation to the Precise Plan area have requested notification of or consultation for projects under AB 52, this includes the proposed project site. No tribal cultural resources or Native American resources were identified in the Precise Plan area as a result of email and telephone consultation and outreach. While there is the potential for unknown Native American resources or human remains to be present in at the project site, impacts would be less than significant with implementation of the City’s standard conditions of approval related to discovery of archaeological resources or human remains. With the implementation of standard City standard conditions of approval, the proposed project would result in a less than significant impact to tribal cultural resources.

3.15.2 Conclusion

The proposed project would not result in a new or substantially increased tribal resources impact compared to the Precise Plan EIR.

3.16 UTILITIES AND SERVICE SYSTEMS

3.16.1 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 Mitigations Address Impacts.
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	Yes, MM UTL-1.1
b. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A
e. Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A

The discussion within this section is based in part on a Utility Impact Study prepared by Schaaf & Wheeler included with this checklist as Appendix I.

3.16.2 Existing Conditions

The Precise Plan EIR identified that future large-scale, site-specific development projects associated with implementation of the Precise Plan could result in impacts to the existing water, sewer, and storm drainage infrastructure (Impact UTL-1). The following discusses whether the proposed project may require upsizing and/or improvements to infrastructure to mitigate for this identified impact (as discussed in MM UTL-1.1). Further, to fund recommended sewer infrastructure upgrades, the City will prepare a nexus study and adopt an impact fee for utility improvements necessary to address impacts. The proposed project would be subject to this fee.

3.16.3 Impact Discussion

a. Consistent with the Precise Plan EIR, the proposed project would not result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. The project would pay impact fees to fund stormwater drainage improvements included as part of Capital Improvement Projects (CIPs) identified in the 2030 General Plan Update Utility Impact Study (GPUUIS). Thus, the impact would be less than significant, as identified in the Precise Plan EIR.

The proposed project would not significantly impact the water system under existing conditions or in the cumulative condition assuming all the recommended CIPs assumed for the Precise Plan EIR are constructed. The anticipated project-specific fire flow requirement of 3,000 gallons per minute is met during Existing Condition and Future Cumulative Condition. The proposed fire flow requirement assumes that a 50 percent reduction of the required fire flow will be approved by the City Fire Marshal based on the installation of an approved automatic sprinkler system. This is a conservative reduction assumption, as buildings have the potential for a 75 percent reduction of the required fire flow according to the California Fire Code (2016), if approved. The actual fire flow requirement may change as the planning process continues and project-specific requirements are determined by the City Fire Marshal.

The sewer system has sufficient capacity under existing conditions with the estimated increase in incremental project flow. Assuming all of the CIPs from the 2030 GPUUIS and Precise Plan improvements are constructed, the sewer system also has sufficient capacity in the future cumulative condition under both pre- and post-project conditions. Two CIPs from the 2030 GPUUIS and one CIP from the Precise Plan are located downstream of the project. The proposed project's Utility Impact Study (Appendix I) will be used to determine the proportional utility impact fees to be paid under the future nexus study, as described in MM UTL-1.1. This ensures that development projects in the Precise Plan area appropriately fund area CIPs and complete other needed utility infrastructure improvements.

b. The Precise Plan would result in an increase in water demand within the City of Mountain View. 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. Since the proposed project is consistent with the Precise Plan, it would not result in a significant project-level or cumulative impact.

c. As described in the Precise Plan EIR, implementation of development under the Precise Plan (including the proposed project) would not prevent the Regional Water Quality Control Plant from meeting wastewater treatment requirements.

d. e. The project would increase the amount of development at the site and would increase the amount of solid waste generated. The project would be required to comply with the California-mandated 50 percent waste diversion and CalGreen standards (including a construction waste recycling requirement and readily accessible areas for recycling). At least 65 percent of construction waste would be recycled or reused. New developments in the Precise Plan area would be required to divert and dispose of waste during operation in accordance with the state requirements and the policies in the General Plan. Additionally, there is identified capacity at Kirby Canyon Landfill to serve growth in the Precise Plan area, including the proposed project. As a result, the project would not adversely affect the City's compliance with the waste diversion requirements under state law. Thus, the impact is less than significant, consistent with the Precise Plan EIR.

3.16.4 Conclusion

The proposed project would not result in a new or substantially increased environmental impact compared to the Precise Plan EIR and General Plan EIR.

SECTION 4.0 REFERENCES

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Fehr & Peers. SummerHill East Whisman Site Specific Transportation Analysis. November 2019.

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WRA. Bird-safe Design Review for the 366-416 E. Middlefield Road Redevelopment, Mountain View, California. October 16, 2019.

SECTION 5.0 LEAD AGENCY AND CONSULTANTS

5.1 LEAD AGENCY

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