

Consistency Checklist
Reserve at Mountain View II
870 E El Camino Real Residential Project



Prepared by the



City of
Mountain View

In Consultation with



August 2022

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	Reserve at Mountain View II	FILE NUMBER: PL-2019-087
SITE ADDRESS:	870 East El Camino Real Mountain View, CA 94040	APN: 161-11-011
APPLICANT:	Equity Residential	
PROPERTY OWNER:	Equity Residential 333 Third Street Suite 210 San Francisco, CA 94107	
PREVIOUSLY CERTIFIED EIRs:		
<p>City of Mountain View. <i>El Camino Real Precise Plan Final Environmental Impact Report</i>. SCH #: 2014032002. 2014. (Precise Plan FEIR) ---.</p> <p><i>Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report</i>. SCH #: 2011012069. 2012. (General Plan FEIR)</p>		
PROJECT DESCRIPTION SUMMARY:		
<p>The Reserve at Mountain View Apartments is an existing apartment complex with a total of 180 units on an approximately 9.14-acre (net) site. The project proposes to redevelop the southern, approximately 3.4 acres of the site closest to East El Camino Real. No substantial changes to the remaining northern, approximately 5.7 acres of the Reserve are proposed as part of the project.¹</p> <p>The project would demolish five of the 20 existing residential buildings and one leasing office building, for a total of six buildings, on the 9.14 acre site (resulting in the removal of 42 of the existing 180 apartment units on-site) and associated surface parking and landscaping in order to construct two new apartment buildings (Building F and Building G) totaling approximately 235,689 square feet and including 233 studio, one-bedroom, and two-bedroom apartment units (33 apartments of which would be for very-low income residents), over a two-level underground parking garage.</p> <p>The proposed project would include a total of approximately 72,104 square feet of outdoor open areas. Select units in both buildings would feature private patios or balconies. Both of the proposed buildings would be a six-stories tall, with Building F having a maximum height 63'-1" to the top of the roof coping and Building G would have a maximum height of 71'-7" to the top of the roof coping. The mechanical screen/elevator overruns on both buildings are exempt building height encroachments.</p> <p>The project is proposing 233 new apartments units, including 42 replacement units from the existing development, resulting in 191 "net new" units beyond the residential units analyzed in the Precise Plan FEIR. The project would meet Tier 1 development per the Precise Plan and apply a 35 percent State Density Bonus in order to develop the 233 residential units on-site. A total of 371 units will be provided between Reserve and Reserve II.</p>		

¹ As part of the maintenance for the complex, the existing buildings on the northern portion of the site would be painted and minor landscaping improvements would be made on the northern portion of the site during the same time period the project is implemented.

BRIEF ENVIRONMENTAL SETTING: The approximately 9.14-acre project site is located at 870 East El Camino Real (Assessor Parcel Number: 161-11-011), within the larger 287-acre El Camino Real Precise Plan (Precise Plan) area in the City of Mountain View.

The project site is currently developed with a 180-unit apartment complex (Reserve at Mountain View Apartments) consisting of 24, one- and two-story buildings (apartment, leasing, recreation, and storage buildings), landscaping, and surface parking. The project site is bounded by residential and commercial uses to the east, residential uses to the north and northwest, a hotel and residential uses to the west, and commercial uses across East El Camino Real to the south. The project site directly abuts the City of Sunnyvale to the east.

DETERMINATION: This checklist determined that the proposed project, inclusive of the additional 191 net new residential units beyond those analyzed in the Precise Plan FEIR, would result in either the same or lesser impact than addressed in the Precise Plan FEIR or General Plan FEIR, and complies with the California Environmental Quality Act (CEQA).

NO ADDITIONAL IMPACT FINDING: The proposed project is in compliance with the CEQA because the Checklist was prepared pursuant to CEQA Guidelines Sections 15162 and 15183 and found that with implementation of standard City policies and conditions of approval and certain mitigation measures identified in the Precise Plan FEIR and General Plan FEIR, the proposed project would not result in any new or substantially more significant environmental impacts beyond those previously evaluated and disclosed in these EIRs, inclusive of the additional 191 net new residential units beyond those analyzed in the Precise Plan FEIR.

Prepared by: Phillip Brennan, Senior Planner
Community Development Department

Date: August 10, 2022

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

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- Appendix E: Phase I Environmental Site Assessment
- Appendix F: Multimodal Transportation Analysis and TDM Plan
- Appendix G: Utilities Impact Study

SECTION 1.0 INTRODUCTION, PURPOSE, AND HISTORY

1.1 INTRODUCTION AND PURPOSE

Per Section 15183(a) of the California Environmental Quality Act (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 environmental checklist provides information for the decision-makers and the public regarding the City's evidence and reasoning for determining the project's consistency with the assumptions and mitigation measures in the certified 2012 Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Reports (General Plan FEIR) and certified 2014 El Camino Real Precise Plan Final Environmental Impact Report (Precise Plan FEIR).

1.2 HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The City certified the General Plan FEIR and adopted the General Plan and Greenhouse Gas Reduction Program (GGRP) in 2012. The Mountain View 2030 General Plan (General Plan) is the City's blueprint for development in the City through 2030. The General Plan identifies key change areas where the most significant change and growth are planned. The GGRP is a separate but complementary document and long-range plan that implements the GHG emissions reduction goals of the General Plan and serves as a programmatic GHG reduction strategy for CEQA tiering purposes. In 2014, the City certified the Precise Plan FEIR and adopted the El Camino Real Precise Plan (Precise Plan) The Precise Plan area is identified in the Mountain View 2030 General Plan (General Plan) as the El Camino Real Change Area.

The Precise Plan (adopted in November 2014 and amended in June 2019) consists of City-initiated revisions to the General Plan and zoning ordinance to allow an increase in the intensity of mixed-use, commercial, hotel, and residential uses in the Precise Plan area. The Precise Plan provides 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 El Camino Real Change Area. Implementation of the Precise Plan would result in approximately 2,660 residential units and 6,550 jobs.²

² City of Mountain View. *El Camino Real Precise Plan Draft Environmental Impact Report*. SCH# 2014032002. August 2014. Certified November 2014. Page 28.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT LOCATION AND EXISTING SITE CONDITIONS

The approximately 9.14-acre project site is located at 870 East El Camino Real (Assessor Parcel Number: 161-11-011), within the larger 287-acre El Camino Real Precise Plan (Precise Plan) area in the City of Mountain View. This project is located on the north side of East El Camino Real between Sylvan Avenue and South Bernardo Avenue.

The project site is currently developed with a 180-unit apartment complex (Reserve at Mountain View Apartments) consisting of 24, one- to two-story buildings (apartment, leasing, recreation, and storage buildings), landscaping, and surface parking. The project site is bounded by residential and commercial uses to the east, residential uses to the north and northwest, a hotel and residential uses to the west, and commercial uses across East El Camino Real to the south. The project site directly abuts the City of Sunnyvale to the east. Additional information about the existing site conditions is provided in Section 3.0 Environmental Checklist.

Regional and vicinity maps of the site are shown on Figure 2.2-1 and Figure 2.2-2, respectively, and an aerial photograph of the project site and the surrounding land uses is shown on Figure 2.2-3.

2.2 PROPOSED PROJECT DESCRIPTION

The Reserve at Mountain View Apartments is an existing apartment complex with a total of 180 units on an approximately 9.14-acre site. The project proposes to redevelop the southern, approximately 3.4 acres of the site closest to East El Camino Real. No changes to the remaining northern, approximately 5.7 acres of the Reserve are proposed as part of the project.³ For this reason, the description of the project pertains to the southern, approximately 3.4 acres of the site only (unless otherwise noted).

The project would demolish five of the 20 existing residential buildings and one leasing office building on the 9.14-acre site (resulting in the removing 42 of the existing 180 apartment units on-site) and associated surface parking and landscaping in order to construct two new apartment buildings (Building F and Building G) totaling approximately 235,689 square feet and including 233 studio, one-bedroom, and two-bedroom apartment units over a two-level below ground parking garage. The project will provide 33 units for very-low income residents, equal to 11 percent of the project's base density (297).

Select units in Buildings F and G would have private balconies. The proposed project would include a total of approximately 72,104 square feet of outdoor open areas, most of which is provided on the ground floor with the exception of the common open area proposed on the sixth floor of Building F. The proposed outdoor common areas would include amenities such as a landscaping, lounge areas, exercise areas, and a dog run.

³ As part of regular maintenance for the complex, the existing buildings are painted. The existing buildings on the northern portion of the site that would remain as part of the project will be painted during the same period the project is implemented (if approved). This regular painting occurs every five to seven years and would happen without the development proposal.

Both of the proposed buildings would be a six-stories tall, with Building F having a maximum height of 63'-1" to the top of the roof coping and Building G having a maximum height of approximately 71'-7" to the top of the roof coping. The proposed site plan is shown on Figure 2.2-4 and elevations of the proposed buildings are shown on Figure 2.2-5 and Figure 2.2-6 below.

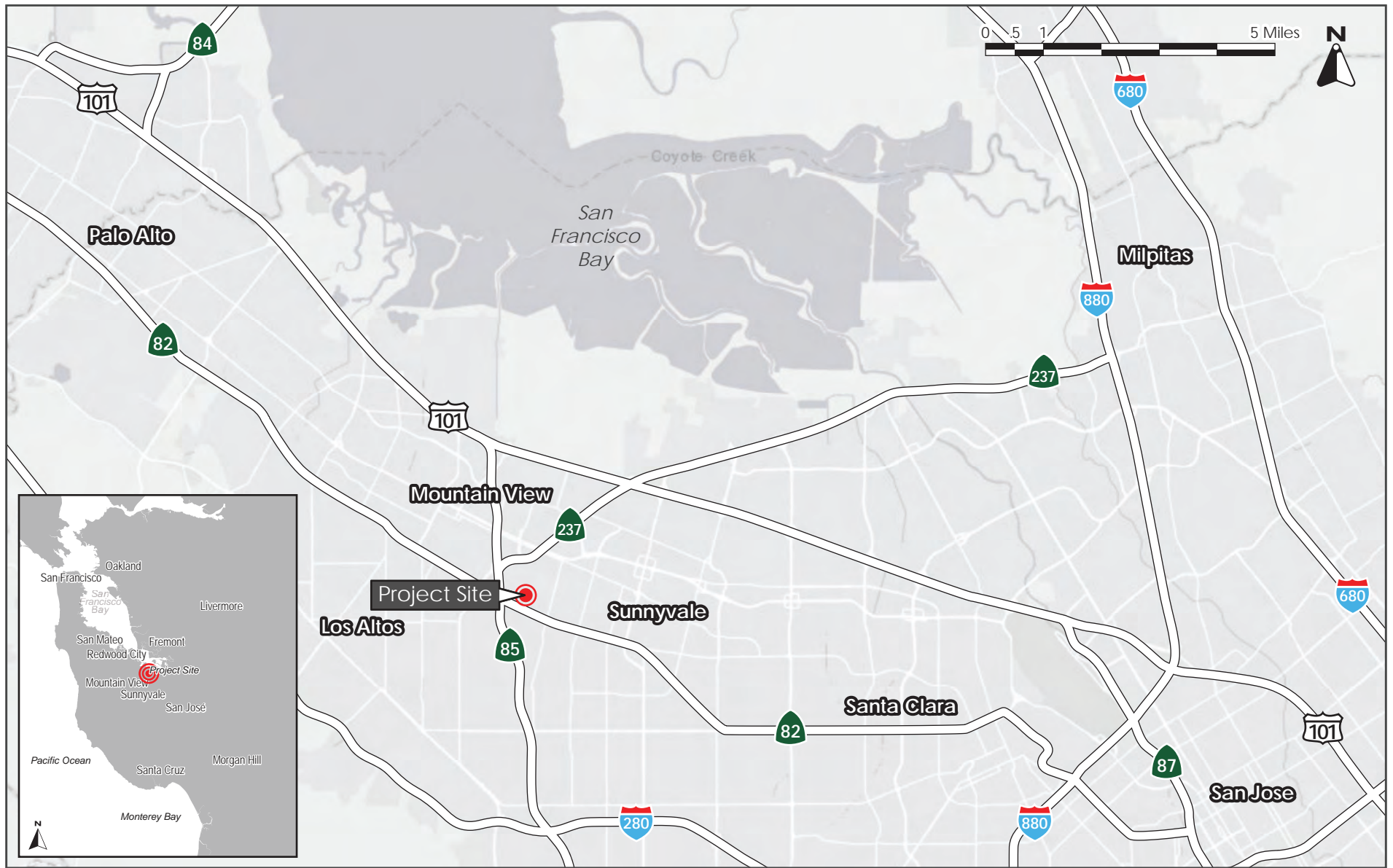
The project site is located in multiple areas of the El Camino Real Precise Plan. Building F is subject to the standards of the "Low Intensity Residential Only" (LIRO) subarea and Building G is subject to the standards in the "Medium Intensity Corridor" (MIC) subarea. The project would meet R3 (Multiple-Family Residential) standards in Chapter 36 of the City Code for the LIRO subarea and Tier 1 development standards per the Precise Plan for the MIC subarea with some Precise Plan standards applied universally on-site, except as permitted through the following concessions and waivers as provided under State Density Bonus Law (see Table 2.2-1):

- Concession #1: An approximately 2.3 percent (4,863 square foot) reduction to the project's Open Area requirement based on the weighted average across the lot. Projects located in the LIRO subarea are required to provide at least 55 percent Open Area, and those located in the MIC subarea are required to provide at least 40 percent Open Area. As such, the weighted average (0.531) when applied to the entire of the project site area (9.14 acres) would require 211,582 square feet of Open Area rather than 206,719 square feet proposed by the project. To provide the entire required Open Area amount, the project would need to eliminate some surface parking and correspondingly increase the number of parking stalls provided in the underground garage.
- Waiver #1: A building height of 63'-1" as measured to the top of coping for the new building (Building F) in the middle of the site, in-lieu of the maximum top wall plate height of 36' (for a flat roof) permitted per R3 zoning district development standards (exceeding permitted building height by 27'-1");
- Waiver #2: A six-story building (Building G) with 71'-7" building height for the new front building as measured to the top of coping, in-lieu of the four-story and 55' maximum in the Medium-Intensity Corridor of the Precise Plan (exceeding by two additional stories and 16'-7" in overall height);
- Waiver #3: A 68'-10" tall building, in-lieu of the required 28' maximum height required when adjacent to a residential-zoned property for Building F (exceeds height by 40'-10");
- Waiver #4: A 45' side setback, in-lieu of the required 58'-9" side setback from the shared property line between Building F and the adjacent property (Avante Hotel located at 860 E. El Camino Real) to the west (a reduction of 13'-9"); and
- Waiver #5: A 38' separation distance between structures (Buildings F and G) in-lieu of the required 47'-7" separation distance between structures (Building F and G) on the same lot (a reduction of 9'-7").

#	Standard	Subarea	Required/Limit	Proposed
1	Height: General	LIRO	36' top of wall plate	63'-1"
2		MIC	55'/4 stories	71'-7"/6 stories
3	Height: Residentially Zoned Property	LIRO	68'-10"	28'

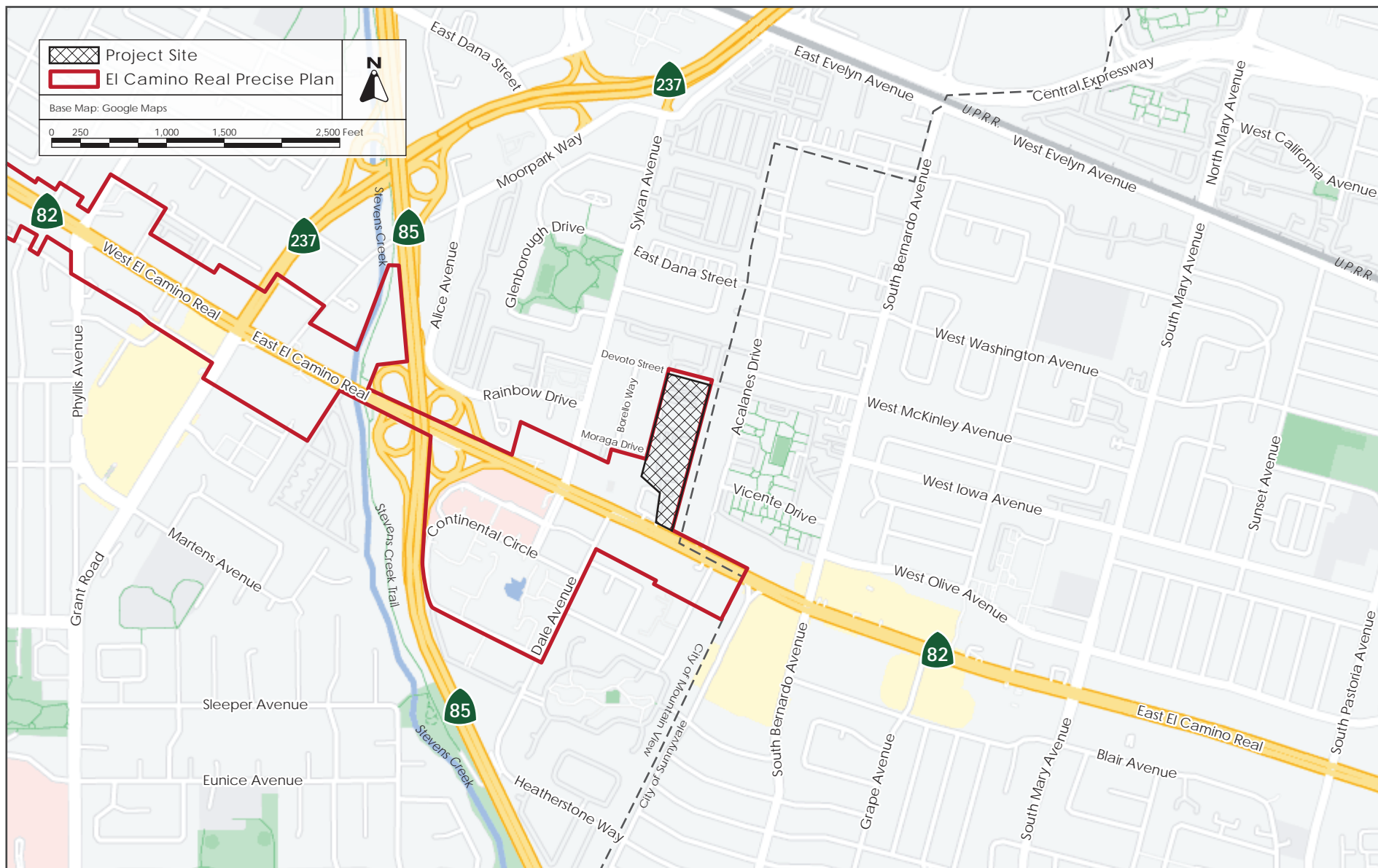
Table 2.2-1: Waivers for Height and Setbacks				
#	Standard	Subarea	Required/Limit	Proposed
4	Side Setback	LIRO	58'-9" (between Building F and Avante Hotel)	45'
5	Separation Between Structures on Same Lot	BOTH	47'-7'	38'

The project also includes a setback exception to allow a portion of the front residential portion of Building G to exceed the Precise Plan’s 25-foot maximum setback along El Camino Real in order to preserve an existing mature Heritage tree (#201).



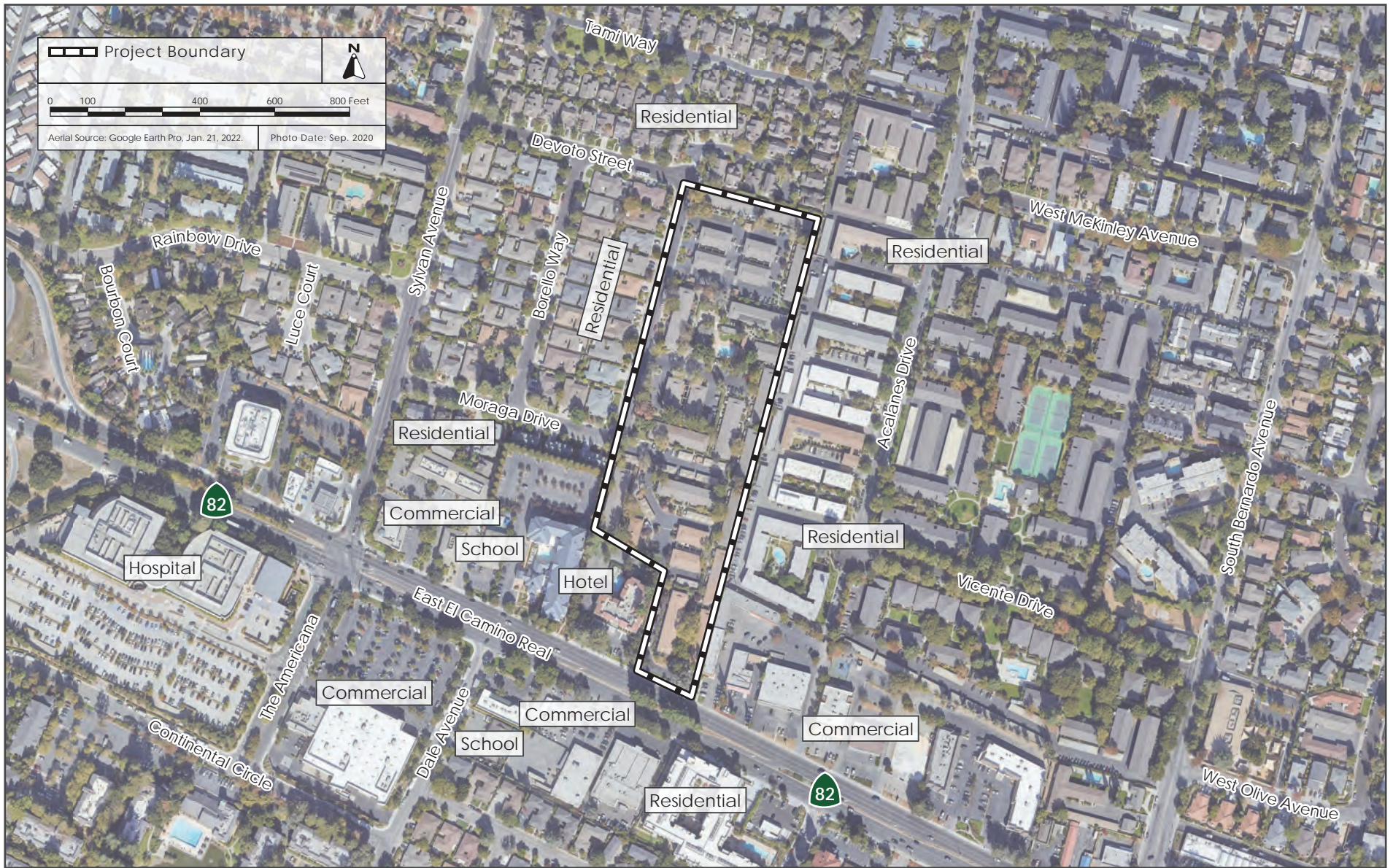
REGIONAL MAP

FIGURE 2.2-1



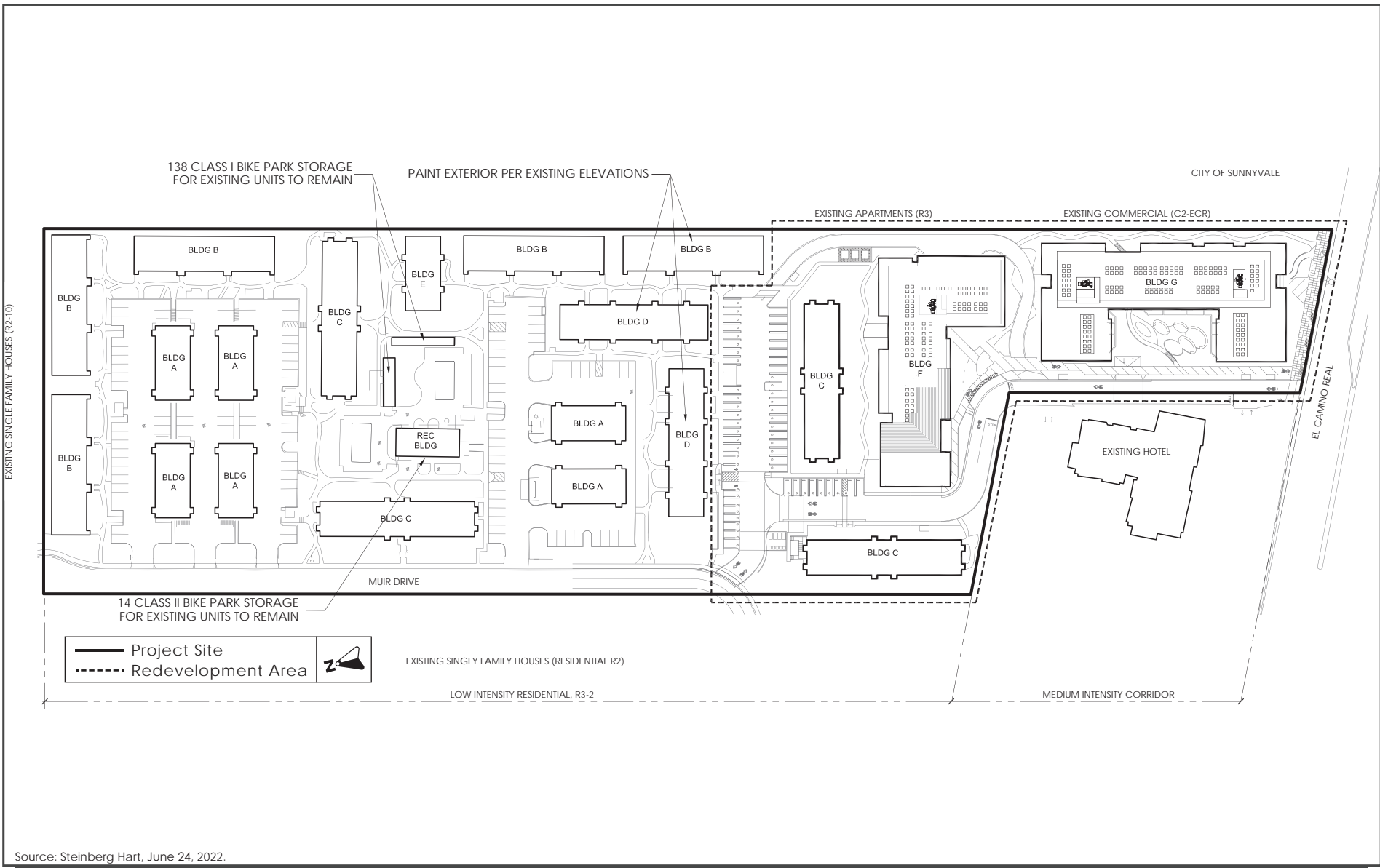
VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3



Source: Steinberg Hart, June 24, 2022.

SITE PLAN

FIGURE 2.2-4

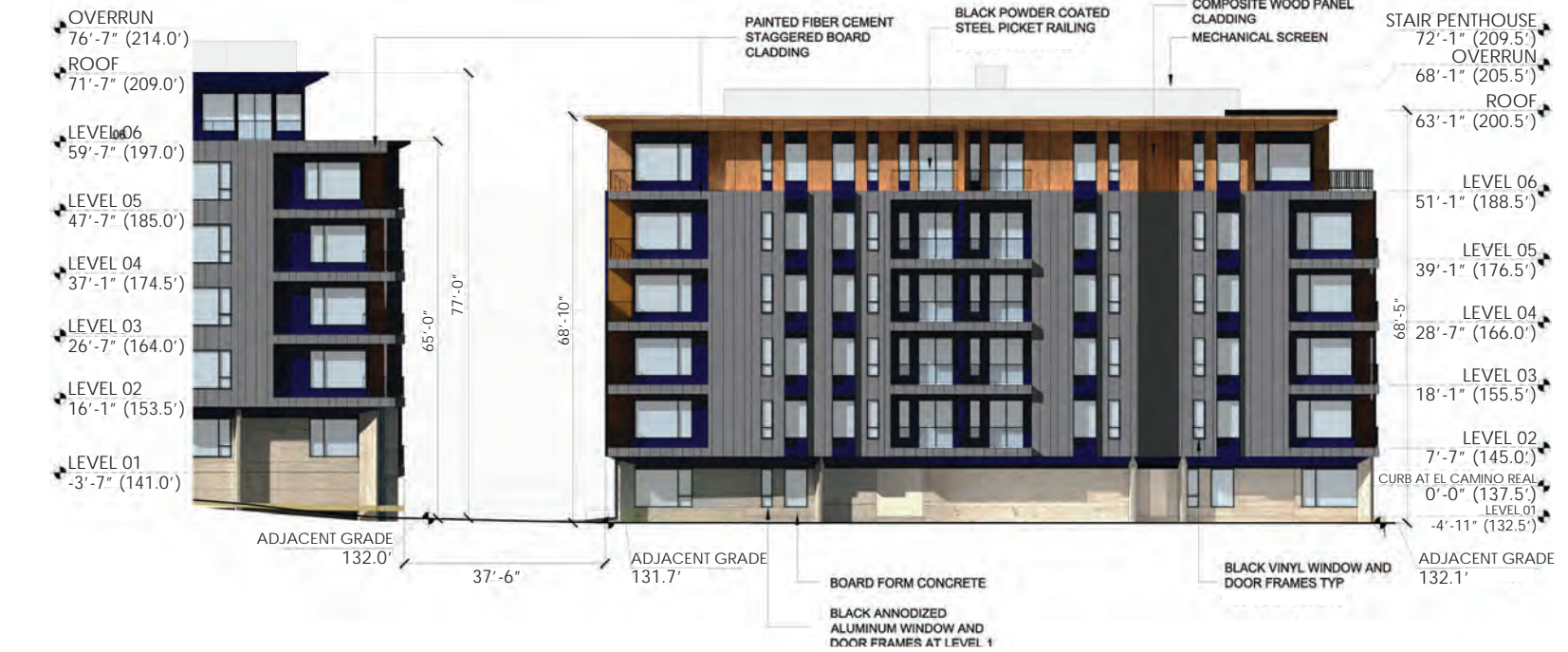
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION

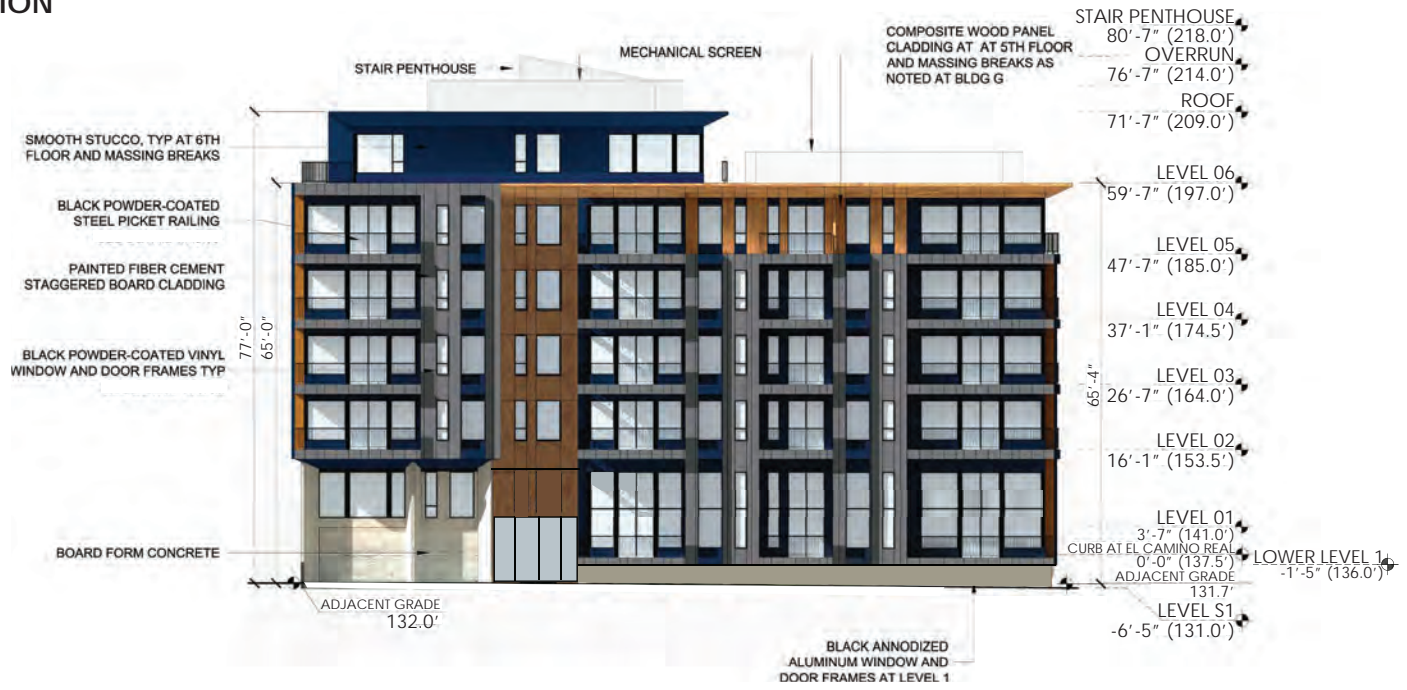


WEST ELEVATION



Source: Steinberg Hart, June 24, 2022.

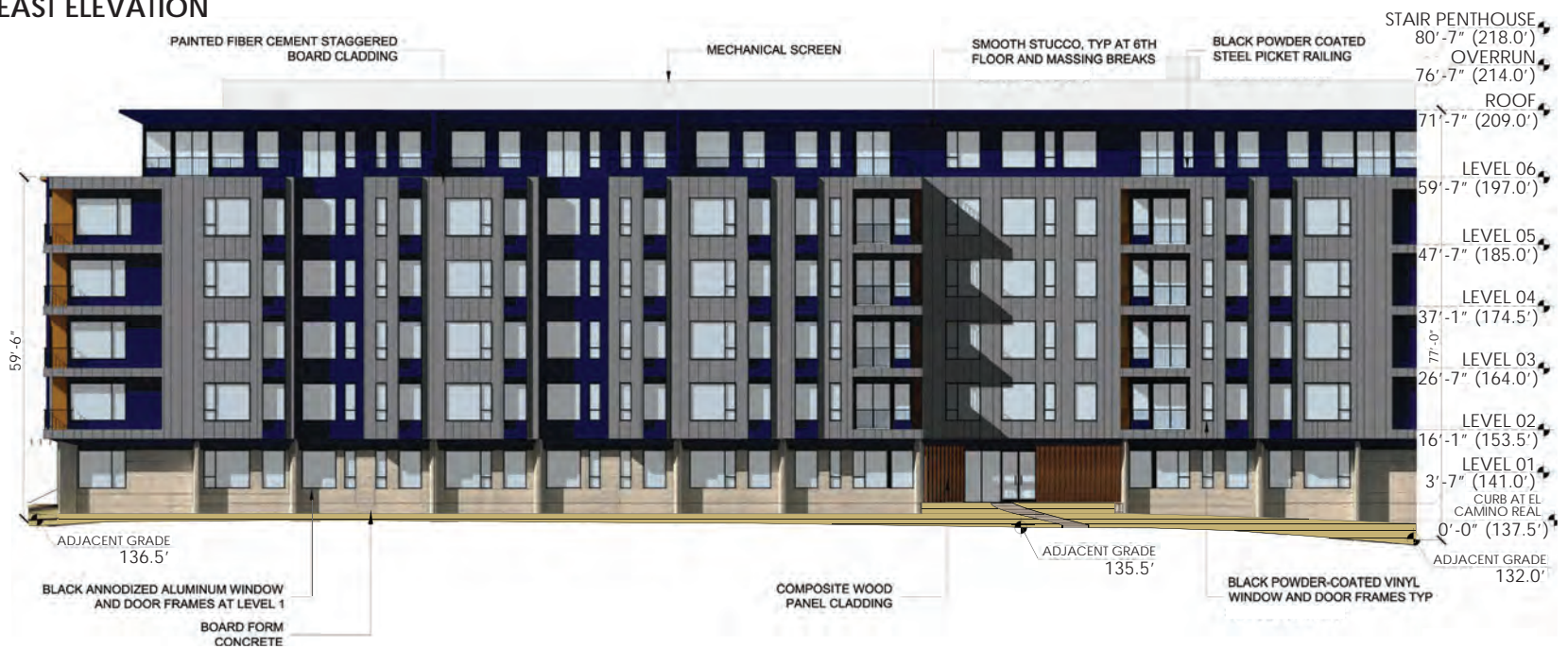
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



Source: Steinberg Hart, February 11, 2022.

2.3 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The General Plan designation for the southern approximately 1.16-acre (or 50,671 square feet) portion of the site is Mixed Use Corridor. The Mixed Use Corridor land use designation allows for multi-family residential, office, commercial, and lodging. The remaining, northern approximately 7.98 acres (or 347,788 square feet) of the site is designated Medium Density Residential. The Medium Density Residential land use designation allows for single-family detached and attached residential, duplex residential, multi-family residential, parks, and open space.

The project site is zoned El Camino Real Precise Plan. The southern approximately 1.16-acres of the site (referred to as the “MIC subarea”) is in the Medium Intensity Corridor subarea of the Precise Plan. The Medium Intensity Corridor subarea allows residential building heights of three stories/45 feet at a floor area ratio (FAR) of 1.35 with an option to pursue greater intensity with public benefit contribution as a Tier 1 project, with up to four stories/55 feet and a 1.85 FAR. The northern approximately 7.98-acres of the site (referred to as the “LIRO subarea”) is identified as being in the Low Intensity, Residential Only subarea of the Precise Plan, which allows for residential development at a density of 13 to 25 dwelling units per acre (du/ac), with a maximum height of 45 feet (36 foot maximum wall plate) and a maximum 1.05 FAR. Figure 2.9-1 shows the project site’s MIC and LIRO subareas.

2.4 GREEN BUILDING AND GREENHOUSE GAS EMISSIONS REDUCTION FEATURES

The project would meet the Leadership in Energy and Environmental Design (LEED) Gold standard for new construction and implement all mandatory California Green Buildings Standards Code (CALGreen) requirements.⁴ The project would incorporate the green building features including, but not limited to, the following:

- **Resource Efficient Landscaping:** The project would plant drought tolerant and native species for landscaping. The plants would be located and allowed to grow to natural size.
- **Water-Efficient Fixtures:** The project would install WaterSense bathroom faucets and toilets in residential units and common areas. Water submeters would also be installed for tenants.
- **Electrical Vehicle Charging:** The project would provide electric vehicle charging infrastructure in the parking garage.
- **Transportation Demand Management (TDM) Plan:** The project would provide a TDM Plan to decrease vehicle trips and include such measures as bicycle facilities and incentives and resources to take transit.

2.5 CONSTRUCTION ACTIVITIES

Project construction activities include demolition, site preparation, grading and excavation, building construction, architectural coatings, and paving. It is estimated that project construction would take a total of 30 months and require excavation at a maximum depth of 27.5 feet below ground surface. Excavation and removal of approximately 35,000 cubic yards of soil would be necessary to accommodate the proposed building foundations, footings, and below ground parking garage. It is assumed that construction of the project would start in December 2022 and be completed in May 2025.

⁴ Leadership in energy and Environmental Design (LEED)

2.6 SITE ACCESS AND PARKING

Vehicle access to the project site would continue to be provided by one driveway on East El Camino Real that connects to Muir Drive. Four existing additional driveways on the western boundary of the site would continue to provide access to the northern portion of the project site. Existing and proposed internal driveways would provide access to on-site parking.

Parking for units in Buildings F and G would be provided in a new two-level below ground parking garage under Building G. Access to the proposed below ground parking garage would be provided via a ramp located on the west side of Building G. The parking garage would provide a total of 240 vehicle parking spaces. The first-level of parking would provide 146 vehicle parking stalls, including those designated for accessible, clean air, and electrical vehicle parking. The second-level of parking would provide 94 stalls. Each level also includes four motorcycle parking spaces. The project would reconfigure the existing surface parking at the northern portion of the redevelopment area to provide 16 surface parking spaces. In total, the redeveloped area of the project site would provide 256 parking spaces (240 parking spaces in the below ground parking garage and 16 surface parking spaces).

The proposed project also includes a total of 257 new bicycle parking spaces. Of the total bicycle parking, 233 long-term bicycle parking spaces would be located in secure personal storage rooms on the ground floor of Building G and 24 short-term bicycle parking spaces would be located around the perimeter of both Buildings F and G. The existing portion of the site offers 152 bicycle parking spaces (138 secure spaces) for the residential units that would remain.

Pedestrian access to the project site would continue to be provided via sidewalks on East El Camino Real and Muir Drive and along the primary vehicular driveway connecting East El Camino Real and Muir Drive.

A public access easement for pedestrian access through the site would be provided along the primary driveway connecting East El Camino Real and Muir Drive, which is an identified circulation improvement in the Precise Plan.

2.7 LANDSCAPING AND HERITAGE TREES

The project would plant new landscaping, including low water use plants, surrounding the proposed buildings. The project site contains 202 trees, including 117 Heritage trees as defined in the City's Municipal Code.⁵ The project site contains 202 trees, including 117 Heritage trees as defined in the City's Municipal Code. The project would preserve 162 trees (including 101 Heritage trees) and remove 39 trees (including 15 Heritage trees) due to poor health, low preservation suitability, and/or conflict with the proposed improvements. The project would plant 153 new trees throughout the entire project site. The project also proposes to transplant one Heritage tree.

⁵ A Heritage tree is any tree over 48-inches in circumference or any Quercus, Sequoia, or Cedrus over 12-inches in circumference (measured at 54-inch above grade).

2.8 TRANSPORTATION DEMAND MANAGEMENT

The Precise Plan specifies that all new Tier 1 residential development provide a Transportation Demand Management (TDM) plan with programs and measures to reduce vehicle trips. Pursuant to the Precise Plan, the project proposes to implement the following TDM measures:

- Secure bicycle storage for residents
- On-site bicycle repair station
- Carpool/vanpool matching and subsidy program
- Clipper Card subsidies or equivalent transit subsidies
- TDM commuter program manager
- Annual trip reduction performance report
- Participation in the Mountain View Transportation Management Association

2.9 COMPARISON WITH PRECISE PLAN

The buildout of the Precise Plan, which was evaluated in the certified Precise Plan FEIR, would result in a total of 2,660 residential units and 6,550 jobs.⁶ The project proposes the type of development envisioned in the Precise Plan for the project site; however, with the development of the project, the total number of residential units previously studied in the Precise Plan FEIR would be exceeded.⁷ Specifically, the project, if approved, would result in 191 net new residential units than evaluated in the Precise Plan FEIR. However, the Precise Plan itself does not place a cap on the number of residential units in the plan area, and the project’s development standards would be consistent with the Precise Plan and State Density Bonus Law. Based on the proposed provision of affordable housing, the project is entitled to a 35 percent density bonus, and associated waivers and concessions.

The allowed and proposed FAR density for the MIC subarea, LIRO subarea, and overall site are summarized in Table 2.9-1. As shown in Table 2.9-1, the project proposes a maximum FAR of 2.497 for Building G located in the MIC subarea and 30 dwelling units per acre for Building F in the LIRO subarea. The proposed FAR and density for the project are at or below the maximum permitted with the 35 percent density bonus.

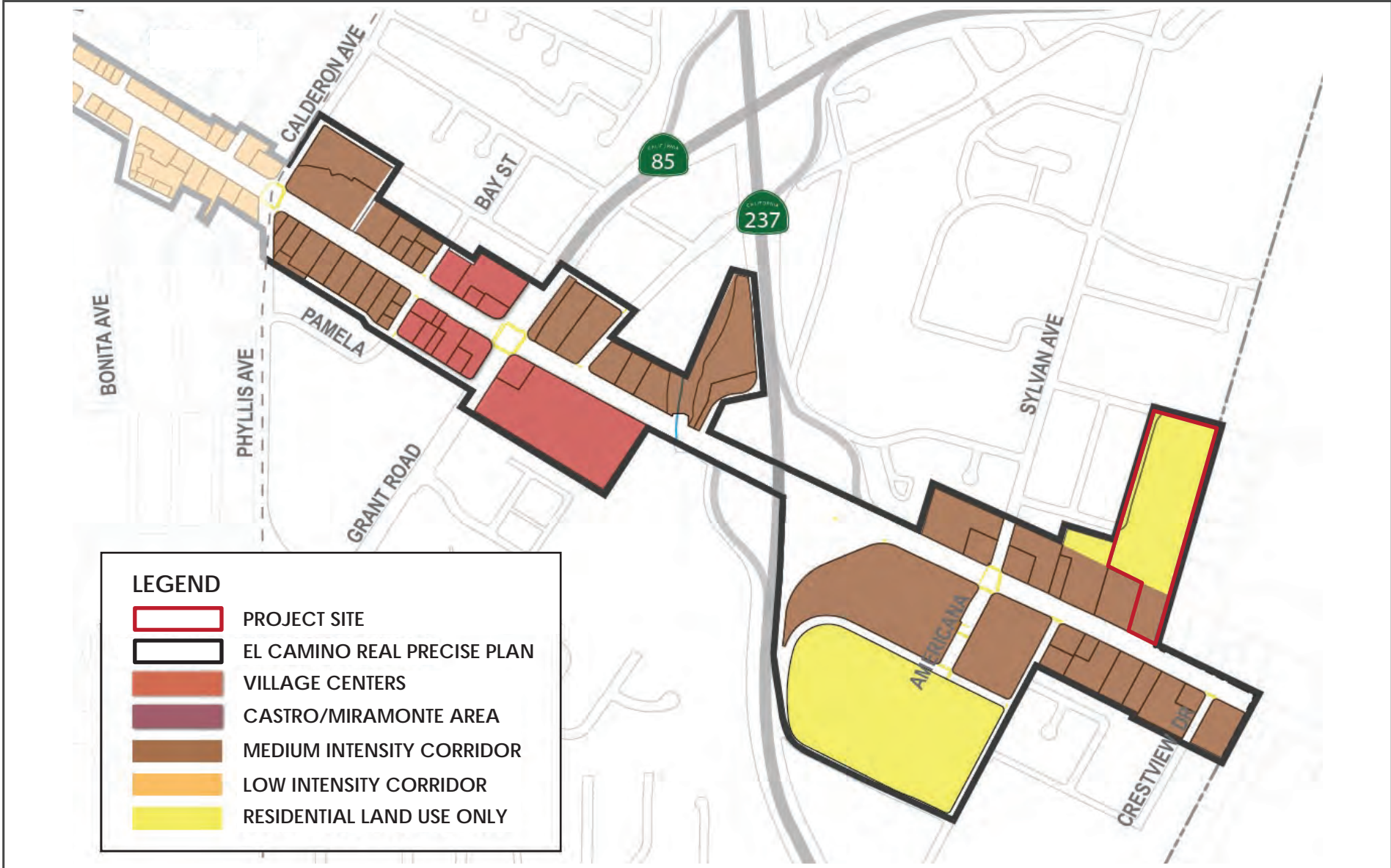
Project Site	Floor-Area-Ratio		Density (du/ac)	
	Allowed	Proposed	Allowed	Proposed
A. MIC subarea only (Building G)	1.85	2.497	N/A ¹	112

⁶ City of Mountain View. *El Camino Real Precise Plan Draft Environmental Impact Report*. SCH# 2014032002. August 2014. Certified November 2014. Page 28.

⁷ The Precise Plan FEIR evaluated a total of 2,660 residential units. Since adoption of the Precise Plan, 1,620 residential units have been entitled and/or built and 1,120 units pre-existed in 2013, for a total of 2,740 residential units in the Precise Plan area today.

Table 2.9-1: FAR and Density Allowed per Precise Plan and Proposed by the Project				
Project Site	Floor-Area-Ratio		Density (du/ac)	
	Allowed	Proposed	Allowed	Proposed
B. LIRO subarea only (Building F)	1.05	0.69	25	30
Entire site (A+B) ²	1.15	0.92	43	40
1. The MIC subarea uses FAR as the density metric rather than dwelling units per acre and is project specific. 2. El Camino Real Precise Plan allows using weighted average for split zone properties. Source: City of Mountain View. <i>El Camino Real Precise Plan</i> . Page 29. June 2019.				

The project would meet Tier 1 development standards per the Precise Plan, except as permitted through the concessions and waivers under State Density Bonus Law (see the list of concessions in Section 2.2 Proposed Project Description and the waivers in Table 2.2-1).



HEIGHT & INTENSITY AREAS

FIGURE 2.3-1

2.10 APPROVALS REQUIRED

The proposed project requires approval from the Mountain View City Council. The project is subject to the City's development review process and would require the following discretionary and ministerial City permits:

- Planned Community Permit
- Development Review Permit
- Provisional Use Permit
- Heritage Tree Removal Permit
- Grading Permit
- Demolition Permit
- Building and Fire Permits
- Excavation/Encroachment Permits and Agreement(s)

2.11 ENVIRONMENTAL CONCLUSION

The proposed project is in compliance with CEQA because this checklist was prepared pursuant to CEQA Guidelines Sections 15162 and 15183 and found consistent with the prior Precise Plan FEIR. The analysis in this Checklist determined, with the implementation of El Camino Real Precise Plan standards and guidelines, City standard conditions of approval, existing regulations, and certain mitigation measures identified in the Precise Plan FEIR and General Plan FEIR, the proposed project would not result in new or substantially more severe significant environmental impacts beyond those previously evaluated and disclosed in these EIRs, inclusive of the 191 net new additional residential units beyond those analyzed in the Precise Plan FEIR.

SECTION 3.0 ENVIRONMENTAL CHECKLIST

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

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

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where an Impact Was Analyzed in Prior Environmental Documents

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

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

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

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

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

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

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

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

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

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

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior EIR provides mitigations to address effects in the related impact category. If N/A is indicated, the prior 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 Conditions of Approval – Applicable standard conditions of approval 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, Appendix A Initial Study (2014) Pages 11-12	No	No	No	No
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, Appendix A Initial Study (2014) Page 12	No	No	No	No
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? Would the project conflict with applicable zoning and other regulations governing scenic quality?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 12	No	No	No	No
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, Appendix A Initial Study (2014) Pages 12-13	No	No	No	No

3.1.1 Existing Setting

The existing aesthetics setting, including regulatory framework, has not substantially changed since the certification of the 2014 Precise Plan FEIR.

The approximately 9.14-acre project site is located in a transit priority area, as defined by Senate Bill (SB) 743.⁸ The project site is currently developed with an older, 180-unit apartment complex built in 1965 that primarily consists of 24 one to two-story apartment buildings (approximately 14 to 22 feet

⁸ Pursuant to SB 743. A “transit priority area” means an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is defined as a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. The bus stop at East El Camino Real and South Bernardo Avenue (0.25 mile east of the project site) qualifies as a major transit stop.

tall), surface parking, and landscaping throughout the site. Public views of the project site are available from East El Camino Real and Muir Drive (refer to Figure 2.2-3).

3.1.2 Discussion

a-d. The Precise Plan FEIR found that the build-out of the Precise Plan (which includes the development proposed) would not result in a significant impact to aesthetic resources because future development projects would be required to comply with Precise Plan design standards and guidelines.

Since the certification of the Precise Plan FEIR, SB 743 was adopted. 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.” As explained in Section 3.1.1 Existing Setting above, the project site is located in a transit priority area. Thus, the aesthetics impacts of the proposed project (which is a residential project within a transit priority area) would be less than significant pursuant to SB 743.

Nonetheless, the project would be subject to the City’s development review process which would ensure the proposed building design and construction materials would not adversely affect the Precise Plan area’s visual quality or create new sources of light and glare. Furthermore, the project’s lighting would be required to comply with the California Building Standards Code (CBC), which minimizes light pollution by reducing the amount of backlight, uplight, and glare produced by luminaries. This less than significant conclusion is consistent with the conclusion in the Precise Plan FEIR.

3.1.3 Conclusion

The proposed project would not result in a new or substantially more severe significant aesthetic impact than disclosed in the Precise Plan FEIR.

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 (2014) Pages 118-120	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 (2014) Pages 120-122	No	No	No	N/A
c. Expose sensitive receptors to substantial pollutant concentrations?	Precise Plan Draft EIR (2014) Pages 122-124	No	No	No	AIR-1, AIR-2
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Precise Plan Draft EIR (2014) Page 127	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. in January 2022. This report is attached to this checklist as Appendix A.

3.2.1 Existing Setting

The existing air quality setting, including regulatory framework, has not substantially changed since the certification of the 2014 Precise Plan FEIR. Since certification on the 2014 Precise Plan FEIR, the Bay Area Air Quality Management District (BAAQMD) adopted an updated Clean Air Plan (CAP) in 2017. The Bay Area is considered a non-attainment area for ground-level ozone (O₃) and fine particulate matter (PM_{2.5}) under both the federal Clean Air Act and state Clean Air Act. High O₃ levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high O₃ levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area’s attempts to reduce O₃ levels. The area is also considered nonattainment for coarse particulate matter (PM₁₀) under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. The project site generates air quality emissions from operations of the on-site apartment buildings and vehicle trips by residents and visitors. The closest sensitive receptors to the

project site are multi-family residential units less than 50 feet to the north (existing on-site units), east, and west.

3.2.2 Discussion

a. Implementation of the Precise Plan would support the primary goals of the 2017 CAP, includes control measures, and does not disrupt or hinder implementation of any CAP control measures because the Precise Plan includes policies and measures that are consistent with the 2017 CAP and would not increase VMT at a rate faster than population growth. As such, the Precise Plan was concluded in the Precise Plan FEIR to be consistent with the 2017 CAP. The project proposes development consistent with the Precise Plan (with the application of the State Density Bonus Law) and would also be consistent with the 2017 CAP for the same reasons. Specifically, the project would meet the goals of the 2017 CAP by not exceeding significant construction or operational emissions thresholds and not resulting in significant health risk (with the implementation of standard conditions of approval and mitigation measure MM AIR-1 and MM AIR-2 from the Precise Plan FEIR – see discussion under b) and c) below), and by protecting the climate by complying with the Precise Plan’s requirements to reduce vehicle trips, promote multi-modal travel, and reduce energy and water use.

b. The project would generate emissions of criteria air pollutants during construction and operation. The project’s emissions during these periods are discussed below.

Construction Period Emissions

The Precise Plan FEIR concluded that implementation of the Precise Plan would result in short-term emissions from construction activities and the implementation of Best Management Practices (BMPs) and construction equipment emission reduction measures (identified as standard conditions of approval and MM AIR-1 in the Precise Plan FEIR) would reduce impacts to a less than significant level.

Precise Plan FEIR Mitigation Measure:

FEIR MM AIR-1: All new development projects, associated with implementation of the Precise Plan, which include buildings within 1,000 feet of a residential dwelling unit, shall conduct a construction health risk assessment to assess emissions from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in 1 million, an increased noncancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 µg/m³.

Pursuant to Precise Plan FEIR mitigation measure MM AIR-1, a project-specific construction criteria pollutant and TAC quantification was completed for the project. Modeling was completed to estimate emissions for both on- and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activities include worker and truck traffic. The 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 30 months (or approximately 647 construction workdays).

Table 3.2-1 below shows the project’s estimated average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NOx), coarse particulate matter (PM₁₀) exhaust, and fine particulate matter (PM_{2.5}) exhaust from construction activities and diesel exhaust.

Table 3.2-1: Average Construction Period Emissions (pounds per day)				
Year	ROG	NOx	PM₁₀	PM_{2.5}
2022 (153 construction workdays)	0.83	7.23	0.37	0.29
2023 (261 construction workdays)	4.12	11.35	0.58	0.49
2024 (233 construction workdays)	12.15	5.60	0.30	0.23
<i>BAAQMD Thresholds</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>
Exceed Threshold?	No	No	No	No
Source: Illingworth & Rodkin, Inc. 870 E. El Camino Real Residential Project Air Quality and GHG Assessment. January 26, 2022.				

As shown in Table 3.2-1, predicted construction emissions would not exceed the BAAQMD significance thresholds. The BAAQMD CEQA Air Quality Guidelines considers construction criteria air pollutant emissions impacts that are below BAAQMD thresholds to be less than significant with the incorporation of BAAQMD BMPs (identified in the Precise Plan FEIR and below as standard conditions of approval). The project would implement the BAAQMD BMPs as standard conditions of approval to reduce fugitive dust emissions. The project, therefore, would result in the same less than significant construction period emissions as disclosed in the Precise Plan FEIR.

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. There shall be a designated on-site coordinator and monitor to ensure implementation of the below dust control measures. Emission reduction measures shall include, at a minimum, the following measures which also include additional measures identified by BAAQMD:
 - When the air quality index forecast exceeds 100 for particulates for the project area and the reading exceeds 100 for particulates by 10:00 a.m. for the project area, prohibiting grading activities for that day.
 - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
 - Minimize the amount of excavated material or waste materials storied at the site or cover them with tarpaulin.
 - All haul trucks transporting soil, sand, or other loose material off-site shall be covered and loaded material shall not extend above the walls or back of the truck bed.
 - 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.
- Prohibit off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- 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 measures 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 and the on-site coordinator/monitor regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries.
- Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent porosity.
- Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- Avoid tracking of visible soil material on the public roadways by employing the following measures if necessary: (1) Site accesses to a distance of 100 feet from public paved roads shall be treated with 6 to 12-inch compacted layer of wood chips, mulch, or gravel and (2) washing truck tires and construction equipment of soil prior to leaving the site.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

Operational Period Emissions

Operational air pollutant emissions from the project would be generated primarily from vehicles driven by future residents. Table 3.2-2 below shows the operational emissions of the project at occupancy in 2025.

Table 3.2-2: Operational Period Emissions				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
tons per year				
2025 Annual Project Operational Emissions	1.74	0.51	0.79	0.21
2022 Existing Use Emissions	0.50	0.17	0.24	0.07
Net Annual Emissions	1.24	0.34	0.55	0.14
<i>BAAQMD Thresholds</i>	<i>10</i>	<i>10</i>	<i>15</i>	<i>10</i>
Exceed Threshold?	No	No	No	No
pounds per day				
2025 Daily Project Operational Emissions ¹	6.81	1.87	3.04	0.75
<i>BAAQMD Thresholds</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>
Exceed Threshold?	No	No	No	No
¹ Assumes 365-day operation Source: Illingworth & Rodkin, Inc. 870 E. El Camino Real Residential Project Air Quality and GHG Assessment. January 26, 2022.				

As shown in Table 3.2-2, the project would not exceed the BAAQMD significance thresholds for operational emissions and, therefore, the project’s operational criteria air pollutant emissions are less than significant.

Based on the above discussion, the project (including the additional 191 net new units proposed beyond the number of units studied in the Precise Plan FEIR) would not result in significant criteria air pollutant emissions during construction or operation. The project, therefore, would not result in new or substantially more severe impacts beyond those previously disclosed in the Precise Plan FEIR.

c. The Precise Plan FEIR identified a potentially significant air quality community risk impact from project construction and operations near sensitive uses, specifically from short-term construction air pollutant emissions, including criteria pollutants, toxic air contaminants (TACs), and PM_{2.5}. The Precise Plan FEIR concluded that, with the implementation of Precise Plan FEIR mitigation measure MM AIR-1 (which is outlined under b) above and requires quantification of TAC impacts) and standard construction BMPs, community health risk impacts would be less than significant.

Project-Specific Construction Health Risk

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. The primary community risk impact issue associated with construction emissions are cancer risk and exposure to PM_{2.5}. Community risk impacts are addressed by predicting increased lifetime cancer risk, the increase in annual PM_{2.5} concentrations, and computing the Hazard Index (HI) for non-cancer health risks. The maximum modeled annual DPM and PM_{2.5} concentrations, which includes both the DPM and fugitive PM_{2.5} concentrations, were identified at nearby sensitive receptors, including the maximally exposed individual (MEI). The construction off-site residential MEI is located east of the project at the adjacent multi-family residential development and the nearest school sensitive

receptor is Little Prodigy Preschool, located approximately 450 feet west of the project site (see Figure 3.2-1).⁹

Table 3.2-3 summarizes the maximum cancer risks, PM_{2.5} concentrations, and HI for project-related construction activities affecting the off-site MEI. The unmitigated maximum increased cancer risk from construction exceeds the BAAQMD single-source threshold of greater than 10.0 excess cancer cases per million. The maximum PM_{2.5} concentration and computed HI do not exceed the BAAQMD thresholds of 0.3 microgram per cubic meter (µg/m³) and greater than 1.0, respectively.

Table 3.2-3: Construction and Operation Risk Impacts at the Off-Site Receptors¹				
Source		Cancer Risk² (per million)	Annual PM_{2.5}² (µg/m³)	Hazard Index
Residential MEI				
Project Construction	Unmitigated	21.11	0.19	0.02
	Mitigated ³	2.14	0.08	<0.01
<i>BAAQMD Single-Source Threshold</i>		<i>10</i>	<i>0.3</i>	<i>1.0</i>
Exceed Threshold?	Unmitigated	Yes	No	No
	Mitigated ³	No	No	No
School MEI				
Project Construction	Unmitigated	7.13	0.01	<0.01
	<i>BAAQMD Single-Source Threshold</i>		<i>10</i>	<i>0.3</i>
Exceeds Threshold?	Unmitigated	No	No	No
<p>1. Operational emissions from the proposed project would primarily be from vehicles. The proposed project would generate approximately 760 daily trips dispersed on the roadway system. This is a fraction of the daily trips along El Camino Real; therefore, emissions from project traffic are considered negligible and not included.</p> <p>2. Cancer risk MEI and PM_{2.5} concentration MEI are located at different receptors (see Figure 3.2-1).</p> <p>3. Construction equipment with Tier 4 engines, electric building cranes, and BMPs as mitigation.</p> <p>Source: Illingworth & Rodkin, Inc. <i>870 E. El Camino Real Residential Project Air Quality and GHG Assessment</i>. January 26, 2022.</p>				

Consistent with Precise Plan FEIR mitigation measure MM AIR-1, the project shall reduce health risk impacts to a less than significant level by selecting construction equipment with low emissions and/or using alternative fuels (in addition to the BMPs identified as standard conditions of approval under b) above) as outlined below.

⁹ The MEI may not be the closest sensitive receptor to the project site, as proposed building placement, type of construction equipment, and wind patterns affect where construction emissions are most concentrated off-site.

Condition of Approval Pursuant to FEIR MM AIR-1:

The project shall implement the following construction air quality control measures:

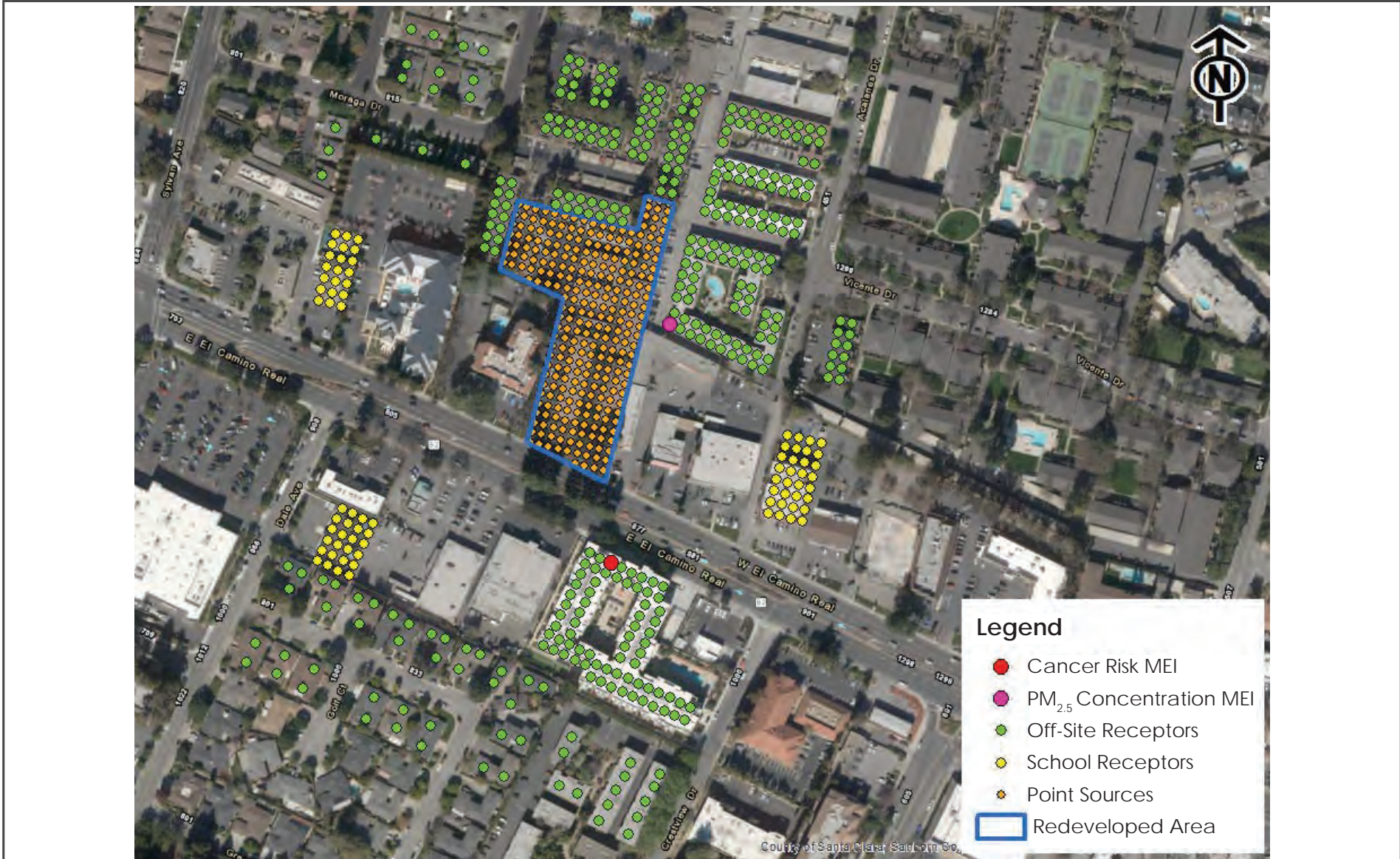
- All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. EPA Tier 4 emission standards for PM (PM₁₀ and PM_{2.5}), if feasible, otherwise:
- If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB verifiable diesel emission control devices that altogether achieve a 60 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination).
- Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment.
- Stationary cranes shall be powered by electricity.
- Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 60 percent or greater. Such a construction operations plan would be subject to review by an air quality expert and approved by the City prior to construction.

In addition, the City requires the following standard condition of approval to address community health risks from interior finishes containing formaldehyde.

Standard Condition of Approval:

- **INDOOR FORMALDEHYDE REDUCTIONS:** If the project utilizes composite wood materials (e.g., hardwood plywood, medium density fiberboard, particleboard) for interior finishes, then only composite wood materials that are made with CARB approved, no-added formaldehyde (NAF) resins, or ultra-low emitting formaldehyde (ULEF) resins shall be utilized (CARB, Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products, 17 CCR Section 93120, et seq., 2009-2013).

With the implementation of the above measures (pursuant to Precise Plan FEIR mitigation measure MM AIR-1) and the City's standard conditions of approval identified in the discussion under b), modeling showed the maximum cancer risk from construction at the off-site MEI (as well as other, sensitive receptors located farther from the site than the MEI) would be below the thresholds of significance (as shown in Table 3.2-2). The project, therefore, would result in less than significant health risk impacts. This is the same impact as disclosed in the Precise Plan FEIR.



Source: Illingworth & Rodkin, Inc., January 21, 2022.

Courtesy of Santa Clara, Sarban Co.

Legend

- Cancer Risk MEI
- PM_{2.5} Concentration MEI
- Off-Site Receptors
- School Receptors
- ◆ Point Sources
- Redeveloped Area

LOCATION OF OFF-SITE MEIS

FIGURE 3.2-1

Cumulative Community Health Risk

The geographic area for cumulative health risk impacts to sensitive receptors is within 1,000 feet of the project site. This distance is recommended by BAAQMD because adverse effects are the greatest within this distance. At further distances, health risk diminishes. A review of the project area found existing sources of TACs within 1,000 feet of the project site with the potential to affect the MEIs, including El Camino Real (a high-volume roadway) and two stationary sources. No other sources of TACs are within 1,000 feet of the site.

Table 3.2-4, below, summarizes the cumulative community risk at the off-site MEIs from project construction, vehicles traveling on El Camino Real, and the two stationary sources. The cumulative community risk at the off-site MEI would exceed the cumulative-source threshold for cancer risk only. Cumulative community risk for annual PM_{2.5} and HI would be below their respective cumulative-source thresholds. The project, in compliance with Precise Plan FEIR mitigation measure MM AIR-1 and the implementation of standard construction BMPs identified as standard conditions of approval under b), would reduce the cumulative cancer risk below the BAAQMD significance threshold. The project, therefore, would not result in a significant cumulative health risk impact. This is the same impact as disclosed in the Precise Plan FEIR.

Table 3.2-4: Cumulative Community Risk Impacts from Combined TAC Sources at MEIs				
Source		Cancer Risk ¹ (per million)	Annual PM _{2.5} ¹ (µg/m ³)	Hazard Index
Project Construction	Unmitigated	21.11	0.19	0.02
	Mitigated ²	2.14	0.08	<0.01
El Camino Real, ADT 38,638		9.66	0.10	<0.01
Camino Medical Group-ASC Building (Facility ID #17546, Generator)		0.11	--	-
Americana Shell (Facility ID #112286, Gas Station)		0.51	--	<0.01
Combined Sources	Unmitigated	31.39	0.29	<0.04
	Mitigated ²	12.42	0.18	<0.03
<i>BAAQMD Cumulative Source Threshold</i>		<i>100</i>	<i>0.8</i>	<i>10.0</i>
Exceed Threshold?	Unmitigated	No	No	No
	Mitigated ²	No	No	No
1. Cancer risk MEI and PM _{2.5} concentration MEI are located at different receptors (see Figure 3.2-1). 2. Construction equipment with Tier 4 engines, electric building cranes, and BMPs as mitigation. Source: Illingworth & Rodkin, Inc. 870 E. El Camino Real Residential Project Air Quality and GHG Assessment. January 26, 2022.				

d. The Precise Plan FEIR disclosed that construction activities could generate odorous emissions from diesel exhaust associated with construction equipment. Given the temporary nature of these emissions and the diffusive properties of diesel exhaust, exposure to sensitive receptors to these emissions would be limited. No uses that cause significant odors (e.g., landfills, wastewater treatment plants) are proposed as part of the Precise Plan (nor are they proposed as part of the project). For these reasons, the Precise Plan FEIR concluded less than significant odor impacts. The project would result in the

same temporary, diffusive construction odors described in the Precise Plan FEIR and does not propose significant odor generating uses; therefore, the project would not result in significant emissions of odors. This is the same impact as identified in the Precise Plan FEIR.

3.2.3 Conclusion

The proposed project would not result in a new or substantially more severe significant air quality impact than disclosed in the Precise Plan FEIR.

3.2.4 Non-CEQA Effects

3.2.4.1 *Health Risk Effects to the Project*

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion about the exposure of project residents to existing TAC sources is included for informational purposes only because the City of Mountain View has policies (including General Plan Policies INC 20.6 and INC 20.7) and the Precise Plan FEIR includes MM AIR-2 that address existing air quality conditions affecting a proposed project.

Precise Plan FEIR Mitigation Measure:

FEIR MM AIR-2: For residential or other sensitive use projects proposed within 500 feet of El Camino Real, SR 87 or SR 287, and/or any permitted stationary sources, including those identified in Table IV.B-6 of the EIR, the City of Mountain View shall require an evaluation of potential health risk exposure. The applicant for a sensitive use project within the Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents or sensitive receptors. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk to less than 10 in 1 million, reduce the non-cancer risk of to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient PM_{2.5} increase is less than 0.3 µg/m³. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.

In addition to evaluating health impacts from project construction and operation on existing sensitive receptors (as discussed under c), a health risk assessment was completed to analyze the effect of existing TAC sources on future residents of the proposed project. The health risk to project residents from vehicles on East El Camino Real and two stationary sources were evaluated and the results are shown in Table 3.2-5.

Table 3.2-5: Impacts from Combined Sources to Project Site Receptors				
Source		Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
El Camino Real, ADT 39,785	Unmitigated	5.45	0.59	<0.01
	Mitigated	3.08	0.18	<0.01
Camino Medical Group-ASC Building (Facility ID #17546, Generator), 860 feet from Project Site		0.14	--	-
Americana Shell (Facility ID #112286, Gas Station), 715 feet from the Project Site		0.84	--	<0.01
<i>BAAQMD Single-Source Threshold</i>		<i>10</i>	<i>0.3</i>	<i>1.0</i>
Exceed Threshold?	Unmitigated	No	Yes	No
	Mitigated	No	No	No
Cumulative Total	Unmitigated	6.43	0.59	<0.02
	Mitigated	4.06	0.18	<0.02
<i>BAAQMD Cumulative Source Threshold</i>		<i>100</i>	<i>0.8</i>	<i>10.0</i>
Exceed Threshold?	Unmitigated	No	No	No
	Mitigated	No	No	No

As shown in Table 3.2-5 above, annual PM_{2.5} would exceed the BAAQMD single-source threshold of 0.3 µg/m³, but not the cumulative source threshold of 0.8 µg/m³. Cancer risk and HI would not exceed BAAQMD's single- or cumulative thresholds. The project, in compliance with Precise Plan FEIR mitigation measure MM AIR-2, would be required to implement the following condition of approval to reduce future resident PM_{2.5} exposure.

Condition of Approval Pursuant to FEIR MM AIR-2:

- Install air filtration for the residential units and fresh air ventilation system intakes within 100 feet of El Camino Real. Air filtration devices shall be rated MERV13 or higher. To ensure adequate health protection to on-site sensitive receptors (i.e., residents), this ventilation system, whether mechanical or passive, shall filter all fresh air that would be circulated into the dwelling units.
- The ventilation system shall be designed to keep the building at positive pressure when doors and windows are closed to reduce the intrusion of unfiltered outside air into the building
- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required that includes regular filter replacement.
- Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

With implementation of the above condition of approval, the ventilation system would achieve an 80-percent reduction for small particles and reduce maximum annual PM_{2.5} concentrations to 0.18 µg/m³. This would be below the BAAQMD single-source threshold of 0.3 µg/m³.

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, Appendix A Initial Study (2014) Page 23	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, Appendix A Initial Study (2014) Pages 23-24	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, Appendix A Initial Study (2014) Page 24	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, Appendix A Initial Study (2014) Page 24	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, Appendix A Initial Study (2014) Pages 24-25	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
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, Appendix A Initial Study (2014) Pages 25-26	No	No	No	N/A

The discussion in this section is based in part on a project-specific Arborist Report originally prepared by Hort Science in March 2019 and updated in April 2021. This report is attached to this checklist as Appendix B.

3.3.1 Existing Setting

The existing biological resources setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. There are two waterways, Permanente Creek and Stevens Creek, that run through portions of the Precise Plan area. Stevens Creek is located approximately 0.52-mile to the northwest and Permanente Creek is located approximately 1.92-miles to the northwest of the project site. There are three special status species, the Steelhead Trout, California Red-legged Frog, and the Western Pond Turtle that may utilize the creek channels. The project site is developed and within an urban area and contains no sensitive habitat or waterways; therefore, no rare, threatened, endangered, or special-status species are known to inhabit the project site. The primary biological resources on-site are trees, which provide habitat and foraging opportunities for urban-adapted birds. The project site contains 202 trees, including 117 Heritage trees as defined in the City’s Municipal Code.¹⁰ Of the 202 on-site trees, 96 are located in the redevelopment area.

3.3.2 Discussion

a. The Precise Plan FEIR concluded that implementation of the Precise Plan would have a less than significant impact on special-status species because no changes are proposed to or within the vicinity of creeks or their habitat. The project site is not adjacent to any waterways that may serve as habitat for special-status species and does not propose any modifications to off-site waterways. The project site is developed and surrounded by urban development. As discussed under Section 3.3.1 Existing Setting, the primary biological resources on-site are trees. The on-site trees, as well the buildings and vegetation on-site, could provide foraging and nesting opportunities for a variety of bird species. The

¹⁰ Mountain View Municipal Code Chapter 32, Article II defines a “Heritage Tree” as a tree with any of the following characteristics: a tree trunk with a circumference of forty-eight inches or more, measured at fifty-four inches above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Any of the following three species of trees with a circumference of twelve inches or more, measured at fifty-four inches above natural grade: Quercus (oak), Sequoia (redwood), Cedrus (cedar), and groves of trees designated as “heritage” by the City Council.

project would remove 39 existing on-site trees (including 15 Heritage trees), transplant one existing Heritage tree, and demolish the six of the existing buildings. Raptors (birds of prey) and nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and the California Department of Fish and Wildlife (CDFW) code requirements. Urban-adapted raptors or other avian nests present on or adjacent to the site 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 a significant impact.

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

Standard Conditions 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 shall be performed no more than two days prior to construction activities to locate any active nests as follows:

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet for active nests—with particular emphasis on nests of migratory birds if construction (including site preparation) begins during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or surrounding area, the project applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer shall 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 shall be necessary to avoid impacts on active bird nests that may be present.

With the implementation of the Precise Plan FEIR conditions of approval, the proposed project would have a less than significant impact to special-status species that may be present within or adjacent to the project area by requiring preconstruction nesting bird surveys and no-disturbance buffer zones (if needed). This is the same impact as disclosed in the Precise Plan FEIR.

b-c. The Precise Plan FEIR concluded that the implementation of the Precise Plan would not impact riparian habitat, wetlands, or other sensitive habitat because no development is proposed within or adjacent to those habitats. There is no riparian habitat or wetland on or adjacent to the site. Therefore, the project would not have an impact on state or federally protected riparian habitat, sensitive natural community, or wetlands. This is the same impact as disclosed in the Precise Plan FEIR.

d. There are no waterways on-site, therefore, the project site does not support the movement of fish. The project site is currently developed and surrounded by existing urban development. For that reason, 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 the City's standard condition of approval to

protect nesting birds. With incorporation of these standard conditions, the proposed project would have a less than significant impact on migratory wildlife. This is the same impact as disclosed in the Precise Plan FEIR.

e. The proposed project would remove 39 on-site trees, including 15 Heritage trees, and transplant one Heritage tree on the project site. The project would plant 153 new trees and transplant one tree on site. The City of Mountain View regulations require a permit to remove or move any tree over 48-inches in circumference or any oak, redwood, or cedar tree over 12-inches in circumference (measured at 54-inch above grade). A City of Mountain View Heritage tree removal permit is required before any Heritage trees are removed. The proposed project would implement standard conditions of approval identified in the Precise Plan FEIR regarding tree replacement, protection, mitigation and preservation, and relocation. As a result, the project would not result in a new or substantially more severe significant impact to trees or conflicts with the City's Heritage Tree Ordinance than previously disclosed in the Precise Plan FEIR.

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.

f. As discussed in the Precise Plan FEIR, the Precise Plan area (which includes the project site) is not part of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. 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 of impacts on serpentine habitat in Santa Clara County were made as a part of the development of the Habitat Plan. The Precise Plan FEIR 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 an extremely small portion of Santa Clara County's overall emissions). The additional 191 net

new units proposed with the application of the State Density Bonus Law beyond the units analyzed in the Precise Plan FEIR would generate approximately 340 trips, which is a less than three percent increase in the growth identified from implementation of the Precise Plan in the Precise Plan FEIR. 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 (including the additional 191 net new units proposed beyond the units analyzed in the Precise Plan FEIR) would not conflict with an adopted habitat conservation plan. The project would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

3.3.3 Conclusion

The proposed project would not result in a new or substantially more severe significant biological resources impact than disclosed in the Precise Plan FEIR.

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, Appendix A Initial Study (2014) Pages 30-31	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, Appendix A Initial Study (2014) Pages 31-32	No	No	No	N/A
c. Disturb any human remains, including those interred outside the formal cemeteries?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 33	No	No	No	N/A

The discussion within this section is based in part on a Historic Resource Evaluation prepared by Archaeological/Historic Consultants in December 2021 and included with this checklist as Appendix C.

3.4.1 Existing Setting

The existing cultural resources setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. According to the Precise Plan FEIR, there are no known cultural resources within the Precise Plan area (which includes the project site) and there are no properties listed on federal, state, or local registers.¹¹ Areas that are near natural water sources (e.g., riparian corridors and tidal marshland) are considered highly sensitive for prehistoric archaeological deposits and human remains. The project site is approximately 3.6 miles south of the San Francisco Bay and approximately 0.43-mile east of Stevens Creek. The existing apartment complex was constructed between 1964 and 1965.¹² The project site is not listed on federal, state, or local registers.¹³

¹¹ City of Mountain View. *El Camino Real Precise Plan Initial Study*. Page 29. August 2014. SCH #: 2014032002

¹² Archaeological/Historic Consultants. *870 El Camino Real, Mountain View Historic Resources Evaluation Report*. December 2021.

¹³ U.S. Department of Interior. “National Register of Historic Places”. Accessed January 3, 2022. <https://www.nps.gov/subjects/nationalregister/database-research.htm>. California State Parks Office of Historic Preservation. “Built Environment Resource Directory (BERD)”. Accessed January 3, 2022. https://ohp.parks.ca.gov/?page_id=30338.

3.4.2 Discussion

a. As discussed in the Precise Plan FEIR, 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 Precise Plan area does not contain property or parcels listed on the City's Register of Historic Resources. Although the existing building on-site is more than 50 years old, it has been renovated and altered multiple times over the last several decades which has caused the site to have lost its original architectural integrity.¹⁴ For these reasons, the Historic Resource Evaluation found that the existing building was not a historic resource. As such, implementation of the proposed project would not result in a significant impact on historic resources. This is the same impact as disclosed in the Precise Plan FEIR.

b-c. As discussed in the Precise Plan FEIR, buried historic or prehistoric resources are unlikely to be present in most developed areas of the Precise Plan. Although it is unlikely that buried historic or prehistoric buried archaeological resources are present on the site given its distance from waterways and the presence of existing development, these resources could be encountered during excavation, construction, or infrastructure improvements for the project, resulting in a significant impact.

The project would implement the City's standard conditions of approval related to the discovery of archaeological resources and human remains identified in the Precise Plan FEIR and in compliance with General Plan Policies LU-11.5 and LU-11.6¹⁵, should they be encountered on the site to reduce impacts to a less than significant level. The standard conditions are identified below and would avoid and minimize impacts to a less than significant level by halting work if resources or human remains are discovered, notifying and consulting appropriate parties, and implementing measures to avoid significantly impacting the resource or human remains. The project would result in the same less than significant impact disclosed in in the Precise Plan FEIR.

Standard Conditions of Approval:

- **DISCOVERY OF ARCHAEOLOGICAL RESOURCES.** If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, 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, shall develop a treatment plan that could include site avoidance, capping, or data recovery.

¹⁴ Archaeological/Historic Consultants. *870 El Camino Real, Mountain View Historic Resources Evaluation Report*. December 2021.

¹⁵ General Plan Policy LUD 11.5 states Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits. General Plan Policy LUD 11.6 states Require all new development to meet state codes regarding the identification and protection of human remains.

- **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 project would not result in a new or substantially more severe significant cultural resources impact than disclosed in the Precise Plan FEIR.

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, Appendix A Initial Study (2014) Page 43	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, Appendix A Initial Study (2014) Page 43	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. in January 2022. This report is attached to this checklist as Appendix A.

3.5.1 Existing Setting

The existing energy resources setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. At the local level, the Mountain View Green Building Code (MVGBC) amends the state mandated California Green Building Standards Code (CalGreen) standards to include local green building standards and requirements for private development. The MVGBC includes energy efficiency standards that exceed the California Building Energy Efficiency Standards. The MVGBC does not require formal certification from a third-party organization but requires projects to be designed and constructed to meet the intent of a third-party rating system.¹⁶ For residential projects proposing over five units, the MVGBC requires that those buildings meet the intent of 70 GreenPoint Rated points from the Build it Green certification program, as well as compliance with mandatory CALGreen requirements.

The uses on-site use energy in the form of electricity and natural gas for building and apartment unit operations, lighting, heating, and cooling. Vehicle trips by residents and visitors use gasoline.

¹⁶ City of Mountain View. "Mountain View Green Building and Reach Code. 2019." Accessed November 13, 2020. https://www.mountainview.gov/depts/comdev/building/construction/2019_mountain_view_green_building_and_reach_codes.asp.

3.5.2 Discussion

a. Construction of the proposed 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 the residential buildings, including the below ground parking structure. Construction processes are generally designed to be efficient in order to avoid excess monetary costs. In addition, the project would implement BAAQMD BMPs as a standard condition of approval (as identified in Section 3.2 Air Quality). The BMPs include restricting equipment idling times and requiring the applicant to post signs on the project site reminding workers to shut off idle equipment, thus reducing energy waste. The project would also comply with the City's requirements (i.e., CALGreen) to reuse a minimum of 65 percent of nonhazardous construction and demolition waste, minimizing energy impacts from the creation of excessive waste. In addition, there is nothing atypical about the project's construction. For these reasons, the proposed project would not use fuel or energy in a wasteful manner during construction activities.

Operation of the project would consume energy for building heating and cooling, lighting, and appliance use. Vehicle traveling to and from the project site would use gasoline. Energy consumption for the proposed project was estimated using CalEEMod standard assumptions and is estimated to be approximately 1.4 million kWh of electricity, 1.9 million kBtu of natural gas, and 91,450 gallons of gasoline annually (refer to Appendix A for the modeling details).¹⁷

The proposed project shall achieve a minimum of 110 GreenPoint Rated points, or an equivalent Green Building standard, and implement all mandatory CALGreen requirements to meet or exceed state-required Title 24 energy efficiency requirements and would further decrease the potential for energy waste and increase building efficiency, consistent with the Mountain View Green Building Code (MVGBC). Compliance with this standard would meet or exceed state-required Title 24 energy efficiency requirements and further increase energy and building efficiency. In addition, the project proposes to implement a Transportation Demand Management (TDM) plan to reduce vehicle trips and gasoline usage. The TDM plan will include measures such as secure bicycle storage for residents, on-site bicycle repair station, carpool/vanpool matching and subsidy program, Clipper Card subsidies or equivalent transit subsidies, TDM commuter program manager, annual trip reduction performance report, and participation in the Mountain View Transportation Management Association. For the reasons described above, 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 and Precise Plan, Transportation Demand Management (TDM) plans are required to be prepared and implemented for residential uses. As discussed in Section 2.2 Project Description, the project proposes TDM measures including secure bicycle storage for residents, on-site bicycle repair station, carpool/vanpool matching and subsidy program, Clipper Card subsidies or equivalent transit subsidies, TDM commuter program manager, annual trip reduction performance report, and participation in the Mountain View Transportation Management Association. The project would obtain electricity from Silicon Valley Clean Energy, which is 100 percent 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

¹⁷ Energy use estimates are conservative in that they do not net out the existing energy use of the apartment buildings to be demolished at the site.

efficiency standards, CALGreen standards, and MVGBC standards. Thus, the proposed project would not obstruct a state or local plan for renewable energy or energy efficiency.

3.5.3 Conclusion

The proposed project would not result in a new or substantially more severe significant energy resources impact than disclosed in the Precise Plan FEIR.

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:					
<p>a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <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? 	<p>Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 37-38</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>
<p>b. Result in substantial soil erosion or the loss of topsoil?</p>	<p>Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 38</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>
<p>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?</p>	<p>Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 38-39</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
d. Be located on expansive soil, as defined in the current CBC creating substantial risks to life or property?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 39	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 39	No	No	No	N/A
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 30-32	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, Appendix A Initial Study (2014) Page 69	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, Appendix A Initial Study (2014) Page 69	No	No	No	N/A

The discussion in this section is based in part on the Design-Level Geotechnical Investigation Report prepared by Cornerstone Earth Group in September 2012. This report is attached as Appendix D.

3.6.1 Existing Setting

The existing geology and soils setting, including regulatory framework, has not substantially changed since the preparation of the Precise Plan FEIR. The project site is located within the San Francisco Bay Area, which is one of the most seismically active regions in the United States. The project site is not

located in a fault rupture hazard zone or a liquefaction hazard zone.¹⁸ There are no open faces within 200 feet of the site where lateral spreading could occur; therefore, the potential for lateral spreading on-site is low.¹⁹ The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map.²⁰

The project site is partially underlain with one to three feet of undocumented fill consisting of hard lean clay with sand and dense clayey sand with gravel.²¹ Below the fill, the composition of the soil profile was found to be stiff to very stiff lean and sandy lean clay ranging from 6 to 16 feet below ground surface (bgs) and medium dense to very dense sands with varying amounts of clay and gravel from 16 to 45 feet bgs.²² Approximate ground surface elevations range from approximately 122.5 to 134.5 feet above mean sea level. The soils present at the project site exhibit low to moderate-shrink-swell (i.e., expansive) behavior.²³ The project site is not located within a Santa Clara County Compressible Soils Hazard Zone.²⁴ There was no groundwater encountered during the boring process; however, it is estimated that the high ground water level is 40 feet below current grades according to historic data.²⁵

Based on mapping 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.²⁶

3.6.2 Discussion

a. (i-iv) As discussed in Section 3.6.1 Existing Setting, the project site is not located within the Alquist-Priolo special study zone. As disclosed in the Precise Plan FEIR, the Precise Plan area (including the project site) is located in a seismically active region, and as such, moderate to severe ground shaking would be expected during the lifetime of the proposed project. The nearest active fault zones in the project vicinity are the Monte Vista-Shannon Fault, approximately 4.4-miles southwest of the project site, and the San Andreas Fault, located approximately seven-miles west of the project site.²⁷ While no active faults are known to cross the project site (thus, fault rupture is not anticipated to occur), ground shaking on the site could damage structures and threaten future occupants of the proposed development. The project site is not located in a State-designated or County-identified liquefaction hazard area. Additionally, there is a low potential for liquefaction on-site based on the soil composition

¹⁸ Santa Clara County. “Geologic Hazard Zones”. Accessed March 23, 2022.

<https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=5ef8100336234fbdafc5769494cfe373>.

¹⁹ Cornerstone Earth Group. *Design-Level Geotechnical Investigation, 870 E. El Camino Real, Mountain View, California*. Page 7. September 12, 2012.

²⁰ Department of Conservation, California Geological Survey. *Earthquake Zones of Required Investigation*. Map. 2019.

²¹ Cornerstone Earth Group. *Design-Level Geotechnical Investigation, 870 E. El Camino Real, Mountain View, California*. Page 4. September 12, 2012.

²² Ibid.

²³ Ibid.

²⁴ Santa Clara County. “Geologic Hazard Zones”. Accessed March 23, 2022. <https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=5ef8100336234fbdafc5769494cfe373>.

²⁵ Cornerstone Earth Group. *Design-Level Geotechnical Investigation, 870 E. El Camino Real, Mountain View, California*. Page 5. September 12, 2012.

²⁶ City of Mountain View. *El Camino Real Precise Plan Draft Initial Study*. Page 69. August 2014. SCH #: 2014032002.

²⁷ Ibid.

and absence of shallow groundwater.²⁸ Due to the relatively flat topography of the site and surrounding areas, the project would not be subject to substantial slope instability or landslide related hazards.

Consistent with the Precise Plan FEIR, the proposed project would be designed and constructed in accordance with California Building Code (CBC) requirements and General Plan Policies PSA 4.2, PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, and INC 2.3.²⁹ Additionally, the project is required to implement the standard conditions of approval identified in the Precise Plan FEIR requiring the preparation of a design-level geotechnical investigation report and implementation of the standard engineering and design recommendations in that report to minimize seismic and seismic-related hazards (including liquefaction and lateral spreading) to a less than significant level. A copy of a design-level geotechnical investigation report completed for the project is included in Appendix D.

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 shall be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report shall be implemented as part of the project. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for back draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

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 Precise Plan FEIR concluded that future development (including the project) would not result in substantial soil erosion or the loss of topsoil with the implementation of the standard conditions of approval pertaining to stormwater identified in Section 3.9 Hydrology and Water Quality and the erosion and sediment control best management practices listed in Municipal Code SEC. 8.20.36. The project would implement the same standard conditions of approval pertaining to stormwater and comply with Municipal Code SEC. 8.20.36. For these reasons, the project would result in the same impact as disclosed in the Precise Plan FEIR.

c-d. As explained in under Section 3.6.1 Existing Setting and a., there is low liquefaction and low lateral spreading potential on-site. Soils with moderate expansion potential occur on-site, which can

²⁸ Cornerstone Earth Group. *Design-Level Geotechnical Investigation, 870 E. El Camino Real, Mountain View, California*. Page 7. September 12, 2012.

²⁹ General Plan Policy PSA 4.2 state to minimize impacts of natural disasters. General Plan Policies PSA 5.1 – 5.4 state to ensure new development addresses seismically induced geologic hazards, comply with Alquist-Priolo Earthquake Fault Zoning Act, ensure City uses effective technology to inform the community about potential hazards, and ensure new underground utilities are designed to meet current seismic standards. General Plan Policy INC 2.3 requires the use of available technology and earthquake resistant materials in the design and construction of all infrastructure projects.

cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. In addition, undocumented fill is present on-site. Implementation of the above identified standard condition of approval of preparing a design-level geotechnical investigation report and implementing the recommendations in the report would reduce the impacts of expansive soils and undocumented fill to a less than significant level. Furthermore, the Precise Plan FEIR disclosed that the Precise Plan area (which includes the project site) does not contain steep slopes subject to landslide potential. The project would result in the same impact as disclosed in the Precise Plan FEIR.

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. This is the same impact as disclosed in the Precise Plan FEIR.

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 project would implement the standard condition of approval identified in the Precise Plan FEIR regarding the discovery of paleontological resources to reduce impacts to unknown paleontological resources to a less than significant level. The standard condition of approval is identified below and would reduce the impact to a less than significant level by halting work in the event of a fossil discovery, requiring examination of the find by a qualified paleontologist, and implementing avoidance measures or a data recovery plan to preserve the resource. The project, therefore, would result in the same impact as disclosed in the Precise Plan FEIR.

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.

g-h. As disclosed in the Precise Plan FEIR, there are no minerals or aggregate resources of statewide importance located in the Precise Plan area (which includes the project site). Implementation of the project, therefore, would not result in an impact to mineral resources. This is the same impact as identified in the Precise Plan FEIR.

3.6.3 Conclusion

The proposed project would not result in a new or substantially more severe significant geology and soils impact than disclosed in the Precise Plan FEIR.

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, Appendix A Initial Study (2014) Page 43	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, Appendix A Initial Study (2014) Page 43	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. in January 2022. This report is attached to this checklist as Appendix A.

3.7.1 Existing Setting

The existing GHG setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. The project site generates GHG emissions primarily from natural gas use as part of building and apartment operations (electricity supplied to the site is GHG-emission free from Silicon Valley Clean Energy) and fossil fuel combustion from vehicle trips by residents and visitors.

3.7.2 Discussion

a. Construction of the proposed project is estimated to result in 833 metric tons of carbon dioxide equivalent (CO₂e). These emissions are from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither BAAQMD nor CEQA have an adopted threshold of significance for construction-related GHG emissions, as stated in the Precise Plan FEIR. There is nothing atypical or unusual about the project’s construction. In addition, the project would implement the standard BMPs identified as a standard condition of approval in Section 3.2 Air Quality to restrict idling of construction equipment, which would in turn reduce GHG emissions. The project would also comply with the City’s requirements to recycle or salvage a minimum of 65 percent of nonhazardous construction and demolition debris generated. For these reasons, the project’s construction GHG emissions are less than significant.

Operation of the proposed project would generate GHG emissions primarily from natural gas use at the residential building and fossil fuel combustion from vehicle trips to and from the project site. The Precise Plan FEIR concluded that projects consistent with the City’s General Plan designation, Precise Plan, and City’s GGRP would result in less than significant operational GHG emissions. The project, however, includes 191 additional units with the application of the State Density Bonus Law that were not accounted for in the Precise Plan FEIR or General Plan FEIR. For this reason, the project’s operational GHG emissions were calculated.

Annual GHG emissions were modeled and are shown in Table 3.7-1 below. The proposed project is predicted to generate approximately 646 MT of net CO₂e for the year 2030. In order for a project’s GHG emissions to be significant, a project must exceed both the bright-line threshold and the efficiency metric threshold in the year 2030. As shown in Table 3.7-1, operation emissions from the project would not exceed the 2030 “Substantial Progress” bright-line threshold of 660 MT of CO₂e/year. The project’s per service population emissions for the year 2030 is predicted to be 1.6 MT of CO₂e/year/service population, which does not exceed the efficiency threshold of 2.8 MT of CO₂e/year/service population.³⁰

³⁰ BAAQMD adopted GHG emissions thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD has determined that GHG emissions would cause significant environmental impacts. The GHG emissions thresholds identified by BAAQMD are 1,100 MT of CO₂e per year or 4.6 MT of CO₂e per service population per year. These numeric thresholds set by BAAQMD were calculated to achieve the state’s 2020 target for GHG emissions levels (and not the SB 32 specified target of 40 percent below the 1990 GHG emissions level).

CARB has completed a Scoping Plan, which will be utilized by BAAQMD to establish the 2030 GHG efficiency threshold. BAAQMD has yet to publish a quantified GHG efficiency threshold for 2030. For the purposes of this analysis, a “Substantial Progress” bright-line threshold of 660 MT of CO₂e per year and a “Substantial Progress” efficiency metric of 2.8 MT of CO₂e/year/service population has been calculated for 2030 based on the GHG reduction goals of SB 32 and Executive Order B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.

To be considered an exceedance, the project must exceed both the bright-line threshold of 660 MT of CO₂e per year and the efficiency threshold of 2.8 MT of CO₂e/year/service population.

Table 3.7-1: Annual Project GHG Emissions (CO₂e) in Metric Tons and Per Capita			
Source Category	Existing Land Use	Proposed Project	
	2022	2025	2030
Area	3	3	3
Energy Consumption	22	106	106
Mobile	232	780	713
Solid Waste Generation	10	54	54
Water Usage	4	9	9
Total (MT CO ₂ e/year)	271	952	885
Net Emissions		695 MT CO ₂ e/year	646 MT CO ₂ e/year
Significance Threshold			660 MT CO₂e/year
Service Population Emissions (MT CO ₂ e/year/service population)		1.7	1.6
Significance Threshold			2.8 in 2030
<p>Note: Existing land uses emissions are the emissions from the existing apartment buildings that would be demolished as part of the proposed project. The project emissions represent the emissions from the whole project (not just the additional 191 units above the number of units analyzed in the Precise Plan FEIR).</p> <p>Source: Illingworth & Rodkin, Inc. 870 E. El Camino Real Residential Project Air Quality and GHG Assessment. January 26, 2022.</p>			

As shown in Table 3.7-1 above, the project would not exceed the per capita threshold of 2.8 MT CO₂e/year/service population in 2030 or exceed the 660 MT CO₂e/year bright-line threshold. Therefore, operation of the project would not result in significant GHG emissions. The project would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

Since certification of the Precise Plan FEIR, BAAQMD has adopted updated GHG thresholds which include screening criteria for land use projects. Under the new thresholds, projects that meet all of the following criteria are considered to have a less than significant GHG impact.

- The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
- The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
- Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the

recommendations provided in the Governor’s Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

- Residential projects: 15 percent below the existing VMT per capita
- Office projects: 15 percent below the existing VMT per employee
- Retail projects: no net increase in existing VMT
- Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

Consistent with the MVGBC, the proposed project would not include natural gas appliances or plumbing and would include off-street electric vehicle parking that exceeds CALGreen Tier 2 requirements.³¹ As discussed in Section 3.5 Energy under checklist question a), the project’s implementation of BAAQMD BMPs and compliance with existing regulations (CALGreen, Title 24, and MVGBC) would result in energy efficiencies. In addition, as discussed in Section 3.15 Transportation under checklist question b), the project would result in a VMT of 15 percent below the Nine-County Bay Area regional average. For these reasons, the project would have a less than significant GHG impact under BAAQMD’s new thresholds.

b. As discussed in Section 3.2 Air Quality, the proposed project would be consistent with the 2017 CAP. Further, the Precise Plan FEIR determined that development projects would be consistent with Plan Bay Area and the GGRP goals by locating development within a Priority Development Area (PDA), requiring TDM plans for projects within the Precise Plan area, and requiring projects to meet applicable green building codes (i.e., LEED Gold, GreenPoint Rated, CALGreen, Mountain View Green Building Code, Title 24). The project is located within a PDA, proposes to implement a TDM plan, and would meet applicable green building codes. The project, therefore, would result in the same impact as disclosed in the Precise Plan FEIR.

3.7.3 Conclusion

The proposed project would not result in a new or substantially more severe significant GHG impact than disclosed in the Precise Plan FEIR.

³¹ CALGreen Tier 2 requires 20 percent of parking spaces to be electric vehicle charging ready. The City’s Reach Code requires every space without a physical electric vehicle charger to be electric vehicle charging ready.

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, Appendix A Initial Study (2014) Pages 48-49	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, Appendix A Initial Study (2014) Page 49	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 49-50	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, Appendix A Initial Study (2014) Pages 50-51	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 52	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, Appendix A Initial Study (2014) Pages 52-53	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 53	No	No	No	N/A

The discussion in this section is based in part on the Phase I Environmental Site Assessment (ESA) prepared by Cornerstone Earth Group in November 2021. This report is attached as Appendix E.

3.8.1 Existing Setting

The existing hazards and hazardous materials setting, including regulatory framework, has not substantially changed since the certification of the 2014 Precise Plan FEIR.

3.8.1.1 *Site History and Potential On-Site Source of Contamination*

Prior to 1965, the project site (and other sites throughout the Precise Plan area) were used for agricultural purposes. Due to this, soils on the project site may contain residual pesticide contamination from past agricultural activities. The project site is directly adjacent to El Camino Real, which has historically been a heavily trafficked roadway. The Precise Plan FEIR acknowledged that this may result in exposed surface soils on-site having elevated levels of aerielly deposited lead.

The existing apartment complex was constructed in 1965 and the surrounding area along El Camino Real continued to be converted from agricultural land to urban development throughout the sixties, seventies, and eighties.

There were a small number of hazardous materials present on-site at the apartment complex during a site visit conducted on November 5, 2021. These materials consisted primarily of common maintenance products such as paints, lubricants, cleaning products, and gasoline for use in maintenance equipment. The pool equipment room contained several containers of sodium hypochlorite, which is used for cleaning and maintaining the pool on-site. There was no evidence of hazardous materials spills on-site.³² Given age of the existing buildings, asbestos-containing materials (ACMs), lead-based paint, and Polychlorinated biphenyls (PCBs) may be present in the building materials. Additional information about on-site conditions and history is provided in Appendix E.

³² Cornerstone Earth Group. *Phase I Environmental Site Assessment: 870 E. El Camino Real, Mountain View, California*. Page 7. November 11, 2021.

3.8.1.2 *Potential Off-Site Sources of Contamination*

Based on review of regulatory agency databases, there are no off-site hazardous materials spill incidents that appear likely to impact soil, soil vapor, or groundwater beneath the project site.

3.8.2 Discussion

a. The Precise Plan FEIR concluded that projects that comply with federal, state, local requirements, City of Mountain View 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 because those regulations require proper handling, storage, and disposal of hazardous wastes.

The proposed residential development would routinely use limited amounts of cleaning materials and landscape maintenance chemicals and would not generate substantial hazardous emissions from hazardous materials use or transport. No other routine transport, use, or disposal of hazardous materials would occur with the proposed project.

b-d. The project site is not included on the on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5 (Cortese List). As discussed above, the location of the project site adjacent to El Camino Real and the previous agricultural use of the property indicates that hazardous materials such as residual pesticides and lead may be present in soils at the project site. In addition, given the age of the buildings to be demolished on-site, ACMs and lead-based paint may be present on-site. The project would comply with the City's standard conditions of approval, described below, to ensure the project does not result in significant hazardous materials impacts from on-site contamination (if present).

Standard Conditions of Approval

- **TOXIC ASSESSMENT:** A toxic assessment report shall be prepared and submitted as part of the building permit submittal. The applicant must demonstrate that hazardous materials do not exist on the site or that construction activities and the proposed use of this site are approved by: the City's Fire Department (Fire and Environmental Protection Division); the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or a site toxics mitigation plan has been approved.
- **DISCOVERY OF CONTAMINATED SOILS:** If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following:
 - a) Contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training;
 - b) Contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options;
 - c) Contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation;

- d) Contractor will water/mist soil as it is being excavated and loaded onto transportation trucks;
 - e) Contractor will place any stockpiled soil in areas shielded from prevailing winds; and
 - f) Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.
- **HAZARDOUS MATERIALS CONTAMINATION:** To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from ACMs and lead-based paint, the following measures are to be included in the project:
 - a) In conformance with local, State, and Federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on the structures.
 - b) A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than 1 percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.
 - c) During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.
 - **BUILDING DEMOLITION PCB CONTROL:** Nonwood-frame buildings constructed before 1981 that will be completely demolished are required to conduct representative sampling of priority building materials that may contain polychlorinated biphenyls (PCBs). If sample results of one or more priority building materials show PCBs concentrations greater than or equal to 50 ppm, the applicant is required to follow applicable Federal and State notification and abatement requirements prior to demolition of the building. Submit a completed “Polychlorinated Biphenyls (PCBs) Screening Assessment Applicant Package” with the building demolition plans for the project. A demolition permit will not be issued until the completed “PCBs Screening Assessment Applicant Package” is submitted and approved by the City Fire and Environmental Protection Division (FEPD). Applicants are required to comply with applicable Federal and State regulations regarding notification and abatement of PCBs-containing materials. Contact the City’s FEPD at 650-903-6378 to obtain a copy of the “PCBs Screening Assessment Applicant Package” and related guidance and information.

With the implementation of the City’s above standard conditions of approval, the project would not result in significant hazards to the public (including construction workers) or environment. This is the same impact as disclosed in the Precise Plan FEIR.

c. The closest school to the project site is Little Prodigy Preschool, located approximately 450 feet west of the project site at 830 East El Camino Real. While the proposed project would be within 0.25-mile of a school, the project (with implementation of the standard conditions of approval identified

under discussion b-d would not emit substantial hazardous emissions or handle hazardous materials, substances, or waste. This is the same impact as disclosed in the Precise Plan FEIR.

e. The nearest airport to the site is Moffett Federal Airfield, which is approximately 1.9-miles northeast of the site. According to the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP), the project site is located within its Airport Influence Area. The project site is not located within a safety zone or the 65 dB noise contour of the Moffett Federal Airfield.³³ The proposed development, therefore, would not expose people to a safety hazards or excessive noise from Airfield operations.

f. The Precise Plan FEIR concluded that implementation of the Precise Plan would not impair or interfere with an adopted Mountain View emergency response or evacuation plan due to the City's compliance with General Plan Policy MOB 10.4.³⁴ The proposed project is consistent with the Precise Plan and 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. This is the same impact as disclosed in the Precise Plan FEIR.

g. The project site and greater Precise Plan area is not adjacent to wildland areas and there would be no wildfire-related impact. This is the same impact as disclosed in the Precise Plan FEIR.

3.8.3 Conclusion

The proposed project would not result in a new or substantially more severe significant hazards impact than disclosed in the Precise Plan FEIR.

³³ Santa Clara County Airport Land Use Commission, *Moffett Federal Airfield Comprehensive Land Use Plan*. November 18, 2016.

³⁴ General Plan MOB 10.4 requires the City monitor emergency response times and where necessary consider appropriate measures to maintain emergency response time standards.

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, Appendix A Initial Study (2014) Pages 59-61	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, Appendix A Initial Study (2014) Pages 61-62	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, Appendix A Initial Study (2014) Pages 62-65	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 65-66	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, Appendix A Initial Study (2014) Pages 61-62	No	No	No	N/A

3.9.1 Existing Setting

The existing hydrology and water quality setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR.

The project site has 99,743 square feet (or 90 percent) of impervious surfaces and 10,953 square feet (or 10 percent) of pervious surfaces consisting of mature trees and limited amounts of ornamental landscaping along the perimeter of the site and along the interior pathways. Runoff from the redevelopment area of project site is directed into a 12-inch storm drain line located within Devoto Street where it eventually flows out to San Francisco Bay.

The project site is located within Flood Zone X, which is not a Special Flood Hazard Area as identified by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM).³⁵ 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 Discussion

a. The Precise Plan FEIR determined that compliance with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, City standard conditions of approval pertaining to water quality, and Municipal Regional Stormwater NPDES Permit (MRP) would ensure future project construction and post-construction runoff would not result in substantial sources of polluted runoff and impacts would be less than significant.

³⁵ Federal Emergency Management Agency. Flood Insurance Rate Map, Community Panel No. 06085C0045H. Effective Date May 18, 2009.

The proposed project would disturb more than one acre of soil and would be subject to the requirements of the statewide 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 (BMPs).

The project would also replace more than 10,000 square feet of impervious surfaces and would be required to comply with the MRP, consistent with General Plan Policy INC-8.2.³⁶ 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 project would also implement the following City standard conditions of approval.

Standard Conditions of Approval

- STATE OF CALIFORNIA CONSTRUCTION GENERAL STORMWATER PERMIT: A “Notice of Intent” (NOI) and “Stormwater Pollution Prevention Plan” (SWPPP) shall be prepared for construction projects disturbing one (1) acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.
- CONSTRUCTION BEST MANAGEMENT PRACTICES: All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system. Refer to the City of Mountain View document, “It’s In the Contract But Not In the Bay,” for the specific construction practices required at the job site.
- CONSTRUCTION SEDIEMENT AND EROSION CONTROL PLAN: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.
- STORMWATER TREATMENT (C.3): This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City’s guidance document entitled, “Stormwater Quality Guidelines for Development Projects.” The City’s guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

The “Stormwater Quality Guidelines for Development Projects” document requires applicants to submit a Stormwater Management Plan, including information such as the type, location,

³⁶ Policy INC-8.2: National Pollutant Discharge Elimination System (NPDES) Permit. Comply with requirements in the Municipal Regional Storm water NPDES Permit (MRP).

and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

Because the project would comply with the General Construction Permit, City standard conditions of approval, MRP, and General Plan policy INC-8.2, the project would result in the same impact as disclosed in the Precise Plan FEIR.

b. The Precise Plan FEIR determined that new development under the Precise Plan would not substantially decrease groundwater supplies or interfere with sustainable groundwater management because there is minimal undeveloped land in the Precise Plan area that facilitates groundwater recharge. Water service would continue to be provided by the City of Mountain View under project conditions. The proposed project would not deplete groundwater supplies or interfere with groundwater recharge because the project would not directly use groundwater and the site does not contribute to recharge because it is mostly paved. It is estimated that construction of the project would require excavation at a maximum depth of 27.5 feet below ground. Because groundwater is estimated to be approximately 40 feet below surface grade (bgs)³⁷, dewatering would not be required during project construction. Thus, the project would not result in new or substantially increased impacts than those described in the Precise Plan FEIR.

c. The Precise Plan FEIR concluded that implementation of the Precise Plan (which includes redevelopment of the project site) would not substantially alter the existing drainage pattern of the area and would not result in significant impacts related to off-site erosion, siltation, hydro-modification changes, and flooding because future development would comply with the General Construction Permit, City standard conditions of approval, MRP, and General Plan policy INC-8.2. The Precise Plan FEIR did, however, conclude that buildout of the Precise Plan could result in the need for new/improved stormwater infrastructure and provided the following mitigation measure.

Precise Plan FEIR Mitigation Measure:

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

³⁷ Cornerstone Earth Group. *Design-Level Geotechnical Investigation, 870 E. El Camino Real, Mountain View, California*. Page 7. September 12, 2012.

The project would not substantially alter the drainage pattern of the area as it would result in a decrease in impervious surfaces compared to existing conditions.³⁸ A decrease in impervious surfaces would result in a corresponding decrease in runoff from the site. For this reason, the existing storm drain system would continue to adequately accommodate runoff from the project site and the project would not result in on- or off-site flooding. The project would install stormwater treatment facilities, in compliance with the MRP Provision C.3 requirements (see checklist question a).

As discussed in checklist question b above, the proposed project would comply with the General Construction Permit, City standard conditions of approval, MRP, and General Plan policy INC-8.2, which would reduce potential erosion impacts to a less than significant level. For these reasons, the project would result in the same impact as disclosed in the Precise Plan FEIR.

d. The proposed project site is not located in an identified FEMA 100-year flood hazard zone or subject to tsunamis or seiches.³⁹ For these reasons 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, or tsunamis. This is the same impact as disclosed in the Precise Plan FEIR.

e. Valley Water prepared a Groundwater Management Plan in 2016, establishing recharge facilities, recycled water systems, and conservation strategies 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 implementation of the Precise Plan (including redevelopment of the project site) would not impact any of these facilities.⁴⁰ This is the same impact as disclosed in the Precise Plan FEIR.

3.9.3 **Conclusion**

The proposed project would not result in a new or substantially more severe significant hydrology and water quality impact than disclosed in the Precise Plan FEIR.

³⁸ Under the proposed project impervious surfaces would be reduced from 99,743 square feet to 85,170 square feet, a reduction of 14,573 square feet.

³⁹ Association of Bay Area Governments. "Resilience Program." Accessed: October 26, 2021. Available at: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8>

⁴⁰ Santa Clara Valley Water District. *Groundwater Management Program*. Page C-23. November 2016.

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, Appendix A Initial Study (2014) Pages 67-68	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, Appendix A Initial Study (2014) Page 68	No	No	No	N/A

3.10.1 Existing Setting

The existing land use setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. The 9.14-acre project site is part of the larger 268-acre Precise Plan area. The project site is General Plan designated Mixed Use Corridor for the southern approximately 1.16-acre (or 50,671 square feet) portion of the site and is designated Medium Density Residential for the remaining northern approximately 7.98 acres (or 354,643 square feet). The project site is zoned P-38 El Camino Real Precise Plan. The project site is currently developed with residential apartments and associated parking.

3.10.2 Discussion

a. The Precise Plan FEIR concluded that implementation of the Precise Plan (which includes redevelopment of the project site) would not physically divide an established community because the Precise Plan does not include dividing infrastructure.

The project site is located in the eastern portion of the Precise Plan area and is surrounded by urban development, including residential developments, roadways, and commercial uses. The project would demolish five residential apartment buildings in the southern portion of the existing apartment complex and replace them with two new residential apartment buildings, concentrating denser development closest to El Camino Real. This is consistent with the Precise Plan's vision of a pedestrian-oriented, multi-modal corridor with better connections and services for the surrounding neighborhoods and would not involve components that would physically divide an existing community (i.e., highways or railways). For these reasons, the project would result in the same impact as disclosed in the Precise Plan FEIR.

b. The Precise Plan FEIR did not identify any significant impacts from implementing the Precise Plan due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect include General Plan policies, Precise Plan policies, Zoning Ordinance, Moffett CLUP, 2017 CAP, and Plan Bay Area 2040.

The Precise Plan FEIR acknowledges that some future developments may not comply with every General Plan policy, but that the Environmental Planning Commission and City Council have the discretion to decide whether those projects are generally consistent with most General Plan policies. The proposed residential land use is consistent with the land use identified for the site in the Precise Plan and the proposed density is allowed through implementation of the State Density Bonus Law. Further, the proposed residential project is consistent with the General Plan land use policies for the El Camino Real Change Area including LUD 20.1, LUD 20.2, and LUD 20.3 which call for increased redevelopment along El Camino Real, focused intensive development in key locations based on a variety of factors, and a variety of building heights to create an interesting street. The proposed project would comply with Precise Plan standards related to project design and the City's Zoning Ordinance. In addition, as discussed in Sections 3.2 Air Quality and Section 3.7 Greenhouse Gas Emissions, the project would not conflict with state and local plans regarding air quality and GHG emissions. For these reasons, the proposed project would not conflict with land use plans, policies, or regulations adopted for avoiding or mitigation environmental effects. This is the same impact as disclosed in the Precise Plan FEIR.

3.10.3 Conclusion

The proposed project would not result in a new or substantially more severe significant land use and planning impact than disclosed in the Precise Plan FEIR.

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 (2014) Pages 143-148	No	No	No	N/A
b. Generation of excessive groundborne vibration or groundborne noise levels?	Precise Plan Draft EIR (2014) Pages 145-146	No	No	No	Yes, MM NOISE-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 (2014) Page 140	No	No	No	N/A

3.11.1 Existing Setting

The existing noise and vibration setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. The existing noise environment in the Precise Plan area results primarily from vehicular traffic along freeway and roadways (including State Route [SR] 85, SR 237, and El Camino Real) and aircraft associated with Moffett Federal Airfield. The project site is located outside the 65 dBA CNEL noise contour for the Moffett Federal Airfield. The nearest sensitive receptors are residential uses adjacent to the northern portion of the project site and residential uses approximately 45 feet east of the project site located on Acalanes Drive.

3.11.2 Discussion

a. A discussion of the project’s construction and operational noise impacts is discussed below.

Construction Noise

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

Standard Conditions of Approval:

- **WORK HOURS:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. At the discretion of the Chief Building Official, the general contractor or the developer may be required to erect a sign at a prominent location on the construction site to advise subcontractor and material suppliers of the working hours. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.
- **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 300 feet of the project site of the construction schedule in writing, prior to construction. A copy of the notice and the mailing list shall be submitted prior to issuance of building permits.
- **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 practicable 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; e. and shroud or shield impact tools and use electric powered rather than diesel-powered construction equipment.
- **CONSTRUCTION PRACTICES NOTICING-DISTURBANCE COORDINATOR:** The project applicant shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) shall determine the cause of the complaint and shall 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 standard conditions of approval and compliance with Chapter 8 of the City Code, the Precise Plan FEIR determined that construction of future projects (including the proposed project) would have a less than significant construction noise impact. The project would comply with the City's Municipal Code and implement the above standard conditions of approval; therefore, the project result in the same impact as disclosed in the Precise Plan FEIR.

Operational Noise

Traffic Noise

As identified in the Precise Plan FEIR, a significant permanent noise level increase would occur if project-generated traffic would result in a noise level increase of five dBA Ldn or greater in the project vicinity above levels existing without the project.⁴¹

The future traffic noise from buildout of the Precise Plan was modeled and disclosed in the Precise Plan FEIR. Traffic noise increases above existing levels from Precise Plan-generated traffic would be 0.6 dBA Ldn or less along El Camino Real, which is below the threshold of significance of five dBA Ldn or greater. The project includes 191 more units than analyzed in the Precise Plan FEIR. The traffic generated by these additional 191 units was not addressed in the Precise Plan FEIR. It is estimated that the additional 191 units would generate 760 trips, which represent a less than two percent increase in the average daily trips (ADT) along El Camino Real studied in the Precise Plan FEIR (48,560 ADT).^{42,43} The addition of this small number of trips to the number of Precise Plan trips evaluated in the FEIR would be nominal and not substantially change the ambient noise levels anticipated with the buildout of the Precise Plan. Therefore, the proposed project would result in the same less than significant ambient noise increase on noise-sensitive receptors in the area as disclosed in the Precise Plan FEIR.

Mechanical Equipment Noise

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

The proposed project would include mechanical systems (i.e., HVAC, exhaust fans, intake ventilation) on the roof top of the proposed residential buildings. The Precise Plan FEIR includes a standard condition of approval for future development, which is identified below and requires conformance with the noise and time limitations stated above, 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 (between 7:00 a.m. and 10:00 p.m.) or 50 dBA during the night (between 10:00 p.m. to 7:00 a.m.) as measured at residential land uses.

⁴¹ Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA. Day-Night Level (DNL or Ldn) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM.

⁴² Hexagon Transportation Consultants, Inc. *870 E. El Camino Real Residential Development Multi-Modal Transportation Analysis*. March 23, 2022.

⁴³ City of Mountain View. *El Camino Real Precise Plan Final Environmental Impact Report*. Page 144. SCH #: 2014032002. 2014.

With implementation of the above standard condition of approval, the Precise Plan FEIR determined that mechanical equipment noise would be less than significant. The project would implement the standard condition of approval and, therefore, result in the same less than significant impact disclosed in the Precise Plan FEIR.

b. The Precise Plan FEIR identified a less than significant vibration noise impact with implementation of mitigation measure MM NOISE-1, which calls for using “quiet” impact pile driving methods, avoiding use of vibratory rollers and tampers near sensitive uses, and phasing high-vibration generating construction activities.

Precise Plan FEIR Mitigation Measure:

FEIR MM NOISE-1: The following language shall be included as a Condition of Approval for new project associated with implementation of the Precise Plan:

- In the event that pile driving would be required for any proposed project within the Precise Plan area, all residents within 300 feet of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions.
- To the extent feasible, the project contractor shall phase high-vibration generating construction activities, such as pile-driving/ground-impacting operations, so they do not occur at the same time with demolition and excavation activities in locations where the combined vibrations would potentially impact sensitive areas.
- The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops).
- The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.

The project would implement Precise Plan FEIR mitigation measure MM NOISE-1 and, therefore, the project would result in the same less than significant impact construction-vibration impact as identified in the Precise Plan FEIR.

c. Moffett Federal Airfield is a joint civilian/military airport located approximately 1.9 miles north of the project site. According to the Moffett Federal Airfield CLUP 2022 Aircraft Noise Contour Map, the project site is outside the 65 dBA Community Noise Equivalent level (CNEL) noise contour. Therefore, the project would not expose employees or residents to excessive noise levels, and impacts would be less than significant. This is the same impact as disclosed in the Precise Plan FEIR.

3.11.3 **Conclusion**

The proposed project would not result in a new or substantially more severe significant noise and vibration impact than disclosed in the Precise Plan FEIR.

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, Appendix A Initial Study (2014) Pages 71-73	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, Appendix A Initial Study (2014) Pages 73-74	No	No	No	N/A

3.12.1 Existing Setting

The existing population and housing setting, including regulatory framework, has not substantially changed since the certification of the 2014 Precise Plan FEIR.

According to the Precise Plan FEIR, the Precise Plan area is expected to experience employment growth of approximately 880 new jobs over existing conditions. Buildout of the Precise Plan would add an estimated 1,500 residents to the Precise Plan area and approximately 788 additional housing units. The growth projection for the Precise Plan disclosed in the Precise Plan FEIR is consistent with the growth projections for the area in the General Plan. The project site is currently developed with 180 apartment units.

3.12.2 Discussion

a. The project would allow for 191 additional units that are not included in the growth evaluated in the Precise Plan FEIR. These additional 191 units would result in approximately 439 new residents.⁴⁴ These additional residents represent a 29 percent increase in the growth assumed for the implementation of the Precise Plan of 1,500 net new residents. Compared to the growth assumed for the buildout of the General Plan (14,710 residents), the additional 439 residents represents a three percent increase in growth. The Association of Bay Area Governments (ABAG) projects the City to have a population of approximately 119,500 residents by the year 2030, about 31,000 more residents

⁴⁴ The number of residents was estimated assuming a citywide average 2.3 residents per household. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010-2019*. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

than what the City's General Plan assumes (88,570); thus, the project's growth is within the growth assumed for the City by ABAG.⁴⁵ Given the nominal growth resulting from the additional 191 units and the fact that these additional units are proposed on an existing developed site within an urban area, the project would not induce substantial growth. In addition, the project does not include extension of infrastructure that would result in indirect population growth. For these reasons, implementation of the project would not contribute to substantial growth inducement in Mountain View or in the region. The project would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

b. The proposed project will demolish 42 existing apartment units and replace them with 233 new units, for a net gain of 191 dwelling units on-site. General Plan policies LUD 21.1 and LUD 21.2 specifically support this type of redevelopment by encouraging private properties along the El Camino Real to be redeveloped and enhanced. The proposed project would provide 33 of the total proposed apartment units for very-low income households, which is consistent with General Plan Policy LUD 3.5 that encourages the development of housing for a diverse range of households and income levels. The Precise Plan FEIR analyzed the potential short-term displacement of residents while new housing was being built and found that the housing supply in the area was adequate to serve the temporary increase in demand associated with the short-term loss of units during construction. Implementation of the housing policies listed in the Precise Plan FEIR in combination with the overall net increase in housing units as a result of this project would result in a less than significant impact in regard to potential displacement of existing housing units and residents. The project would result in the same impact as disclosed in the Precise Plan FEIR.

3.12.3 Conclusion

The proposed project would not result in a new or substantially more severe significant population and housing impact than disclosed in the Precise Plan FEIR.

⁴⁵ Association of Bay Area Governments. "Plan Bay Area Projections 2040". Accessed January 28, 2022. <http://projections.planbayarea.org/data>.

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a. Fire protection?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 81-82	No	No	No	N/A
b. Police protection?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 82-84	No	No	No	N/A
c. Schools?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 84-86	No	No	No	N/A
d. Parks?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 86	No	No	No	N/A
e. Other public facilities?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 86	No	No	No	N/A

3.13.1 Existing Setting

The existing public services setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. The Precise Plan area is served by the Mountain View Fire Department (MVFD). The nearest fire station to the project site is Station Two, which is located approximately 0.97 miles west of the project site at 160 Cuesta Drive. Police protection services are

provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 90 sworn and 45 non-sworn personnel.

The Precise Plan area (including the project site) is located within the Mountain View Whisman School District. Students in the project site area attend Edith Landels Elementary School, Graham Middle School, and Mountain View High School.

The project site is located within the Sylvan-Dale Planning Area of the City of Mountain View 2014 Parks and Open Space Plan.⁴⁶ There is approximately 8.37 acres of open space in the Sylvan-Dale Planning Area located entirely within Sylvan Park. Sylvan Park is located approximately 0.4-mile northwest of the project site.

3.13.2 Discussion

a. The buildout of the Precise Plan would incrementally increase the needs for fire suppression and rescue response services, as described in the Precise Plan FEIR. The proposed project would be constructed to current Fire Code standards to increase fire safety overall. In addition, the MVFD does not anticipate the need to construct a new fire station to accommodate growth anticipated in the buildout of the Precise Plan. The project would allow for 191 additional units that are not included in the growth evaluated in the Precise Plan FEIR; however, the additional units alone would not require the construction or expansion of fire protection facilities. For these reasons, the project would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

b. The MVPD maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. The 191 net new residential units proposed would generate approximately 439 net new residents.⁴⁷

The Precise Plan FEIR concluded that growth in the City 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. The Precise Plan FEIR estimated that the full implementation of the Precise Plan could require the addition of two sworn officers; however, the MVPD confirmed that implementation of projects consistent with the Precise Plan would not require the construction or expansion of police facilities. The additional 191 units (generating 439 residents) proposed beyond the Precise Plan FEIR alone would not result in the need to hire more police officers (per the MVPD's 1.3 officers per 1,000 residents ratio) or require the construction or expansion of police protection facilities. In addition, future development (including the project) within the Precise Plan area (including the proposed project) would be reviewed by MVPD to ensure safety features are incorporated to minimize the opportunity for criminal activity. For these reasons, the project would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

c. As discussed in the Precise Plan FEIR, no new schools are proposed and no physical changes to existing school district facilities would occur with implementation of the Precise Plan. The project includes 191 additional units, resulting in approximately 439 net new residents that were not accounted for in the Precise Plan FEIR. These additional 191 units would generate approximately 22 elementary

⁴⁶ City of Mountain View. *City of Mountain View Parks and Open Space Plan*. 2014.

⁴⁷ The number of residents was estimated assuming a citywide average 2.3 residents per household. State of California, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010-2019*. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

school students, 14 middle school students, and 16 high school students.⁴⁸ The existing capacity and enrollment of the local schools compared to the estimated net increase in students generated by the project is shown in Table 3.13-1. As shown in Table 3.13-1, there is existing capacity at the local schools to accommodate the students generated by the project.

Table 3.13-1: 2019-2020 School Enrollment and Capacity			
School	Capacity	Enrollment	Estimated Number of Project-Generated Students
Edith Landels Elementary School ¹	504	442	22
Graham Middle School ²	1,294	871	14
Mountain View High School ³	1,640	2,183	16
Notes: * Approximate student generation per elementary school, assuming half of elementary students attend each school.			
1 Cunningham, Elona. Jack Schreder & Associates, Inc. Personal Communication. October 19, 2021.			
2 Westover, Rebecca. Principal, Graham Middle School. Personal Communication. January 19, 2022.			
3 Mathiesen, Mike. Associate Superintendent, MVLASD. Personal Communication. December 9, 2021.			

The proposed project would be required to pay state-mandated school impact fees to offset impacts to local schools, such as Vargas Elementary and Graham Middle Schools and Mountain View High School. Consistent with state law (Government Code 65996) and the Precise Plan FEIR, payment of fees would reduce impacts to a less than significant level.

d. Project-related impacts to parks (as well as other recreational facilities) are discussed in Section 3.14 Recreation below and concluded to be less than significant.

e. The Precise Plan FEIR concluded that the growth projected in the Precise Plan (1,500 net new residents), would not trigger the City to build or operate a new library in the Precise Plan area. The project includes 191 additional units that were not included in the Precise Plan FEIR analysis. These additional units would generate approximately 439 new residents (or 29 percent more residents than disclosed in the Precise Plan FEIR), this incremental increase would not alone require the construction of new or expanded library facilities. For these reasons, the project would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

3.13.3 Conclusion

The proposed project would not result in a new or substantially more severe significant public services impact than disclosed in the Precise Plan FEIR.

⁴⁸ Based on the student generation rates provided by the Jack Schreder & Associates. December 8, 2021. K-5 = 0.085 (0.308 affordable), 6-8 = 0.039 (0.247 affordable), High School = 0.047 (0.312 affordable).

3.14

RECREATION

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Page 90	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Precise Plan Draft EIR, Appendix A Initial Study (2014) Pages 89-90	No	No	No	N/A

3.14.1 Existing Setting

The existing recreational setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. The City of Mountain View owns 972 acres of parks and open space facilities, including 22 urban parks and Stevens Creek Trail. The City also maintains 13 parks under joint-use agreements with local school districts. The Precise Plan area, including the project site, is located within the Sylvan-Dale Planning Area of the City of Mountain View 2014 Parks and Open Space Plan. There are approximately 8.37 acres of open space in the Sylvan-Dale Planning Area located exclusively at Sylvan Park. Sylvan Park is located approximately 0.4 mile northwest of the project site. The Precise Plan area currently does not meet the City’s standard of 3.0 acres of parkland per 1,000 residents as there are no parks within the El Camino Real Precise Plan area.

3.14.2 Discussion

a-b. The Precise Plan is comprised of developed urban parcels adjacent to El Camino Real, and there are no parks located within the Precise Plan boundaries. Residents within the Precise Plan area, including those from the proposed development rely on parks and open space that lie outside of the Precise Plan boundaries. The Precise Plan FEIR includes the following standard condition of approval reduce park impacts to a less than significant level, consistent with state law (Quimby Act).

Standard Condition of Approval

- **PARK LAND DEDICATION FEE:** Pay the Park Land Dedication Fee (approximately \$15,000 to \$25,000 per unit) for each new residential unit in accordance with Chapter 41 of the City Code prior to the issuance of the building permit. No credit against the Park Land Dedication

Fee will be allowed for private open space and recreational facilities. Provide the most current appraisal or escrow closing statement of the property with the following information to assist the City in determining the current market value of the land: (1) a brief description of the existing use of the property; (2) square footage of the lot; and (3) size and type of each building located on the property at the time the property was acquired. Prior to the issuance of the building permit, the applicant shall either: (1) pay the Park Land Dedication Fee; or (2) sign an agreement to defer the payment of the fee in accordance with Section 66007.a of the Government Code and submit a certificate of deposit made payable to the City as security guaranteeing payment of the fee. Guidelines for certificates of deposit are available from the Public Works Department.

These fees would, in part, contribute towards the City's policies and plans to provide adequate park land and open space for residents throughout the City, including within the Precise Plan area. The proposed project with the implementation of the above standard condition of approval would not require the expansion or construction of new recreational facilities, nor would it substantially increase the deterioration of existing recreational facilities because fees would be used to maintain existing parks. As a result, the project would result in a less than significant impact to recreational facilities and would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

3.14.3 Conclusion

The proposed project would not result in a new or substantially more severe significant recreation impact than disclosed in the Precise Plan FEIR.

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 (2014) Page 78-99	No	No	No	N/A
b. For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	N/A	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 (2014) Page 78-99	No	No	No	N/A
d. Result in inadequate emergency access?	Precise Plan Draft EIR (2014) Page 78-99	No	No	No	N/A

The discussion within this section is based in part on a Multimodal Traffic Analysis (MTA) prepared by Hexagon Transportation Consultants, Inc. in December 2021. The MTA is included this checklist as Appendix F.

3.15.1 Existing Setting

The existing transportation setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. Subsequent to the certification of the Precise Plan FEIR, the City adopted its Vehicle Miles Traveled (VMT) Policy in response to SB 743. The VMT Policy replaces the use of automobile delay—described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion—with VMT as the recommended metric for determining the significance of transportation impacts under CEQA. In addition, it establishes screening criteria for projects that are expected to cause a less than significant transportation impact under CEQA based on the land use and/or location. Projects that meet the screening criteria are not required to prepare further VMT analysis, as outlined in the City’s Multimodal Transportation Analysis Handbook.⁴⁹ For a project that does not meet the screening criteria, a project’s VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the

⁴⁹ City of Mountain View. *Multi-Modal Transportation Analysis Handbook*. February 2021.

type of development. For residential developments, the threshold of significance is 15 percent below the regional average daily VMT per capita. The nearest bus stops (Valley Transportation Authority [VTA] Routes 22 and 522) are located on El Camino Real approximately 0.1 miles northwest and 0.2 miles southeast of the project site respectively. In addition, the Mountain View Community Shuttle operates along El Camino Real and Sylvan Avenue in the project area. Vehicular access to the project site is provided by one driveway on El Camino Real and one driveway on Muir Drive.

3.15.2 Impact Discussion

a. The Precise Plan FEIR found that development 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 project's consistency with a plan, ordinance, or policy addressing the circulation system is discussed below.

Roadway System

The Precise Plan FEIR concluded that the implementation of the Precise Plan would not conflict with existing level of service (LOS) policies for the studied intersections and freeway segments. As discussed above, SB 743 replaces LOS with VMT to determine CEQA impacts; therefore, the following discussion about LOS is for informational purposes only.

The project-specific MTA (refer to Appendix F) evaluated intersection deficiencies and improvements under Background with Project Conditions and Background without Project Conditions. According to the MTA, the project would generate 760 new daily trips, including 67 AM peak hour and 68 PM peak hour vehicle trips. The results of the LOS calculations indicate that the project would not cause deficiencies at any study intersection under Background with Project Conditions or Background without Project Conditions based on the significance thresholds outlined in the Precise Plan FEIR; therefore, no improvements are required. A queuing analysis was also conducted on two left-turn movements near the project area which concluded that there would be no queuing deficiencies caused or exacerbated by the proposed project. For these reasons, the project would result in the same impact as disclosed in the Precise Plan FEIR.

Pedestrian and Bicycle Facilities

The Precise Plan FEIR concluded that implementation of the Precise Plan (which includes several improvements) would not conflict with the Mountain View Bicycle Transportation Plan, Mountain View Pedestrian Master Plan, General Plan, or Santa Clara Countywide Bicycle Plan.

The project would generate new bicycling and walking trips throughout the day. Bicycle trips may include residents' commute trips and dining, shopping, and recreation trips. The project includes a total of 257 bicycle parking spaces, including 233 long-term and 24 short-term bicycle parking spaces on the redevelopment area of the project site. Walking trips would be made throughout the day as well, and it is possible that some residents would choose to walk to and from work-related destinations, nearby bus stops, and other destinations along the El Camino Real corridor.

The proposed project would increase the number of dwelling units on-site, which would in turn generate an incremental increase in vehicle trips along El Camino Real. The MTA Handbook classifies this increase in trips as an adverse effect on bicycle operations due to the existing bicycle level of traffic stress (BLTS) on El Camino Real. In order to address this adverse effect, the project would be

subject to a condition of approval requiring a fair share contribution towards the funding of a Class IV separated bikeway along El Camino Real, as identified in the Precise Plan and in the El Camino Real Streetscape Plan.

The incremental increase in vehicle trips along El Camino Real due to the proposed project would have an adverse effect on the pedestrian quality of service on El Camino Real, Sylvan Avenue, Moraga Drive, and Devoto Street. The project would address this adverse effect by improving the walkability along the project frontage through site design. The proposed project would provide at least 16 feet of setback between the edge of the building and the sidewalk. The sidewalk itself would be 12 feet wide, with a seven-foot-wide walking space and a five-foot wide landscaped area to serve as a buffer between pedestrians and the vehicle traffic. The project would also provide a pedestrian pathway from El Camino Real to Muir Drive through the project site.

None of the proposed improvements or structures would conflict with existing or planned pedestrian facilities or conflict with policies related to bicycle or pedestrian activities. For these reasons, the project would not interfere with pedestrian accessibility to the site and adjoining areas; conflict with an existing or planned pedestrian or bicycle facility; nor conflict with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the project area. The project would result in the same impact as disclosed in the Precise Plan FEIR.

Transit Facilities

The Precise Plan FEIR concluded that the implementation of the Precise Plan would create a minor increase in transit riders during the AM and PM peak trips. This increase in ridership would not be instantaneous, but instead it would occur gradually over time as the Precise Plan was built out and would result in a less than significant impact. As discussed previously, the nearest bus stops (VTA Routes 22 and 522) are located on El Camino Real approximately 0.1 miles northwest and 0.2 miles southeast of the project site respectively. In addition, the Mountain View Community Shuttle operates along El Camino Real and Sylvan Avenue in the project area. The MTA prepared for the proposed project concluded that the project would generate approximately two new transit riders during the AM and PM peak hours, which would be accommodated by existing services.

The General Plan includes policies to encourage an increase in the City's transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the project (estimated to be approximately two transit riders during the AM and PM peak hours) would be accommodated by existing and planned improvements to the transit system, such as transit access improvements and transit service improvements. For these reasons, the project's impact to transit is consistent with the impact disclosed in the Precise Plan FEIR.

b. The City's current VMT policy (which was adopted after the Precise Plan FEIR was certified) establishes screening criteria for developments that are expected to cause a less than significant transportation impact under CEQA and are not required to prepare further VMT analysis. The project site is located within 0.5 miles of two bus stops on El Camino Real, which qualifies as a high-quality transit corridor. This project complies with the City's VMT policy via: (1) map-based screening as the project is located in an area with a VMT per capita 15 percent below the Nine-County Bay Area regional average, is a residential project compatible surrounding development, does not require significant new utility improvements, and, while the project does displace residents, it provides

replacement units at the same levels of affordability and the applicant has relocated displaced residents to other apartment units; and (2) transit screening as the residential project is within ½ mile of a major transit service on El Camino Real, has a combined FAR of 0.92, is consistent with the Plan Bay Area 2050 (Sustainable Communications Strategy), provides less parking than the required multi-family residential parking in the municipal code, and the project does not replace affordable units with fewer moderate or higher-income residential units. Therefore, the project would have a less than significant impact on VMT and is consistent with the City’s VMT policy.

c. The proposed uses and design would be consistent with the uses, design, and development standards in the City’s Municipal Code and would not substantially increase hazards due to a design feature or incompatible use, consistent with the Precise Plan FEIR. Analysis of the site plans and proposed driveways concluded that there is adequate site distance provided and that there are no hazards resulting from design features from the proposed project (refer to Appendix F for more detail of the analysis). The proposed project does not involve an incompatible change in land use on the property, as the existing property is already a multi-family residential apartment complex. Based on this discussion, the project would not result in significant impact from a geometric design hazard or incompatible land use. This is the same less than significant impact disclosed in the Precise Plan FEIR.

d. The Precise Plan FEIR concluded that, since all future development (including the project) would be reviewed by the MVFD for compliance with the City’s fire code regarding emergency access and design requirements, the Precise Plan would not result in inadequate emergency access. The internal road of the proposed project would be approximately 26 feet wide, which would provide adequate access to all vehicles, including emergency vehicles. The final design of the project would be reviewed by the MVFD for compliance with the City’s fire code. For this reason, the project would result in the same less than significant impact regarding emergency access as disclosed in the Precise Plan FEIR.

3.15.3 Conclusion

The proposed project would not result in a new or substantially more significant transportation impact than disclosed in the Precise Plan FEIR.

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, Appendix A Initial Study (2014) Pages 31-33</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, Appendix A Initial Study (2014) Pages 31-33</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>N/A</p>

3.16.1 Discussion

The existing tribal cultural resources setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. As disclosed in the Precise Plan FEIR, there are no known tribal cultural resources within the Precise Plan area, including the project site.⁵⁰

a-b. Tribal consultation, per Senate Bill 18 or Assembly Bill 52, is not required for projects that are exempt (i.e., completing a compliance checklist pursuant to CEQA Guidelines Section 15162 and 15183 and tiering off of previously certified program EIRs) and not requiring a General Plan amendment. 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 completed as part of the Precise Plan FEIR. While there is the potential for unknown Native American resources or human remains to

⁵⁰ City of Mountain View. *El Camino Real Precise Plan Final Environmental Impact Report*. SCH #: 2014032002. August 2014. Appendix A: Initial Study, page 29.

be present in at the project site, impacts would be less than significant with implementation of the standard conditions of approval identified in the Precise Plan FEIR of halting work if a resource or human remains is are discovered, notifying and consulting appropriate parties, and implementing measures to avoid significantly impacting the resource or human remains. These conditions (which are listed below) are the same conditions of approval previously identified in Section 3.4 Cultural Resources.

Standard Conditions of Approval:

- **DISCOVERY OF ARCHAEOLOGICAL RESOURCES.** If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, 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, shall 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.

With the implementation of standard conditions of approval, the proposed project would result in the same less than significant impact to tribal cultural resources as disclosed in the Precise Plan FEIR.

3.16.2 Conclusion

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

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, Appendix A Initial Study (2014) Pages 97-99	No	No	No	Yes, MM UTL-1 & MM UTL-2
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, Appendix A Initial Study (2014) Page 99	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, Appendix A Initial Study (2014) Page 99	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, Appendix A Initial Study (2014) Pages 99-100	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, Appendix A Initial Study (2014) Page 100	No	No	No	N/A

The discussion within this section is based in part on a Utility Impact Study prepared by Schaaf & Wheeler in December 2021 and included with this checklist as Appendix G.

3.17.1 **Existing Setting**

The existing utilities and service systems setting, including regulatory framework, has not substantially changed since the certification of the Precise Plan FEIR. Water services in the Precise Plan area (including the project site) are primarily provided by the City of Mountain View, except for several parcels along El Camino Real that are serviced by the California Service Water Company (CalWater). Wastewater services in the Precise Plan area are owned and operated by the City of Mountain View. Wastewater from the Precise Plan area is pumped to the Palo Alto Regional Water Quality Control Plant (RWQCP) for treatment. Storm drains in the Precise Plan area are also operated and maintained by the City of Mountain view and is a network of pipes, channels, ditches, culverts, ponds and pumps that discharge to Stevens Creek, Permanente Diversion Channel, Permanente Creek, Hale Creek, and Adobe Creek which eventually drain to the San Francisco Bay.

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View. Once collected, the solid waste and recyclable materials are transported to the SMaRT station in Sunnyvale to be sorted, and non-recyclable items are taken to the Kirby Canyon Landfill in South San José for disposal.⁵¹

3.17.2 **Discussion**

The Precise Plan FEIR identified that future, site-specific development projects associated with implementation of the Precise Plan could result in impacts to the existing water, wastewater, and storm drainage infrastructure (Impact UTL-1 and Impact UTL-2 in the Initial Study in Appendix A of the Precise Plan FEIR). 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 and MM UTL-2 in the Precise Plan Initial Study). Further, to fund recommended sewer infrastructure upgrades, the City established proportional improvement costs that the project applicant is responsible for if any improvements are required.

a. As discussed in the Precise Plan FEIR, future development (including the proposed project) would primarily connect to existing utility services and any improvements would generally consist of upsizing of pipes in existing locations, minimizing environmental impacts. Further, to identify any necessary water, wastewater, or stormwater improvements, the Precise Plan FEIR included the following mitigation measures.

Precise Plan FEIR Mitigation Measures

FEIR MM UTL-1: As private properties within the Precise Plan area are proposed for development, project-specific capacity and condition analyses of applicable water and wastewater infrastructure adjacent to and downstream of the project sites shall be performed to identify any impacts to the water and wastewater system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign

⁵¹ City of Mountain View. *El Camino Real Precise Plan Initial Study*. Page 94. August 2014. SCH #: 2014032002

responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastructure, as necessary.

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

Consistent with the Precise Plan FEIR mitigation measures MM UTL-1 and MM UTL-2, a Utility Impact Study (UIS) was prepared for the proposed project (see Appendix G). The UIS estimated an increase in total water demand of 15,320 gallons per day (gpd) compared to existing conditions on-site and a decrease of 46,080 gpd under future cumulative conditions.⁵² Future cumulative conditions include Capital Improvement Projects (CIPs) identified in the 2030 General Plan Update Utility Impact Study (GPUUIS). This incremental increase in demand would not significantly impact the water system under existing conditions. The analysis in the UIS found that the increase in demand would not contribute any additional deficiencies in the water system.

The UIS estimated that the proposed project would result in an estimated increase of 11,175 gpd of sewer flow compared to existing conditions and a decrease of 41,985 gpd compared to future cumulative conditions that include CIPs. Under existing conditions, the UIS identified 16 deficient pipes downstream of the project site. The proposed project would add less than three percent of the total sewer flow to these deficiencies. With the construction of the CIPs identified in the 2030 GPUUIS, the sewer system would have sufficient capacity in the exiting condition under both pre- and post-project conditions. Six CIPs from the 2030 GPUUIS are located downstream of the project. The proposed project's UIS (Appendix G) would be used to determine the proportional utility impact fees to be paid, as described in the Precise Plan FEIR mitigation measure 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. As a result, the impact is less than significant (consistent with the Precise Plan FEIR).

b. The Precise Plan FEIR determined that the implementation of the Precise Plan would not result in an increase in citywide growth beyond what was studied in the General Plan EIR. As described in the City of Mountain View 2020 Urban Water Management Plan (UWMP), 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 2045; however, shortfalls of 20 percent are projected for dry years.⁵³ To deal with anticipated shortfalls during dry years, the City has established a staged Water Shortage Contingency Plan within the Urban Water Management Plan, which can mitigate for shortfalls of over 50 percent by using a variety of escalating demand reduction strategies. In addition, any new development would be required to comply with General Plan Policies INC 5.1 through INC 5.7 related to water conservation and Municipal Code ordinances that set standards for permanent

⁵² The City's hydraulic models for Future Cumulative (2030) Conditions revises the 2030 GPUUIS models to include projects approved by the City since the 2030 GPU was adopted. Future cumulative water demand for the project site based on the City's model was estimated to be 95,600 gpd (see Appendix G); therefore, the proposed project would result in a decrease in water demand compared to future cumulative conditions.

⁵³ City of Mountain View. *2020 Urban Water Management Plan*. June 2021.

water-use restrictions by regulating landscape and indoor water-use efficiency. The existing water demand on-site is 34,200 gallons-per-day (gpd) and the post-project estimated demand is 49,520 gpd (19,100 gpd of which is contributed to the additional 191 residential units), which is a net increase of 15,320 gpd compared to existing conditions.⁵⁴ As discussed in checklist question a, the proposed project would result in a decrease of 46,080 gpd under future cumulative conditions; therefore, the proposed project is accounted for within the Precise Plan and the City's projected growth and the project's incremental increase in water demand was accounted for in the most recent UWMP. For these reasons, the project would have a less than significant impact on the City's water supply (consistent with the Precise Plan FEIR).

c. As described in the Precise Plan FEIR, implementation of the Precise Plan (which includes the proposed project) would not exceed the treatment capacity at the RWQCP based level of growth anticipated by the General Plan. The Utilities Impact Study for the proposed project calculated an increase of 11,175 gpd of sewer flow as result of this project. The RWQCP has a permitted design capacity of 39 million gallons per day (mgd); and, as of 2018, an average dry weather influent flow of 16.8 mgd which leaves an average capacity of 22.2 mgd.⁵⁵ Buildout of the General Plan is estimated to generate 12.57 mgd.⁵⁶

Based on the capacity of the RWQCP, estimated sewage generated from the buildout of the General Plan, and the project's estimated sewage generation, there would be adequate capacity at the RWQCP to treat sewage from the buildout of the General Plan and the growth from the project's additional 191 net new units not studied in the Precise Plan FEIR. The project would not result in new or substantially more severe impacts than disclosed in the Precise Plan FEIR.

d-e. As discussed in the Precise Plan FEIR, Kirby Canyon Landfill has sufficient capacity to accommodate solid waste generated from the buildout of the Precise Plan. The Kirby Canyon Landfill has an estimated remaining capacity of approximately 14.67 million tons, and an estimated closing date of 2060.⁵⁷ New development in the Precise Plan area would be required to divert and dispose of waste during operation in accordance with the state requirements and policies in the General Plan.⁵⁸ The project would increase the amount of development at the project site by 191 net new residential units beyond the anticipated growth studied the Precise Plan FEIR and, therefore, 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) and at least 65 percent of construction waste would be recycled or reused. Based on the above discussion, the project would not adversely affect the City's compliance with the waste diversion requirements under state law and be served by a landfill with sufficient capacity. This is the same impact as disclosed in the Precise Plan FEIR.

⁵⁴ Schaaf & Wheeler: Consulting Civil Engineers. *870 East El Camino Real – Utility Impact Study*. December 2021.

⁵⁵ City of Palo Alto. *2018 Annual Self-Monitoring Report for the Palo Alto Regional Water Quality Control Plant*. January 2019.

⁵⁶ City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report*. SCH #: 2011012069. 2012. Page 550.

⁵⁷ Azevedo, Becky. Waste Management Technical Manager. Personal communications. December 27, 2021.

⁵⁸ General Plan Policies INC-11.1- INC- 11.4 call for waste diversion, recycling, and composing to ensure all municipal solid waste generated within the city is collected, transported and disposed of in a manner that protects public health and safety.

3.17.3 Conclusion

The proposed project would not result in a new or substantially more severe significant utilities and service systems impact than disclosed in the Precise Plan FEIR.

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.
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Precise Plan Initial Study (2014) Page 53	No	No	No	N/A
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Precise Plan Initial Study (2014) Page 53	No	No	No	N/A
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Precise Plan Initial Study (2014) Page 53	No	No	No	N/A
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Precise Plan Initial Study (2014) Page 53	No	No	No	N/A

3.18.1 Existing Setting

The proposed project site is located in an urban area. The project site and the greater Precise Plan area are not adjacent to any wildland areas or very high fire hazard severity zones.

3.18.2 Discussion

a-d. Due to the project site not being located in or near state responsibility areas or lands classified as very high fire hazard severity zones, there would be no impacts associated with wildfires.⁵⁹

⁵⁹ CAL FIRE. *Santa Clara County Fire Hazard Severity Zones in SRA*. Map. November 7, 2007.

3.18.3 Conclusion

The proposed project would not result in a new or substantially more severe significant wildfire impacts than disclosed in the Precise Plan FEIR.

SECTION 4.0 REFERENCES

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Persons Contacted

Becky Azevedo, Technical Manager at Waste Management.

SECTION 5.0 LEAD AGENCY AND CONSULTANTS

5.1 LEAD AGENCY

City of Mountain View

Community Development Department
Stephanie Williams, Planning Manager
Phillip Brennan, Senior Planner

5.2 CONSULTANTS

David J. Powers & Associates, Inc.

Environmental Consultants and Planners
Kristy Weis, Principal Project Manager
Tyler Rogers, Project Manager
Nick Towstopiat, Assistant Project Manager
Ryan Osako, Graphic Artist

Cornerstone Earth Group

Geotechnical Consultants
Ron Helm, C.Hg., C.E.G, Senior Principal Geologist

EKI Environment & Water, Inc.

Environmental Engineers
Michelle King, Ph.D., President,
Alexandra Pranha, P.E., Project Manager

Hexagon Transportation Consultants, Inc.

Transportation Consultants
Gary Black, AICP, President
Jocelyn Lee, EIT, Engineer

HortScience

Arborist
Deanne Ecklund, Registered Consulting Arborist #647

Schaaf & Wheeler

Consulting Civil Engineers
Leif M. Coponen, RCE
Fidel Salamanca, Senior Engineer