Initial Study/Mitigated Negative Declaration

580-620 Clyde Avenue Office Project

May 2016

CITY OF MOUNTAIN VIEW

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

CITY OF MOUNTAIN VIEW

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Description: The project includes a request to rezone the project site from *Light Industrial (ML)* to *Planned Community (P)*, to demolish two existing light industrial buildings totaling 75,841 square feet in order to construct a new five-story office building containing up to 178,477 square feet of space. The request for rezoning of the site would allow for an increased intensity of office space from 0.35 floor-to-area ratio (FAR) to 0.8 FAR on the site, under Chapter 36, Article 12 of the City Code. The project would also construct a 484 space four-level parking garage, 51 surface parking spaces, and would implement circulation, pedestrian, and bicycle improvements, including restriping and the addition of bicycle signals to the Maude Avenue and State Route (SR) 237 interchange. The project would remove a total 54 existing trees, including 29 Heritage trees.

The project would include common areas, new landscaping, and new utility infrastructure. Amenities such as an employee patio, roof deck, pedestrian walkways, employee showers and lockers, and bicycle storage are included in the project. The proposed five-story office building would extend to a total height of approximately 87.5 feet, and the four-level parking garage would extend to a total height of approximately 48 feet. The project site is **not** included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Project Location: The 5.15 acre project is located at 580 and 620 Clyde Avenue. The project consists of two parcels (APNs 160-55-015 and -016) located on the west side of Clyde Avenue, north of East Middlefield Road and east of Ellis Street in the East Whisman Change Area of the Moffett/Whisman planning district of Mountain View.

Initial Study/Environmental Assessment: An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and a Mitigated Negative Declaration (MND) will be recommended to the City Council. The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **Friday, March 25, 2016 to Monday, April 25, 2016** at 5:00 p.m.

Public Hearings: Notices announcing the date and time of public hearings to consider the Draft MND and project will be published separately.

Information: All information regarding the proposed project, the Initial Study, Draft MND, and all documents referenced in the environmental analysis are available for review in the City of Mountain View Community Development Department, 500 Castro Street, Mountain View, P.O. Box 7540 CA 94039-7540. Written comments regarding the project may be sent to Eric Anderson, Planner, at the mailing address listed above or via email at Eric.Anderson2@mountainview.gov

If you challenge any decision to this request in court, you may be limited to raising only those issues you or someone else raised at the public meeting or hearing described in this notice, or in a written correspondence delivered to the City Council at, or prior to, the public meeting or hearing.

TABLE OF CONTENTS

Page

TABLE OF CONTENTS

Page

Figures

Photographs

Tables

TABLE OF CONTENTS

Appendices

Please note: Printed copies of this document contain the Appendices on CD on the back page.

EXECUTIVE SUMMARY

PROJECT LOCATION

The 5.15-acre project site consists of two parcels (APNs 160-55-015 and -016) located at 580 and 620 Clyde Avenue in the City of Mountain View. The project is located on the west side of Clyde Avenue, north of East Middlefield Road and east of Ellis Street in the East Whisman Change Area of the Moffett/Whisman planning district.

Surrounding land uses include one-story office and industrial development to the east, south, and west, and a recently constructed six-story Samsung office campus is located directly north of the proposed project site, on the opposite side of Clyde Avenue. The NASA-Ames Research Center/Moffett Federal Airfield is located to the north, north of U.S. Highway 101, and the Sunnyvale Golf Course is located east of Clyde Avenue.

PROJECT OVERVIEW

The applicant, Renault and Handley (R&H), proposes to redevelop the existing light industrial site with new office uses. The 5.15 acre project site is currently developed with two single-story light industrial buildings containing approximately 75,841 square feet of space, in addition to paved surface parking, landscaping, and utilities.

The project proposes to demolish all existing structures, surface parking, 54 of 90 existing trees, and landscaping in order to redevelop the site with a new five-story office building containing approximately 178,477 square feet of space. The project would also construct a 484 space four-level parking garage, 51 surface parking spaces, and would implement circulation, pedestrian, and bicycle improvements, in addition to new trees and landscaping. The proposed project would increase development on the site by approximately 102,636 square feet.

The proposed project site is currently designated *High-Intensity Office* in the City's 2030 General Plan, which allows development from a floor area ratio (FAR) of 0.35 up to an FAR of 1.0 with the incorporation of highly sustainable features. The project site is located within the East Whisman Change Area, a transit-oriented employment center with policies supporting strong pedestrian and bicycle connectivity to light rail, employers, and amenities.

The site is currently zoned *Limited Industrial (ML)*, which allows development up to an FAR of 0.35. The project would require a rezoning of the site to Planned Community (P) in order to accommodate a proposed FAR of 0.8, in advance of the East Whisman Precise Plan. The East Whisman Precise Plan process will ultimately rezone the East Whisman Change Area to standards consistent with the 2030 General Plan, and is anticipated to be completed in 2017.

SIGNIFICANT IMPACTS

Implementation of the project could result in impacts from hazardous materials present on site. The project could also result in potential impacts to nesting raptors, should they be present. The project would impact the City wastewater system. Implementation of mitigation measures and conditions of approval included in the project and required by the City of Mountain View would reduce all significant impacts to a less than significant level.

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Mountain View. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed 580-620 Clyde Avenue Office Project.

The City of Mountain View is the Lead Agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

SECTION 2.0 AGENCY AND PUBLIC COMMENTS AND RESPONSES

The *580-620 Clyde Avenue Office Project Initial Study /Mitigation Negative Declaration* (IS/MND) was circulated for review by the public for a 30-day period, from March 25, 2016 to April 25, 2016. During the circulation period, the City of Mountain View received comment letters from the California Department of Transportation (CalTrans), the Santa Clara Valley Transportation Authority (VTA), and one email comment from a member of the public.

The comments received on the draft IS/MND did not raise any new issues about the project's environmental impacts, or provide information indicating the project would result in new environmental impacts or impacts substantially greater in severity than disclosed in the IS/MND. CEQA does not require formal responses to comments on an Initial Study, only that the lead agency consider the comments received [CEQA §15074(b)]. Nevertheless, responses to the comments are included in this document, to provide a complete environmental record.

The following pages contain a list of the agencies and persons that submitted comments on the IS/MND and responses to comments received on the IS/MND. The specific comments have been excerpted from the letter and are presented as "Comment" with each response directly following ("Response"). Copies of the original comment letters submitted to the City of Mountain View are attached to this document as Appendix G.

2.1 LIST OF AGENCIES AND PERSONS COMMENTING ON THE IS/MND

2.2 RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED APRIL 25, 2016.

Comment 2.2.1:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans has reviewed the Mitigated Negative Declaration (MND) to ensure consistency with its mission and state planning priorities of infill, conservationism, and efficient development. Caltrans provides these comments consistent with the State's smart mobility goals to support a vibrant economy and build communities, not sprawl.

Project Understanding

The proposed project is located approximately one-half mile west of the US Highway (US) 101/State Route (SR) 237 interchange. The 5.15 acre project site is currently developed with two single-story light industrial buildings of approximately 75,841 square feet (sf), in addition to paved surface parking, landscaping, and utilities. The project proposes to demolish all existing structures, surface parking, 54 of 90 existing trees, and landscaping in order to redevelop the site with a new five-story office building of approximately 173,477 sf. The project would also construct a 484 space four-level parking garage, 51 surface parking spaces, and would implement circulation, pedestrian, and bicycle improvements, in addition to new trees and landscaping.

The proposed project would increase development on the site by approximately 102,636 sf. The proposed project site is currently designated High-Intensity Office in the City of Mountain View's (City) 2030 General Plan, which allows development from a floor area ratio (FAR) of 0.35 up to an FAR of 1.0 with the incorporation of highly sustainable features. The project site is located within the East Whisman Change Area, a transit-oriented employment center with policies supporting strong pedestrian and bicycle connectivity to light rail, employers, and amenities.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Traffic Impacts

1. The proposed development is likely to have impacts on the operations of the following metered freeway ramps:

    - US 101/Ellis Street Intersection: Southbound (SB) diagonal on-ramp (metered 3:00 pm to 7:00 pm) and northbound diagonal on-ramp (to be metered in the future);
    - SR 237/W. Maude Avenue Intersection: Eastbound diagonal on-ramp (to be metered in the future); and
    - SR 87/E. Middlefield Road Intersection: Westbound diagonal on-ramp (to be metered the future).

During the ramp metering hours, the on-ramp queues will likely be lengthened with the additional traffic demand by this development, and they may impede onto the local streets affecting their operations. Please provide additional storage on the on-ramps/local streets for the freeway on-ramp traffic to avoid such impacts. In particular, observations show the US 101/Ellis Street SB off-ramp performs poorly during weekday AM peak hours. Also, the Santa Clara Valley Transportation Authority's (VTA) light rail operation at the Bayshore/NASA Station may be affected if the on-ramp queues spill back beyond the entrances of the SB US 101 on-ramp.

Response 2.2.1: [**Please note:** We assume the comment above was intended to address State Route (SR) 237, since SR 87 is not located in the vicinity of the project site.]

Based on field observations completed on January 6, 2016, no significant operational deficiencies were observed at the ramp intersections on US 101 and SR 237.

- US 101 Ramps at Ellis Street: The vehicle queue on the US 101 southbound on-ramp was slightly over half of the available on-ramp capacity and did not spill back to Ellis Street. The project would add 18 PM peak-hour vehicles to the ramp. The added project traffic is not expected to result in a noticeable increase in the existing queue. Based on the Caltrans maximum metering rate of 900 vehicles per hour per lane, the northbound on-ramp, if metered, would have a capacity of 1,800 vehicles per hour. The northbound on-ramp would carry 389 AM and 645 PM peak-hour vehicles under background conditions, which are well below the ramp capacity. The project would add seven AM and 46 PM peak-hour vehicles to the ramp. The added project traffic is not expected to cause queuing issues at on-ramp, if it were metered. No queuing issues were observed at the northbound and southbound off-ramps, and project traffic would not degrade the levels of service of the ramp intersections. Therefore, the project traffic is not expected to cause queuing issues at the off-ramps.

- SR 237 Ramps at Maude Road: The eastbound on-ramp would carry 371 AM and 867 PM peak-hour vehicles under background conditions, which are well below the maximum ramp capacity of 1,800 vehicles per hour, if metered. The project would add four AM and 28 PM peak-hour vehicles to the ramp. The added project traffic is not expected to cause queuing issues at on-ramp, if it were metered.

- SR 237 Ramps at Middlefield Road: The westbound on-ramp would carry 374 AM and 739 PM peak-hour vehicles under background conditions, which are well below the maximum ramp capacity of 1,800 vehicles per hour, if metered. The project would add four AM and 28 PM peak-hour vehicles to the ramp. The added project traffic is not expected to cause queuing issues at on-ramp, if it were metered.

Comment 2.2.2:

2. Mitigation for any roadway sections or intersections with increasing VMT should be identified. Mitigation may include contributions to the VTA's voluntary contribution program, and should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

Response 2.2.2: According to the VTA and City of Mountain View criteria of significance, the added project trips would not degrade any intersection levels of service. Therefore, the project would not result in significant traffic impacts on intersections and roadway operations in the project vicinity, and mitigation is not required for the project.

Comment 2.2.3:

Vehicle Trip Reduction

1. The project will provide total 535 surface and garage parking spaces, lower than the 594 spaces typically required by the City for a project of this scale. Caltrans commends this decreased parking supply, as reducing parking can discourage vehicle trips, thereby reducing impacts to the State Highway System (SHS), Caltrans also commends the project's proposed Transportation Demand Management (TDM), including its provisions and its goal to reduce single-occupancy vehicle trips by 20 percent, and the project's provision of twice the number of required bicycle parking spaces which will reduce vehicle trips and SHS impacts.

Response 2.2.3: The project will implement a TDM plan, which will include conditions and measures to reduce all peak-hour vehicle trips by 20 percent.

Comment 2.2.4:

2. The project is located near the Hetch Hetchy Trail and the Middlefield light rail station. However, because of the existing road geometry, traveling by foot or bicycle from the project to either of these facilities requires a circuitous route which will lengthen and thereby discourage trips. Caltrans recommends that the developer work with the City and neighboring properties, possibly through membership in a transportation management association, to improve pedestrian access between the Project and these facilities.

Response 2.2.4: For pedestrian and bicycle access from the project area to the Hetch Hetchy Trail and the Middlefield LRT Station, the City is developing an East Whisman Precise Plan, which will direct future improvements to improve transit, pedestrian, and bicycle access in the project area.

Comment 2.2.5:

These smart growth approaches are consistent with the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan/Sustainable Communities Strategy goals of both increasing

non-auto mode transportation, and reducing per capita VMT by 10 percent. Also, these would meet Caltrans Strategic Management Plan target of increasing by 2020 non-auto modes in tripling bicycle and doubling both pedestrian and transit.

Traffic Impact Fees

Given the project's contribution to area traffic and its proximity to SR 237 and US 101, the project should contribute fair share traffic impact fees to the US 101 Express Lanes Project and the SR 237 Express Lanes Project. These contributions would be used to lessen future traffic congestion and improve transit in the project vicinity.

Response 2.2.5: The project traffic would add less than one percent of capacity to US 101 and SR 237 freeway segments in the project area. Therefore, the project would not result in a significant traffic impact on freeway segments per the CMP TIA Guidelines, and no mitigation is required for the project. Additionally, the City of Mountain View has not adopted a traffic impact fee program to identify the fair share contribution of a project on the major transportation facility projects.

2.3 RESPONSES TO COMMENTS FROM THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA), DATED APRIL 25, 2016.

Comment 2.3.1:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for a 178,477-square foot office building on 5.15 acres at 580 and 620 Clyde Avenue. We have the following comments.

Transportation Impact Analysis (TIA) Report

VTA notes that the analysis of potential effects on transit service in the TIA (pg. 34) is based on transit capacity rather than transit vehicle delay, as required per Section 9.2 of the 2014 TIA Guidelines. As noted in the 2014 VTA TIA Guidelines (page 46), the transit vehicle delay analysis may simply utilize information produced by the intersection Level of Service analysis, or other sources if available. In addition, the TIA did not include an Auto Trip Reduction Statement (ATRS), as required per Section 8.2 and Appendix C of the 2014 TIA Guidelines. Please submit the completed ATRS and transit vehicle delay analysis in a revised TIA report or memo to VTA, as well as in materials shared with the public and decision-makers regarding this project.

Response 2.3.1: The City has completed the ATRS, which will be submitted to the VTA and is attached to this document as Appendix E. Project traffic would not result in a noticeable increase in vehicle delay at the study intersections, and would not degrade the intersection level of service. Therefore, project traffic is not expected to result in a noticeable increase in transit vehicle delay.

Comment 2.3.2:

Pedestrian and Bicycle Accommodations

The pedestrian accommodations along the project's Clyde Avenue frontage currently consist of approximately 6-foot attached sidewalks with no buffer between pedestrians and automobile traffic. Based on the site plan and project rendering included in the Initial Study, these pedestrian accommodations appear to remain unchanged. VTA recommends that the City work with the applicant to provide wide sidewalks and a buffer strip between pedestrians and automobiles with landscaping elements such as closely planted trees, shrubs, or light posts. Resources on pedestrian quality of service, such as the Highway Capacity Manual (HCM) 2010 Pedestrian Level of Service methodology, indicate that such accommodations (which are sometimes called a 'continuous barrier') improve pedestrian perceptions of comfort and safety on a roadway.

VTA commends the project applicant for proposing as a public benefit to "restripe and add bicycle signals to the Maude Avenue/SR 237 interchange to improve bicycle access on Maude Avenue through the intersection." (TIA, p. 43 and Figure 17) This improvement will improve comfort and safety for bicyclists, thereby encouraging bicycle trips and reducing automobile trips to and from the site.

Response 2.3.2: The project will construct a concrete sidewalk along the north and east sides of the project site along Clyde Avenue. Along the east side, new trees will be planted between the sidewalk and the street as a continuous barrier to improve pedestrian comfort and safety. Along the north side, the presence of significant Heritage trees on the property limits the ability to add a buffer landscaping strip. Parking and bicycle lanes provide a buffer between the sidewalk and vehicle traffic in this area. Widened sidewalks are provided throughout the project, where possible based on the presence of Heritage trees.

Comment 2.3.3:

Pedestrian Connectivity and Access to Transit

A previous Staff Report for an Environmental Planning Commission Study Session on the project dated June 17, 2015, noted that the developer was proposing to construct a public path along the Hetch Hetchy property and across the VTA light rail tracks to reduce the walking distance to the Middlefield Light Rail Station. However, the Staff Report also noted that "A new public path may not be feasible. First, VTA will not allow a new at-grade crossing over the tracks." (p. 10). The proposed crossing was not included or recommended in the current Initial Study or TIA.

VTA would like to confirm that we would oppose a new at-grade crossing at this location. VTA encourages the City to work with the developer and other developers and property owners in the vicinity to identify other means to increase connectivity and reduce walking distances to transit in the East Whisman area.

Response 2.3.3: The project does not propose any new at-grade crossing over the VTA tracks. As a condition of approval, the City of Mountain View will require setbacks

and public access easements along the south and west edges of the project site to support future bicycle and pedestrian circulation in the area. The route along the south side will line up with an existing crosswalk and are intended to improve pedestrian connectivity.

Comment 2.3.4:

Parking Management
VTA agrees with the recommendation in the TIA for the project to reduce the supply of off-street parking to better match parking demand. VTA also notes that additional parking management measures such as parking pricing or parking cash-out could improve the effectiveness of the proposed Transportation Demand Management Program (see below).

Transportation Demand Management/Trip Reduction
VTA commends the City and project applicant for including a comprehensive Transportation Demand Management (TDM) Program in the TIA (Appendix C), including membership in the Mountain View Transportation Management Association (MVTMA), a trip reduction target of 20%, a monitoring program including annual commute surveys and driveway counts, and penalties for non-compliance. These measures will effectively reduce automobile trips and greenhouse gas emissions associated with the project.

Response 2.3.4: The comments are acknowledged.

2.4 RESPONSES TO COMMENTS FROM KAREN WECKER, DATED APRIL 25, 2016.

Comment 2.4.1:

I am emailing in regards to the plans for construction at **580 & 320 Clyde Ave. in Mountain View**, plans which including a 5-story building, 3-story parking structure and the removal of 39 Heritage Trees.

It is common rumor that this property is now owned by Google, and it is known that Google has purchased other properties in this business park (this email is written partially based on the assumption that rumor is correct but applies to whatever corporation now owns this property). Knowing that having a large profitable company like Google within Mountain View is a huge financial benefit to a small city and therefore every employee working for that city, I am sure formalities will be followed and in all likeliness the corporation will be granted whatever they ask for. But I can dream that you will reconsider revising the plans as they now stand.

Response 2.4.1: The project only proposes to remove 29 Heritage Trees. The property is currently owned by Clyde Avenue Joint Ventures, LLC. The tenant of the building is not known at this time.

Comment 2.4.2:

I have worked in this business park for several years, at least twice a week if not more I walk through the trees that are going to be killed for this construction. **These trees are a beautiful refuge from a workday stuck in a cube looking at a computer. For the solace and beauty they have given me, I would be remiss if I did not protest their destruction.** I know there will be arguments that these trees are at the end of their life (though how one argues that a Coastal Redwood that can live hundreds of years is at the end of its life is hard to phantom). I also know the city has already given Google permission to "remove" 200 heritage trees from another location.

I can't help thinking wouldn't it be great if **a company like Google who prides itself on innovation, could be innovative enough to figure out how to get their sites built without removing these trees. They instead could make this particular group of trees into a rejuvenating parklike area for their employees.** Perhaps they could turn one of the other building/properties they have purchased in the area into a parking structure and to their employees' physical benefit have them walk a few feet further. I can dream.

I applaud the city of Mountain View even having a Heritage Tree ordinance, for understanding "the great historical and environmental value of these trees." Perhaps the city could require any corporation that cuts down these trees to not just pay the city $200 but to ask that **they pay an environmental non-profit to plant a thousand trees anywhere on the globe as compensation for each heritage tree killed.** Because though Google advocates clean-energy (and I'm sure they see the potential profitability in it) the other side of the equation is that to undo the human species' damage to this planet, we need to plant trees, and millions of them. Profitability can lead to right action and the power to protect and care for others and this earth or it can lead to an endless cycle of greed.

At this point, we need to wake up; money means nothing if the planet is uninhabitable. So maybe the city could make the compensation instead ten thousand trees. I can dream.

Response 2.4.2: An arborist report prepared by a certified arborist was completed for the project and is included as Appendix A in the Initial Study. Most of the trees proposed for removal are non-native eucalyptus trees in the existing parking lot. The project has been designed to retain 18 Heritage Trees. The project will plant approximately 162 new trees, which are expected to provide approximately 30 percent canopy cover over the site after 15 years, compared to 10.5 percent today.

Comment 2.4.3:

And since unfortunately I don't believe either of these above 2 scenarios will occur, this is what I am asking. That those in the Planning department that approve this current plan, those architects that developed it, and those corporate employees that asked for it and approved it, **display consciousness in your decision**. I challenge all you to go stand and walk amongst these 39 trees in silence for 10 minutes. Not connected to your notebook, or laptop, or cellphone, or any other electronic device, not talking- being in silence. I challenge you to be present amongst these trees and really see them.

Look at them; their colors and texture, their height. Bring your minds back from your future dreams of concrete structures, from you bank-accounts, or what you are going to have for dinner, and instead see if your mind can stay focused and comprehend the strength and size of these trees; the sheer number of leaves each one has; the depth of their roots into the earth; the number of birds and animals they have provided homes and shelter to over the years; the number of days that just one of them has been able to produce enough oxygen to support the lives of you and your immediate family. And then see if you can stand close enough and still enough to sense the life force within them- they are alive. And then I challenge you to say, out loud or in your mind, to each of these trees. I have agreed to take your life to build a parking structure.

Do I believe any of you will show that kind of presence, that kind of conscious action, that kind of courage. Actually, no I don't. But I can dream.

I understand you are in now the approval process of these construction plans. It is my sincere hope you will reconsider the plans as they currently stand and redesign them to exclude the destruction of the heritage trees, acknowledging the comfort, beautify and civility the trees provide to this area ;md your city. If the plans are approved as currently presented, it is my plea that you bring consciousness to the act of these trees' destruction.

Response 2.4.3: The comments are acknowledged and are available for City Council consideration.

SECTION 3.0 PROJECT INFORMATION

3.1 PROJECT TITLE

580-620 Clyde Avenue Office Project

3.2 PROJECT LOCATION

The 5.15-acre project site consists of two parcels (APNs 160-55-015 and -016) located at 580 and 620 Clyde Avenue in the City of Mountain View. The project is located on the west side of Clyde Avenue, north of East Middlefield Road and east of Ellis Street in the 2030 General Plan's East Whisman Change Area and the Moffett/Whisman planning neighborhood.

Surrounding land uses include one-story office and industrial development to the east, south, and west, and a recently constructed six-story Samsung office campus is located directly north of the proposed project site, across Clyde Avenue. The NASA-Ames Research Center/Moffett Federal Airfield is located to the north, north of U.S. Highway 101, and the Sunnyvale Golf Course is located east of Clyde Avenue.

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

3.3 LEAD AGENCY CONTACT

Eric Anderson, AICP, Project Planner
Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540
(650) 903-6306

3.4 PROJECT PROPONENT

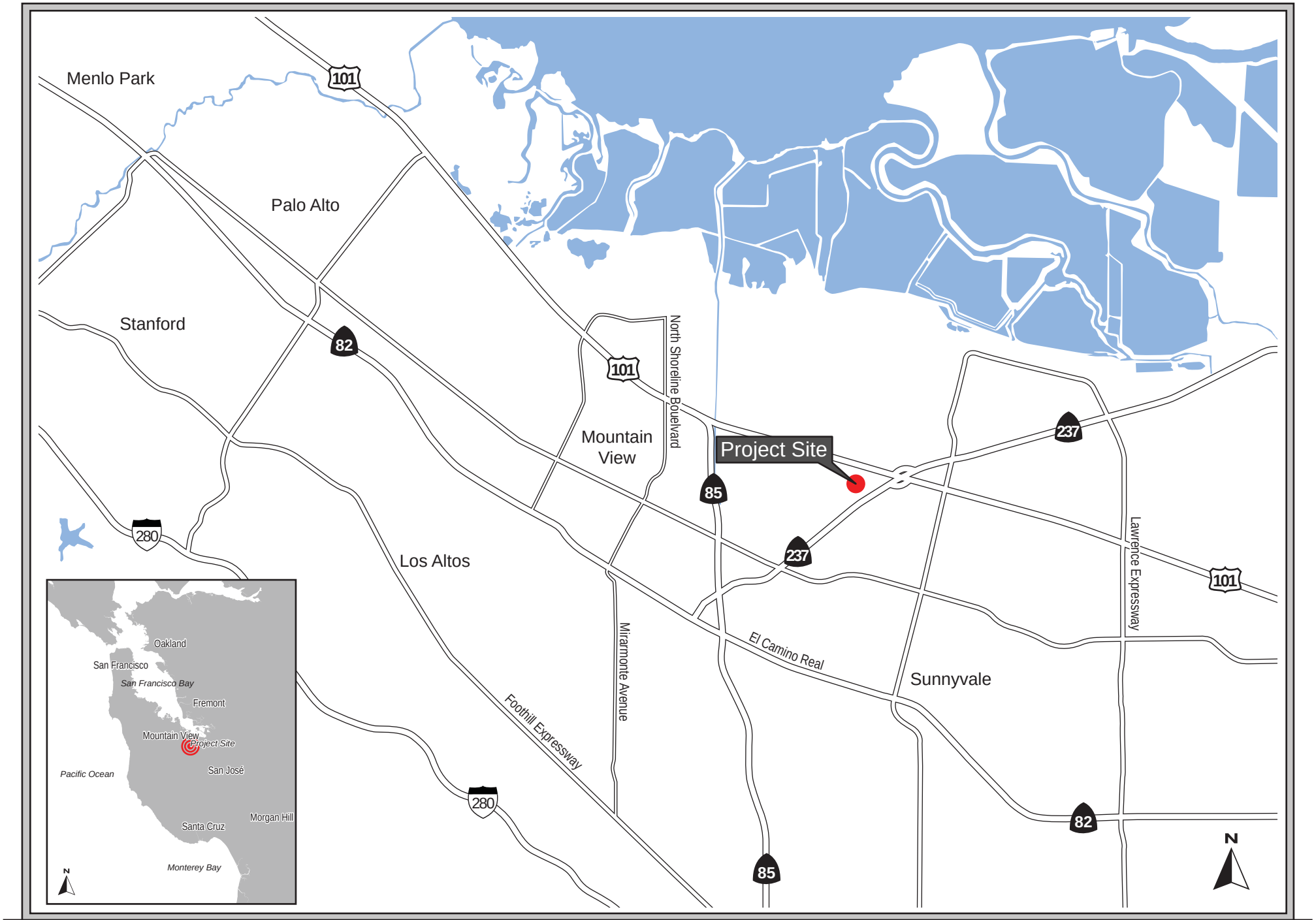
Renault & Handley, Inc.
625 Ellis Street, Suite #101
Mountain View, CA 94043

3.5 ASSESSOR'S PARCEL NUMBER (APN)

160-55-015 and -016

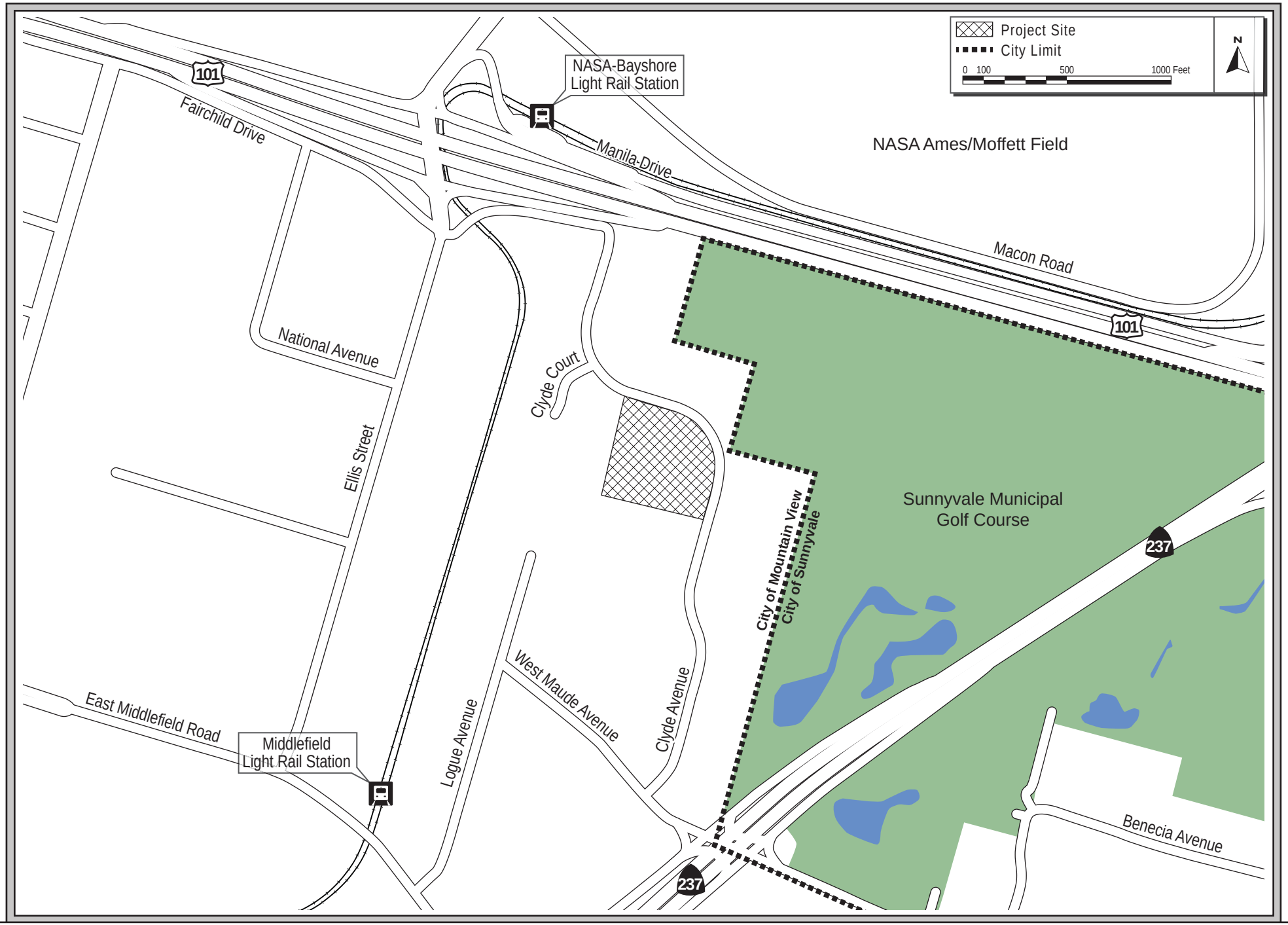
3.6 EXISTING GENERAL PLAN AND ZONING DISTRICT

General Plan: *High Intensity Office*
Zoning District: *Limited Industrial (ML)*



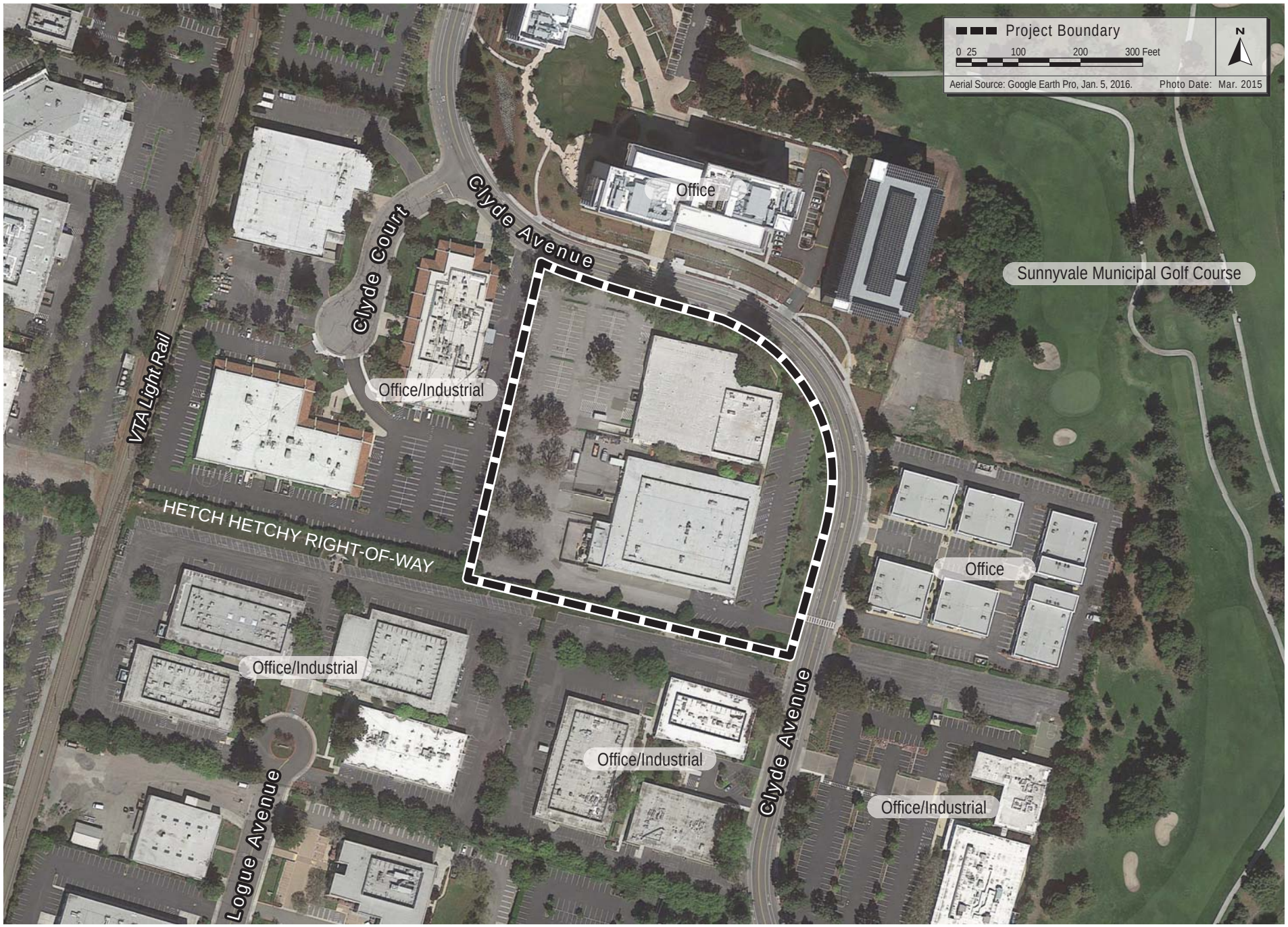
REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES FIGURE 3

SECTION 4.0 PROJECT DESCRIPTION

4.1 EXISTING SITE CONDITIONS

The two parcels comprising the 5.15-acre project site are currently developed with two single-story light industrial buildings containing 75,841 square feet of space. The existing site also includes paved driveways, parking lots, and utilities. Approximately 15 percent of the site is landscaped. Immediately adjacent to the southern edge of the project site is the Hetch Hetchy Water System right-of-way, which is owned and maintained by the San Francisco Public Utilities Commission (SFPUC). A portion of the existing parking lot lies on the Hetch-Hetchy right-of-way.

Surrounding land uses include one-story office and industrial development to the east, south, and west, and a recently constructed six-story Samsung office campus directly north of the proposed project site. The NASA-Ames Research Center/Moffett Federal Airfield is located to the north, north of U.S. Highway 101, and the Sunnyvale Golf Course is located east of Clyde Avenue.

4.2 SITE REDEVELOPMENT

The project proposes to demolish all existing structures and surface parking, in order to redevelop the site with a new five-story office building containing approximately 178,477 square feet of space. The project would also construct a 484 space four-level parking garage, and 51 surface parking spaces, and would implement circulation, pedestrian, and bicycle improvements. Of the 90 trees on the site, 54 would be removed, 29 of which are Heritage trees. New trees and landscaping would also be planted. The proposed project would increase development on the site by approximately 102,636 square feet.

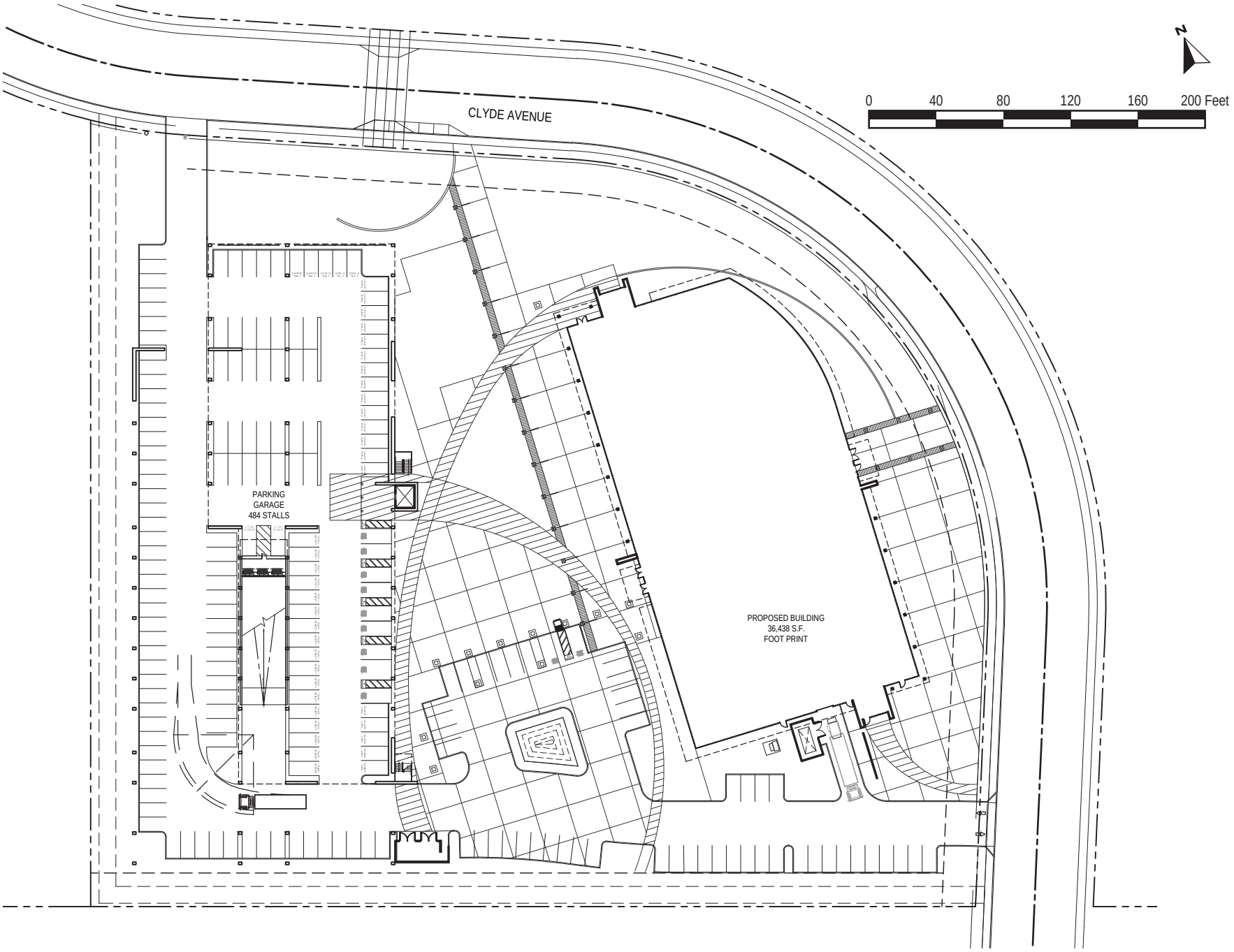
The proposed office building would be located on the northeast portion of the project site fronting Clyde Avenue, with the parking garage located on the western side. The project would include common areas, landscaping, and new utility infrastructure. Amenities such as an employee patio, roof deck, pedestrian walkways, ground floor showers and lockers, and bicycle storage are included in the project design. The proposed five-story office building would extend to a total height of approximately 87.5 feet, and the four-level parking garage would extend to a total height of approximately 48 feet.

A conceptual site plan is shown on Figure 4, and building elevations are shown on Figure 5-7.

4.2.1 General Plan and Rezoning

The site is currently designated *High-Intensity Office* in the City's 2030 General Plan, which allows development from a floor area ratio (FAR) of 0.35, up to an FAR of 1.0, with the incorporation of highly sustainable features.

The site is currently zoned *Limited Industrial (ML)*, which allows development up to an FAR of 0.35. The project would require a rezoning of the site to *Planned Community (P)* in order to accommodate a proposed FAR of 0.8, in advance of the adoption of the East Whisman Precise Plan.



PROPOSED SITE PLAN

FIGURE 4

North Elevation

South Elevation

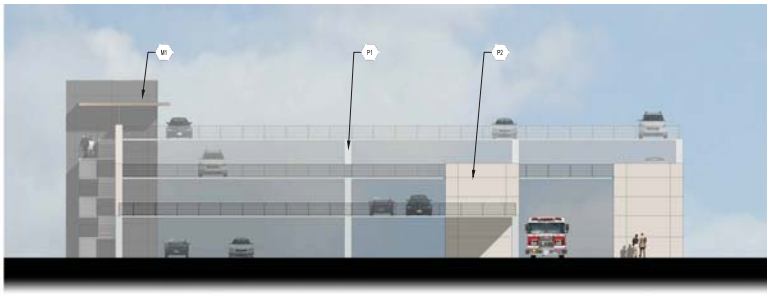
NORTH AND SOUTH ELEVATIONS FIGURE 5

East Elevation

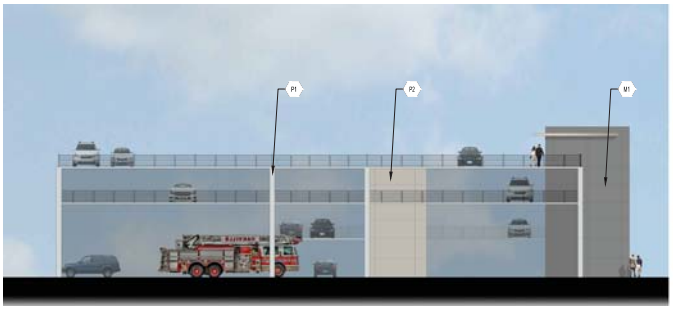
West Elevation

EAST AND WEST ELEVATIONS

FIGURE 6

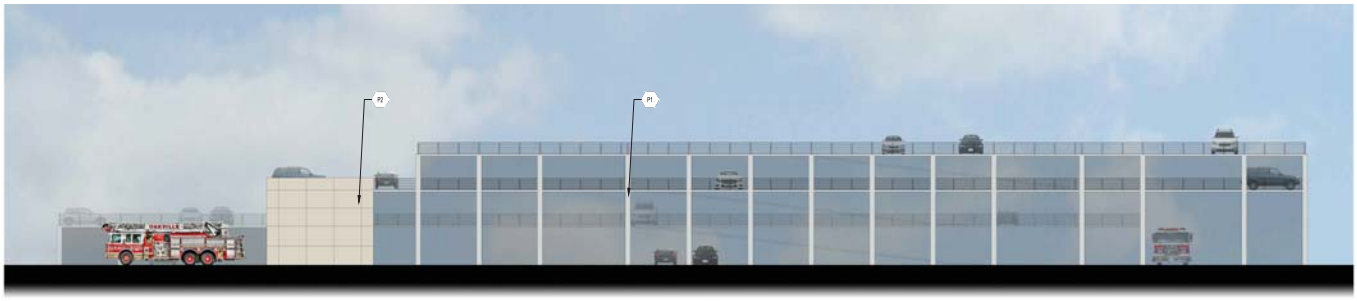


NORTH ELEVATION



SOUTH ELEVATION

EAST ELEVATION



WEST ELEVATIONS

GARAGE ELEVATIONS FIGURE 7

The project site is located within the 2030 General Plan's East Whisman Change Area. The East Whisman Change Area's policies support a transit-oriented employment center with pedestrian and bicycle connectivity to light rail, employers, and amenities. The East Whisman Precise Plan process will ultimately rezone the East Whisman Change Area to standards consistent with the 2030 General Plan, and is anticipated to be completed in 2017.

4.2.2 Access, Circulation, and Parking

Two new driveways would be constructed from Clyde Avenue to the project site to provide direct access to the new office building and parking garage, replacing the three existing driveways that currently provide access off of Clyde Avenue to the two parcels. The proposed driveway access is shown on Figure 4.

The two new driveways would be the only points of access to the project site. All inbound and outbound vehicle traffic would access the site via Clyde Avenue. The proposed pedestrian access to the site would be oriented toward a Mountain View Transportation Management Agency (TMA) shuttle stop on the north side of Clyde Avenue. The proposed building would also include entrances facing the parking garage, the southeast corner of the site, and the main Clyde Avenue frontage.

The project would also construct a 484 space four-level parking garage, and would provide 51 surface parking spaces, for a total of 535 parking spaces. The project would provide 74 bicycle parking spaces, including 54 secured spaces and 20 short-term visitor parking spaces.

As a public benefit the project would restripe and add bicycle signals to the Maude Avenue and SR 237 interchange to improve bicycle access on Maude Avenue through the intersection. The proposed bicycle improvements are further discussed in *Section 4.16 Transportation*, and shown in Figure 14 and 15.

4.2.3 Heritage Trees

The site contains 90 trees, including 50 Heritage trees, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). The project proposes to remove 29 Heritage trees and 23 non-Heritage trees (54 total) for the project design.

New trees would be planted on site, replacing each removed Heritage tree with approximately two new trees. Trees to be preserved would be protected with construction fencing, a tree protection plan, and setbacks.

4.2.4 Demolition, Grading, and Construction

The two existing buildings on site, as well as other improvements such as pavement and landscaping, would be demolished prior to the start of project construction. The portion of the existing parking lot on the Hetch-Hetchy right-of-way would be demolished as part of the project. Demolition and construction is anticipated to be completed in 15-16 months.

4.2.5 Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Nonresidential Mandatory Measures of the 2013 California Green Building Code (CALGreen). The Green Building Code also requires new non-residential buildings of over 25,000 square feet to meet the requirements of Title 24, Part 6, and meet the intent of LEED[1] Silver. The project would meet the intent of LEED Platinum.

The proposed project would also include a Transportation Demand Management (TDM) Plan to reduce vehicle trips, as described in *Section 4.7, Greenhouse Gas Emissions* and *Section 4.16, Transportation.* This plan is attached to this Initial Study as Appendix D.

4.3 USES OF THE INITIAL STUDY

This Initial Study provides decision-makers in the City of Mountain View (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project. Discretionary actions by the City could include:

- Rezoning (Amendment to the Zoning Map)
- Development Review Permit (Planned Community Permit)
- Heritage Tree Removal Permit
- Lot Merger

This Initial Study will also provide information for and about ministerial City actions related to the project. These actions could include demolition permits, grading permits, encroachment permits, and building permits.

This Initial Study may also be relied up for other agency approvals necessary to implement the project, including approvals by the following agencies:

- Santa Clara County Airport Land Use Commission
- Regional Water Quality Control Board
- Department of Toxic Substances Control

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

SECTION 5.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

5.1 AESTHETICS

5.1.1 Existing Setting

5.1.1.1 *Project Site*

The two parcels comprising the 5.15-acre project site are currently developed with two single-story light industrial buildings containing 75,841 square feet of space. The existing site also includes paved driveways, parking lots, and utilities. Approximately 15 percent of the site is landscaped. Immediately adjacent to the southern edge of the project site is the Hetch Hetchy Water System right-of-way, which is owned and maintained by the San Francisco Public Utilities Commission (SFPUC). A portion of the existing parking lot lies on the Hetch-Hetchy right-of-way.

The single-story buildings on the project site are typical 1970's R&D light-industrial buildings, with an undistinguished architectural style, common in the office/industrial areas of Mountain View. The site is largely paved for parking and driveways and is visually similar to other light industrial/R&D development in the surrounding neighborhood and the East Whisman/Moffett area of the city (refer to Photos 1-8).

The site is visible from the immediate surrounding area, including Clyde Avenue. Mature trees provide screening between the project site and the office uses to the west. New six-story office buildings across Clyde Avenue directly north of the project site are highly visible from the project site, as are existing one-story office uses across Clyde Avenue to the east. These buildings separate the project site from the Sunnyvale Golf Course.

5.1.1.2 *Surrounding Land Uses*

Surrounding land uses include one-story office and industrial development to the east, south, and west. A recently constructed office campus containing two six-story buildings and parking garages, is located directly north of the proposed project site across Clyde Avenue. The NASA-Ames Research Center/Moffett Federal Airfield is located to the north, north of U.S. Highway 101, and the Sunnyvale Golf Course is located east of Clyde Avenue. No scenic view corridors, scenic vistas, or scenic resources are located on site.

1. Looking west along southern boundary of the project site, showing the single story building located at 580 Clyde Avenue.

2. View showing the two single-story buildings located at 580 and 620 Clyde Avenue.

3. Looking west across project site showing existing parking lot and ornamental landscape trees.

4. Looking west showing ornamental trees, parking lot, and single-story building at 580 Clyde Avenue.

PHOTOS 1-4

5. Existing office use located north of the project site across Clyde Avenue.

6. View of 580 and 620 Clyde Avenue from the sidewalk on Clyde Avenue.

7. Looking north along Clyde Avenue showing surrounding land uses.

8. Looking east across Clyde Avenue from the project site showing existing office use.

The project is located approximately 3,900 feet (walking distance) from the VTA Bayshore/NASA Light Rail Station, located at on Manila Drive east of Ellis Street. The Middlefield Light Rail Station is also located approximately 3,700 feet (walking distance) from the project site at 580 East Middlefield Road.

The overall visual character of the project site is of a typical mixed office/light-industrial area. Moffett Federal Airfield Hangar One is visible from the project site across U.S. 101. The western foothills of the Santa Cruz Mountains can be seen from some portions of the project site.

5.1.1.3 *Light and Glare*

The existing site has been developed with light industrial uses for many decades. Streetlights and other lighting is found throughout the area in the vicinity of the project. Sources of light and glare in the surrounding area are those typical in developed urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows.

5.1.2 Environmental Checklist and Discussion of Impacts

AESTHETICS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1, 2, 3
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	1, 2, 3, 5
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	1, 2, 3
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1, 2, 3, 4

Aesthetic values are, by their nature, very subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. The best available means for assessing what constitutes a visually acceptable standard for new buildings is the City's design standards and implementation of those standards through the City's design process. The following discussion addresses the proposed changes to the visual setting of the project area and factors that are part of the community's assessment of the aesthetic values of a project's design.

The Development Review Committee (DRC), the Environmental Planning Commission (EPC), and the City Council will make a determination whether the project meets the City's design standards.

5.1.2.1 *Impacts to Scenic Resources*

As described in the "Existing Setting" section above, the site does not contain any scenic view corridors or scenic resources. For these reasons, the project would not substantially degrade the existing visual character of the site or the surrounding area, and would not impact scenic resources or a scenic vista.

5.1.2.2 *Impacts to Visual Character and Quality*

The project proposes to demolish all existing structures and surface parking, in order to redevelop the site with a new five-story office building containing approximately 178,477 square feet of space. The project would also construct a 484 space four-level parking garage, and 51 surface parking spaces. The proposed project would increase development on the site by approximately 102,636 square feet.

The proposed office building would be located on the northeast portion of the project site fronting Clyde Avenue, with the parking garage located on the western side. The project would include common areas, landscaping, and new utility infrastructure. Amenities such as an employee patio, roof deck, pedestrian walkways, ground floor showers and lockers, and bicycle storage are included in the project design. The proposed five-story office building would extend to a total height of approximately 87.5 feet, and the four-level parking garage would extend to a total height of approximately 48 feet.

Conceptual elevations of the proposed building are shown on Figures 5 and 6. Conceptual elevations of the proposed parking garage are shown on Figure 7. The proposed building will consist of precast concrete panels with sandblast finish, clear and patterned spandrel glass, and aluminum railings, typical of modern commercial office architecture. Although the proposed buildings would be substantially taller than the existing buildings on the site (five stories versus one story), the building would not be out of character with the surrounding office development; the vicinity of the site is primarily developed with office and light industrial uses.

New six-story office buildings have recently been constructed directly north of the project site. A number of sites in the East Whisman Change Area near the project site may be redeveloped with intensive office uses similar to those being proposed, consistent with the General Plan. New parking lots, driveways, and lighting would be constructed for the project, in compliance with the City of Mountain View design guidelines and city regulations.

Of the 90 trees on the site, 54 would be removed, 29 of which are Heritage trees. New trees and landscaping would also be planted, as discussed in *Section 4.4, Biological Resources* of this Initial Study. These Heritage trees would be replaced on-site at a ratio of at least 2:1 (tree replacement to trees removed), in addition to other new landscaping.

5.1.2.3 *Lighting and Glare*

The project will be subject to the Development Review process prior to submittal of construction drawings for a building permit. This review and approval process includes multiple Development Review Committee (DRC) public meetings to receive a recommendation on the design, followed by public hearings by the EPC and City Council. This review would ensure that the proposed design and construction materials are consistent with design and aesthetic standards for office development in the area, and would not adversely affect the visual quality of the area, or create a substantial new source of light and glare.

As described above, the project proposes to construct a five-story office building and associated improvements. The building would be oriented and designed in accordance with the City of Mountain View's design standards to minimize reflective materials and glare. New lighting sources would be installed on the site in conformance with City's design direction for commercial and office uses. Given the location of the proposed buildings and the visual character of the site area, the project would not create a significant new source of light or glare.

5.1.3 Conclusion

The project would not result in significant visual and aesthetic impacts. **[Less Than Significant Impact]**

5.2 AGRICULTURAL AND FOREST RESOURCES

5.2.1 Existing Setting

The project site is not used for agricultural or timberland purposes, and is located within an existing developed, urban area of Mountain View. According to the Santa Clara County *Important Farmlands 2012 Map*, the site is designated as "Urban and Built-up Land," which is defined as residential land with a density of at least six units per 10 acre parcel, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, sewage treatment, and water control structures.

The project site is not designated by the California Resources Agency as farmland of any type and is not the subject of a Williamson Act contract. No land adjacent to the project site is designated or used as farmland, timberland, or forest land.

5.2.2 Environmental Checklist and Discussion of Impacts

AGRICULTURAL AND FOREST RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1, 3, 6
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1, 3, 6
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	1, 4, 6
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	1
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	1

5.2.2.1 *Agricultural and Forest Resources Impacts*

The project site has been developed for many years, and the site is not used or zoned for agricultural purposes. The site is not designated by the Department of Conservation as farmland of any type, and is not the subject of a Williamson Act contract. None of the properties adjacent to the project site or in the vicinity are used for agriculture or timberland, nor is it designated as forest land. For these reasons, the project would have no impact on agricultural or forest resources.

5.2.3 Conclusion

The proposed project would not result in an impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

5.3 AIR QUALITY

5.3.1 Existing Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are commonly referred to as "criteria pollutants," because they set the criteria for attainment of good air quality. Criteria pollutants include carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM).

Ozone and PM_{10} are considered regional pollutants, because their concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Carbon monoxide is considered a local pollutant, because elevated concentrations are usually only found near the source (e.g., congested intersections).

5.3.1.1 *Regional Air Quality*

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin. According to the most current data available from BAAQMD, state and federal standards for ozone and particulate matter less than or equal to 10 and 2.5 microns (PM_{10} and $PM_{2.5}$) were exceeded several times in the last three years. Carbon monoxide and nitrogen dioxide standards have not been exceeded recently.

The Federal Clean Air Act and the California Clean Air Act require that the CARB, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. The Bay Area is designated as an "attainment area" for carbon monoxide, nitrogen dioxide, and sulfur dioxide. The region is classified as a "nonattainment area" for both the federal and state ozone standards, although a request for reclassification to "attainment" of the federal standard is currently being considered by the U.S. EPA. The area does not meet the state standards for particulate matter; however, it does meet the federal standards.

5.3.1.2 *Bay Area 2010 Clean Air Plan*

As the regional government agency responsible for regulating air pollution within the air basin, BAAQMD must prepare air quality plans specifying how State air quality standards will be met.

The *Bay Area 2010 Clean Air Plan* (CAP), which has been adopted by BAAQMD and takes into account future growth projections to 2035, serves to:

- Update the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone;
- Provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures to be adopted or implemented in the 2010-2012 timeframe.

Determining a project's consistency with the 2010 CAP involves assessing whether applicable control measures contained in the 2010 CAP are implemented. Implementation of control measures improve air quality and protect public health. Control measures in the 2010 CAP are organized into five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures (TCMs), Land Use and Local Impact Measures, and Energy and Climate Measures.

5.3.1.3 *Toxic Air Contaminants*

Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer or serious illness) and include, but are not limited to, criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a highway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state and federal level. The identification, regulation and monitoring of TACs is relatively new compared to that for criteria air pollutants that have established ambient air quality standards. TACs are regulated or evaluated on the basis of risk to human health rather than comparison to an ambient air quality standard or emission-based threshold.

Diesel Particulate Matter

Diesel exhaust, in the form of diesel particulate matter (DPM), is the predominant TAC in urban air with the potential to cause cancer. It is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. California has adopted a comprehensive diesel risk reduction program. The U.S. EPA and the CARB have adopted low-sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially. The CARB recently adopted new regulations requiring the retrofit and/or replacement of construction equipment, on-highway diesel trucks and diesel buses in order to lower fine particulate matter ($PM_{2.5}$) emissions and reduce statewide cancer risk from diesel exhaust.

Fine Particulate Matter ($PM_{2.5}$)

Particulate matter in excess of state and federal standards represents another challenge for the Bay Area. Elevated concentrations of $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

5.3.1.4 *Sensitive Receptors*

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. No sensitive receptors have been identified near the project site. The closest residential uses are 2,300 feet to the south in the City of Sunnyvale.

5.3.2 Environmental Checklist and Discussion of Impacts

AIR QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1, 2, 3, 7
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1, 2, 3, 7
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1, 2, 3, 7
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	1
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	1

5.3.2.1 *CEQA Thresholds Used in the Analysis*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Mountain View, and other jurisdictions in the San Francisco Bay Area Air Basin, often utilize the thresholds and methodology for assessing air emissions and/or health effects developed by the BAAQMD based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds.

In December 2010, the California Building Industry Association (BIA) filed a lawsuit in Alameda County Superior Court challenging toxic air contaminants and $PM_{2.5}$ thresholds adopted by BAAQMD in its 2010 CEQA Air Quality Guidelines (California Building Industry Association v. Bay Area Air Quality Management District, Alameda County Superior Court Case No. RG10548693). One of the identified concerns is inhibiting infill and smart growth in the urbanized Bay Area. On March 5, 2012, the Superior Court found that the adoption of thresholds by the BAAQMD in its CEQA Air Quality Guidelines is a CEQA project and BAAQMD is not to disseminate officially sanctioned air quality thresholds of significance until BAAQMD fully complies with CEQA. No further findings or rulings on the thresholds in the BAAQMD CEQA Air Quality Guidelines were made. BAAQMD appealed the ruling in August 2012.

The ruling in the case, however, does not equate to a finding that the quantitative metrics in the BAAQMD thresholds are incorrect or unreliable for meeting goals in the Bay Area 2010 Clean Air Plan. Moreover, as noted above, the determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. Notwithstanding the BIA lawsuit, which has no binding or preclusive effect on the City of Mountain View's discretion to decide on the appropriate thresholds to use for determining the significance of air quality impacts, the City has carefully considered the thresholds previously prepared by BAAQMD and regards the thresholds listed below to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. Evidence supporting these thresholds has been presented in the following documents:

- BAAQMD. *Thresholds Options and Justification Report*. 2009.
- BAAQMD. *CEQA Air Quality Guidelines.* May 2011.
- California Air Pollution Control Officers Association (CAPCOA). *Health Risk Assessments for Proposed Land Use Projects*. 2009.
- California Environmental Protection Agency, California Air Resources Board (CARB). *Air Quality and Land Use Handbook: A Community Health Perspective*. 2005.

The analysis in this Initial Study is based upon the general methodologies in the most recent BAAQMD CEQA Air Quality Guidelines (dated May 2012) and numeric thresholds for the San Francisco Bay Basin including the thresholds listed in Table 5.3-1.

Table 5.3-1 Thresholds of Significance Used in Air Quality Analyses			
Pollutant	**Construction**	**Operation-Related**	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Maximum Annual Emissions (tons/year)**
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	Best Management Practices	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Sources: *BAAQMD Thresholds Options and Justification Report (2009)* and *BAAQMD CEQA Air Quality Guidelines* (dated May 2011).			

5.3.2.2 *Impacts to Regional and Local Air Quality*

Operational Impacts

The BAAQMD CEQA Air Quality Guidelines provide procedures for evaluating possible air quality impacts for proposed projects and plans consistent with CEQA requirements. The project would remove two existing office/light industrial buildings totaling 75,841 square feet and redevelop the site with one five-story office building totaling 178,477 square feet, a net increase of 102,636 square feet of office space on the project site. A net increase in developed space typically results in an increase in traffic, which results in an increase in local and regional pollutant levels.

According to the BAAQMD thresholds described above, a project that generates more than 54 pounds per day (or 10 tons per year) of ROG (reactive organic gases), NO_x, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10} would be considered to have a significant impact on regional air quality. The 2010 BAAQMD CEQA Air Quality Guidelines included screening criteria that provide lead agencies with a conservative indication of whether a proposed project could result in daily or annual emissions above 54 pounds per day (or 10 tons per year) of ROG, NO_x, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10}.

The proposed development is below the screening level size of 346,000 square feet for general office buildings or 541,000 square feet for general light industry buildings; based on this it can be inferred that the project would result in a less than significant operational impact from criteria pollutant emissions.

In addition, comparison with these thresholds does not take into account the existing uses on the site. The removal of these emissions sources would also reduce the project's net emissions increase. For these reasons, the project would have a less than significant impact on regional and local air quality.

Odors

Land uses primarily associated with odorous emissions include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities such as livestock operations. The proposed project does not include any of these types of land uses. In addition, the proposed project would not be sited near any odor sources and, thereby be exposed to recognized odor sources.

5.3.2.3 *Construction and Demolition Impacts*

Construction activity is anticipated to include demolition of existing buildings and paved areas, excavation, grading, building construction, paving and application of architectural coatings. During demolition, excavation, grading and some building construction activities, substantial amounts of dust could be generated. Most of the dust would result during grading activities. The amount of dust generated would be highly variable and would be dependent on the size of the area disturbed at any given time, amount of activity, soil conditions and meteorological conditions. To address fugitive dust emissions that lead to elevated PM_{10} and $PM_{2.5}$ levels near construction sites, the BAAQMD CEQA Air Quality Guidelines identify best control measures. If included in construction projects, localized dust impacts are considered less than significant.

The following measure, which shall be required of the project as conditions of approval, shall be implemented during all phases of construction on the project site to prevent visible dust emissions from leaving the site:

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

the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

The project is also below the 277,000 square feet construction emission screen level for average daily emissions of regional pollutants. The closest residential uses are 2,300 feet to the south in the City of Sunnyvale. There are no sensitive receptors in the vicinity of the project that would be impacted by TAC construction emissions.

5.3.3 Conclusion

With the implementation of BAAQMD's best control measures to reduce dust during construction, as required by the project conditions of approval, the project would result in less than significant air quality impacts. **[Less Than Significant Impact]**

5.4 BIOLOGICAL RESOURCES

The discussion of trees in this section is based on an arborist report prepared for the applicant by *Michael L. Bench, Consulting Arborist* on February 11, 2015. The report is included as Appendix A to this Initial Study. A memorandum of recommendations for reducing the potential for bird strikes at the project site was prepared for the applicant by *Live Oak Associates, Inc.*, and is included as Appendix B.

5.4.1 Regulatory Setting

5.4.1.1 *Special Status Species*

Special status species include plants or animals that are listed as threatened or endangered under the federal and/or California Endangered Species Acts (CESA), species identified by the California Department of Fish and Wildlife (CDFW) as a California Species of Special Concern, as well as plants identified by the California Native Plant Society (CNPS)[2] as rare, threatened, or endangered.

5.4.1.2 *Migratory Bird Treaty Act*

The federal Migratory Bird Treaty Act (MBTA: 16 USC Section 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, bird nests, and eggs. Construction disturbance during the breeding season could result in a violation of the MBTA such as the incidental loss of fertile eggs or nestlings, or nest abandonment.

5.4.1.3 *Mountain View Tree Preservation Ordinance*

The City of Mountain View tree regulations protect all trees designated as "Heritage" trees (Chapter 32, Article 2). Under this ordinance, a Heritage tree is defined as any one of the following:

- A tree which has a trunk with a circumference of forty-eight (48) inches or more measured at fifty-four (54) inches above natural grade;
- A multi-branched tree which has major branches below fifty-four (54) inches above the natural grade with a circumference of forty-eight (48) inches measured just below the first major trunk fork.
- Any *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) tree with a circumference of twelve (12) inches or more when measured at fifty-four (54) inches above natural grade;
- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move or remove a Heritage tree.

[2] The California Native Plant Society (CNPS) is a non-profit organization that maintains lists and a database of rare and endangered plant species in California. Plants in the CNPS "Inventory of Rare and Endangered Plants of California" are considered "Special Plants" by the CDFG Natural Diversity Database Program.

5.4.1.4 *Habitat Conservation Plans*

The City of Mountain View and the proposed project site are not included within the study area of the Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (VHP).

The VHP, which encompasses a study area of 519,506 acres (or approximately 62 percent of Santa Clara County), was adopted by six local entities in Santa Clara County. The plan went into effect in October 2013 and the Santa Clara Valley Habitat Agency is charged with implementing the plan. The area for which development activities are covered by the plan is located south and east of Mountain View, primarily within the Llagas/Uvas/Pajaro, Coyote Creek, and Guadalupe Watersheds. The SCV Habitat Plan was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

The VHP 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 species of concern identified in the VHP include, but are not limited to, the California tiger salamander, California red-legged frog, western burrowing owl, Bay Checkerspot butterfly, and a number of species endemic to serpentine grassland and scrub. Projects and activities of the jurisdictions in Santa Clara County, such as the City of Mountain View, which are not Permittees, are not covered under the VHP.

5.4.2 Existing Setting

5.4.2.1 *Existing Biotic Resources On-Site*

Along with most of the City of Mountain View, the project site is located in a developed urban habitat. Urban habitats include street trees, landscaping, lawns, and vacant lots, and provide food and shelter for wildlife able to adapt to the modified environment. Since the original native vegetation of the area is no longer present, native species of wildlife have been supplanted by species that are more compatible with an urbanized area.

The project site is developed with two single-story light industrial buildings, paved surface parking lots, pedestrian walkways, and urban landscaping, including mature ornamental trees. Wildlife habitats in developed urban areas are low in species diversity. Common species that occur in urban environments include rock pigeons, mourning doves, house sparrows, finches, and European starlings. Raptors and other avian species could forage in the project area or nest in surrounding landscaping or within buildings.

Most of the vegetation in the vicinity of the site consists of landscape trees, shrubs, and non-native herbaceous species. The site itself is entirely built on or paved, and where vegetation occurs on the site it consists primarily of ornamental landscaping, lawns, and trees. There are no undisturbed areas or sensitive habitats on the site, and the site itself does not contain any streams, waterways, or wetlands.

The nearest waterway, Stevens Creek, is located approximately 5,900 feet west of the project site.

The project site is not included in the study area of the VHP, an adopted Habitat Conservation Plan or Natural Communities Conservation Plan (HCP/NCCP). Because of its urban setting and isolation from larger areas of undeveloped lands and riparian corridors, the site does not function as a movement corridor for local wildlife.

The primary biological resources on-site are ornamental landscape trees. Trees are predominantly located along Clyde Avenue and the interior of the project site. There are a total of 90 trees on the project site, 50 of which are considered Heritage trees in the City of Mountain View. A tree inventory map showing the location of the trees on-site is provided in Figure 8.

No rare, threatened, endangered, or special status species of flora or fauna are known to inhabit the site, and no sensitive species would be anticipated in this area of Mountain View. The special status plants and animals that have been identified as present or likely to be present in the City are primarily located in the northern area of the City in suitable habitats, such as open water, grasslands, salt ponds, and tidal marshes. Special status species are not expected to occur on or adjacent to the project site because the project site is completely developed.

5.4.2.2 *Trees on Site*

The arborist report prepared for the project site evaluated 90 trees representing 14 different species on the site or immediately adjacent to the site. Fifty of these trees qualify as Heritage trees in the City of Mountain View, as defined previously. Tree species found on the project site are listed in Table 5.4-1.

Table 5.4-1
Trees Species Found on Site

Scientific Name	Common Name	Count	Heritage Tree
Ligustrum japonicum	Japanese Privet	2	0
Olea europea	European Olive	8	5
Acer rebrum	Red Maple	13	0
Morus alba	White Mulberry	3	2
Liquidambar styraciflua	American Sweet Gum	7	4
Prunus cerasifera	Purple Plum	4	0
Podocarpus gracilior	Fern Pine	3	2
Sequoia sempervirens	Coast Redwood	17	17
Eucalyptus sideroxylon	Red Ironbark	24	20
Schinus molle	Pepper Tree	1	0
Pittosporum undulatum	Victorian Box	2	0
Fraxinus uhdei	Evergreen Ash	1	0
Acer palmatum	Japanese Maple	4	0
Lagerstromia indica	Crape Myrtle	1	0
	Total	**90**	**50**

TREE LOCATION MAP

FIGURE 8

5.4.3 Environmental Checklist and Discussion of Impacts

BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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 or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	1, 2, 3, 10
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1, 2, 3
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	1, 2, 3
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	1, 2, 3, 10
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	1, 2, 3, 9
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	1, 2, 3, 10

5.4.3.1 *Impacts to Special Status Plants and Animals*

Based on the highly urbanized and developed nature of the project site, natural communities or habitats for special status plant and wildlife species are not present on the site. The project site is located in a developed urban area, and lacks suitable habitat for the special-status species that have been identified in Mountain View. Development of the project would not result in impacts to special status species or sensitive habitats.

5.4.3.2 *Bird Strike Hazards*

The project would demolish the two existing single-story light industrial buildings and construct a new five-story office building and a four-level parking garage and would represent a change over the existing conditions. The five-story building would be four -stories taller than the existing buildings and contain five-stories of exterior glass windows that could be a potential strike hazard to birds in the project area. The project includes a recessed first flow, low glaze glass with grey tinting, and motion sensor lighting that would reduce the potential for birds to strike the building. Recommendations for reducing the potential for bird strikes at the project site are provided in Appendix A. In order to further reduce potential bird strikes the project shall implement the following measures, as required by City standard conditions of approval, to further reduce the potential bird strikes

- Bird Strike Management Plan: A bird strike management plan, which provides project design features to reduce bird strikes, and a bird strike monitoring plan post-construction shall be submitted as part of the building permit submittal with recommended provisions included in the building permit plans.

5.4.3.3 *Impacts to Nesting Birds*

Although unlikely, urban-adopted raptors (birds of prey) or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the Federal Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Code.

The project will remove 54 trees from the project site including 29 Heritage trees. Raptor or other migratory bird nests present in these trees during construction activities could 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. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

In compliance with the MBTA and the California Fish and Wildlife Code, the proposed project shall implement the following measures, as required by City standard conditions of approval, to reduce or avoid construction-related impacts to nesting raptors and their nests.

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

5.4.3.4 *Impacts to Trees and Landscaping*

The project site currently supports 90 existing landscaping trees. The proposed project would remove 54 trees, including 29 Heritage trees, to facilitate the redevelopment of the site. A City of Mountain View Heritage tree removal permit is required before any trees could be removed from the site under a development permit.

The project would include the planting of street trees and landscaping along Clyde Avenue and within the project site. The project would also implement tree protection measures included in the arborist report in Appendix A to reduce impacts to trees retained on the project site.

To reduce the impacts of the loss of Heritage trees, the following measures are included in the project as standard City conditions of approval.

- Replacement: The applicant shall offset the loss of each Heritage tree with a minimum of two new trees, for a total of 58 replacement 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: Tree protection measures 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, 6' 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.

5.4.4 Conclusion

The project will have a less than significant impact on biological resources with implementation of the measures included in the project as standard City conditions of approval. **[Less Than Significant Impact]**

5.5 CULTURAL RESOURCES

5.5.1 Existing Setting

5.5.1.1 *Prehistoric Resources*

For the 2030 General Plan update, a records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), including an examination of the official records and maps for archaeological sites and surveys in Santa Clara County, as well as a review of the National Register of Historic Places, the California Register of Historical Resources, the California Inventory of Historic Resources, California State Landmarks, California Points of Historical Interest, the Directory of Properties in the Historical Resources Inventory, Caltrans Local Bridge Surveys, and secondary sources pertaining to state and local prehistory and history. Based upon this research, archaeological resources were not identified on the project site.

Mountain View is situated within territory once occupied by Costanoan (also commonly referred to as Ohlone) language groups. Mountain View lies on the approximate ethnolinguistic boundary between the Tamyen and Ramaytush languages.

Ten recorded archaeological resources are recorded within Mountain View, according to the Mountain View 2030 General Plan EIR. Areas that are near natural water sources, e.g., riparian corridors and tidal marshland, should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is more than 5,900 feet east of Stevens Creek, and is not considered to be within an archaeologically sensitive area.

The project site is flat and, has been previously disturbed for development of the two light industrial buildings, and does not contain any unique geologic features.

5.5.1.2 *Historic Resources*

The two existing light industrial buildings on the project site were constructed in the 1970's. None of the buildings on the project site have been identified as historic properties in the City of Mountain View, or as eligible properties for the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). No historic buildings or structures are located on or adjacent to the site.

5.5.1.3 *Paleontological Resources*

According to the General Plan EIR, no paleontological resources have been documented in the vicinity of the project site.

5.5.2 Environmental Checklist and Discussion of Impacts

CULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1, 2, 3, 13
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐	1, 2, 3
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	1, 2, 3
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	1, 2, 3

5.5.2.1 *Prehistoric Resources Impacts*

Although the likelihood of encountering buried cultural resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could create an impact. The project will be required to comply with the City's standard conditions of approval, which include measures to avoid or reduce impacts to unknown cultural resources.

- Discovery of Archaeological Resources. If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and wall, filled wells or privies, and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

- Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50 foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American.

If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

5.5.2.2 *Historic Resources Impacts*

The proposed project would demolish and remove the existing buildings on the site, as well as pavement, a number of trees, utilities, and other improvements.

The light industrial buildings on site are not listed or considered eligible for listing on any federal, state, or Mountain View lists of historical significance (including recent city-wide historical surveys). For these reasons, the demolition of these buildings and other site clearing activities would have a less than significant impact on historic resources.

5.5.2.3 *Paleontological Resources Impacts*

Although no paleontological resources have been identified in the vicinity of the project site and the likelihood of encountering buried paleontological resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could result in an impact. The project will be required to comply with City's standard conditions of approval, which include measures to avoid or reduce impacts to unknown paleontological resources.

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

5.5.3 Conclusion

With the implementation of the measures included in the project as standard conditions of approval, the project would result in a less than significant cultural resources impact. **[Less Than Significant Impact]**

5.6 GEOLOGY

The discussion in this section is based in part on the Preliminary Geotechnical Investigation prepared by *Cornerstone Earth Group* in November 2014. This report is included as Appendix C of this Initial Study.

5.6.1 Regulatory Background

A number of laws and regulations related to geology and soils apply to the proposed development on the project site, including the following:

The **Alquist-Priolo Earthquake Fault Zoning (AP) Act** was passed into law following the destructive 1971 San Fernando earthquake. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep.

The **Seismic Hazards Mapping Act (SHMA)** was passed by the California legislature in 1990 to protect the public from the effects of strong ground shaking, liquefaction, landslides and other seismic hazards. The SHMA established a state-wide mapping program to identify areas subject to violent shaking and ground failure; the program is intended to assist cities and counties in protecting public health and safety. The SHMA requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. As a result, the California Geological Survey (CGS) is mapping SHMA Zones and has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, ground shaking, and landslides, which include the central San Francisco Bay Area and Los Angeles basin.

5.6.2 Existing Setting

5.6.2.1 *Regional Geology*

The project site is located in the Santa Clara Valley, an alluvial basin, bound by the Santa Cruz Mountains to the west, the Hamilton/Diablo Range to the east, and the San Francisco Bay to the north. The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Hamilton/Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. Bedrock in this area is made up of the Franciscan Complex, a diverse group of igneous, sedimentary, and metamorphic rocks of Upper Jurassic to cretaceous age (70 to 140 million years old). Overlaying the bedrock at substantial depths are marine and terrestrial sedimentary rocks of Tertiary and Quaternary age.

5.6.2.2 *Seismicity and Seismic Hazards*

The project site is located within the seismically active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone.

The major earthquake faults in the project area are the San Andreas Fault, located approximately eight miles southwest of the site, and the main Hayward Fault, which is located approximately ten miles east of the project site.

These regional faults are capable of generating earthquakes of at least 7.0 in magnitude. The smaller Monte Vista-Shannon Fault is located approximately 5.5 miles south of the project site.

The Association of Bay Area Governments (ABAG) has reported that the Working Group on California Earthquake Probabilities (2007) has estimated that there is a 63 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2007 and 2036. As seen with damage in San Francisco and Oakland due to the 1989 Loma Prieta earthquake that was centered about 50 miles south of San Francisco, significant damage can occur at considerable distances. Higher levels of shaking and damage would be expected for earthquakes occurring at closer distances.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. During ground shaking, such as during earthquakes, cyclically induced stresses may cause increased pore water pressures within the soil voids, resulting in liquefaction. Liquefied soils may lose shear strength that may lead to large shear deformations and/or flow failure under moderate to high shear stresses, such as beneath foundations or sloping ground.

The project site is located in a state-designated Liquefaction Hazard Zone, as well as a Santa Clara County Liquefaction Hazard Zone. Therefore, the project site could potentially be subject to liquefaction hazards such as differential settlement.

5.6.2.3 *Site Topography and Soils*

The site is relatively flat and located at approximately 50 feet above mean sea level (MSL).

The project site is primarily underlain by Urbanland-Hangerone complex soils of zero to two percent slopes.[3] These soils are clay alluvium soils derived from metamorphic or sedimentary rock.

Subsurface exploratory test borings were drilled on the site on November 5, 2014 for the preliminary geotechnical investigation (Appendix B). Explorations encountered stiff to very stiff clays within variable amounts of sand to depths ranging from 13 to 18 feet below ground surface (bgs), followed by medium dense to very dense poorly graded sands with variable amounts of clay, silt, and gravel to depths ranging from 26 to 29 feet bgs with some interbedded clay layers.

[3] United States Department of Agriculture, Natural Resources Conservation Service. "Web Soil Survey: Santa Clara Area, California Western Part." Accessed December 28, 2015. Available at: http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

The sands were underlain by stiff to very stiff clays with variable amount of sand to depths ranging from 42 to 58 feet bgs followed by alternating layers of medium dense to very dense poorly graded sands and stiff to very stiff clays to the maximum depth of about 100 feet bgs. These clay soils are considered to have a moderate to high shrink/swell potential and are considered expansive soils.

The nearest waterway to the project site is Stevens Creek, approximately 5,900 feet to the west. Stevens Creek flows north towards San Francisco Bay, which is located approximately 1.7 miles north of the project site.

Groundwater

Groundwater was encountered at the project site at the depth between six and ten feet bgs. The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors. Historic high groundwater in the area has been identified at six feet below grade.

5.6.3 Environmental Checklist and Discussion of Impacts

GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described 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.)	☐	☐	☒	☐	1, 3, 12
b) Strong seismic ground shaking?	☐	☐	☒	☐	1, 3, 12
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1, 3, 12
d) Landslides?	☐	☐	☐	☒	1, 3, 12

GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	1, 3, 14, 15
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1, 3, 14, 15
4) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐	1, 3, 14, 15
5) 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?	☐	☐	☐	☒	1

5.6.3.1 *Geologic and Soils Impacts*

The project site would not be exposed to slope instability, erosion, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Excavation and grading would occur to prepare the project site for new construction. The project does not propose any below-grade development.

Surface soil samples indicated the presence of expansive soils at the project site. Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations, pavements, and exterior flatwork.

The proposed project will be designed and constructed in accordance with standard engineering safety techniques and in conformance with a final design-specific geotechnical report prepared for the site, reducing any potential substantial hazards from soil conditions. Review of design specifications by a qualified geotechnical specialist and monitoring of the site preparation and installation of the building and utilities to insure conformance with required design specifications as conditions of approval:

- Geotechnical Report: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act.

The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project.

Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

5.6.3.2 *Seismicity and Seismic Hazards*

As previously discussed, the project site is located in a seismically active region and, as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site, ground shaking on the site could damage buildings and other proposed structures and threaten residents and occupants of the proposed development.

Liquefaction

The project site is located in a Santa Clara County Liquefaction Hazard Zone, and the geotechnical investigation concluded that the site has the potential to be subject to liquefaction hazard such as differential settlement. The report indicated that the project site could experience differential settlement on the order of 0.25 inches over a horizontal distance of approximately 30 feet.

To avoid or minimize potential damage from seismic shaking and liquefaction, all portions of the project will be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2013) California Building Code. Specific recommendations contained in the geotechnical report prepared for the site shall also be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

5.6.4 Conclusion

With the use of standard engineering and seismic design techniques and conformance with regulatory standards required by the City of Mountain View and the State of California, construction of the proposed project would result in less than significant geology or soils impacts, and would not significantly expose people or structures to adverse seismic risks. **[Less Than Significant Impact]**

5.7 GREENHOUSE GAS EMISSIONS

5.7.1 Introduction and Regulatory Background

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of greenhouse gases (GHGs) have a broader, global impact. Global warming is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors.

5.7.1.1 *State of California*

AB 32 and CEQA

In September 2006, Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill (AB) 32), which was created to address the Global Warming situation in California. The Act requires that the GHG emissions in California be reduced to 1990 levels by 2020. In June 2005, the Governor of California signed Executive Order S-3-05 which identified CalEPA as the lead coordinating State agency for establishing climate change emission reduction targets in California. Under Executive Order S-3-05, the state plans to reduce GHG emissions to 80 percent below 1990 levels by 2050. Additional state law related to the reduction of greenhouse gas emissions includes SB 375, the Sustainable Communities and Climate Protection Act (see discussion below).

The California Natural Resources Agency, as required under state law (Public Resources Code Section 21083.05) amended the state CEQA Guidelines to address the analysis and mitigation of greenhouse gas emissions. In these changes to the CEQA Guidelines, Lead Agencies, such as the City of Mountain View, retain discretion to determine the significance of impacts from greenhouse gas emissions based upon individual circumstances. Neither CEQA nor the CEQA Guidelines provide a specific methodology for analysis of greenhouse gases and under the amendments to the CEQA Guidelines, a Lead Agency may describe, calculate or estimate greenhouse gas emissions resulting from a project and use a model and/or qualitative analysis or performance based standards to assess impacts.

As outlined in Section 15183.5 of the CEQA Guidelines (*Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*), public agencies also may analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions that has been adopted in a public process following environmental review. The City of Mountain View adopted a Greenhouse Gas Reduction Program as a part of its General Plan Update on July 10, 2012 (refer to *Section 4.7.1.3*, below).

Senate Bill 375

Senate Bill 375 (SB 375), also known as the Sustainable Communities and Climate Protection Act of 2008, requires regional transportation plans to include a Sustainable Communities Strategy (SCS)

that links transportation and land use planning together into a more comprehensive, integrated process. The SCS is a mechanism for more effectively linking a land use pattern and a transportation system together to make travel more efficient and communities more livable. The result is reduced greenhouse gas emissions from passenger vehicles along with other benefits.

In 2010, the California Air Resources Board (ARB) adopted greenhouse gas (GHG) reduction targets for regions across California, as mandated by SB 375. The target for the Bay Area is a seven percent per capita reduction in GHG emissions attributable to automobiles and light trucks by 2020 and a 15 percent per capita reduction by 2035. The base year for comparison of emission reductions is 2005.

Plan Bay Area is an integrated land use and transportation plan currently being prepared to meet the regional planning requirements under SB 375. This integrated plan includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP) with a SCS. *Plan Bay Area*, adopted in July 2013, is the Bay Area's first plan prepared in response to SB 375.[4]

5.7.1.2 *Bay Area Air Quality Management District*

The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Regional Clean Air Plans: BAAQMD and other air districts prepare clean air plans in accordance with the state and federal Clean Air Acts. The Bay Area 2010 Clean Air Plan (CAP) provides a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and decrease ambient concentrations of harmful pollutants. The most recent CAP also includes measures designed to reduce GHG emissions.

BAAQMD CEQA Air Quality Guidelines: BAAQMD's CEQA Air Quality Guidelines include thresholds of significance for GHG emissions, and provide additional guidance for tiering under CEQA. Under the CEQA Air Quality Guidelines, a local government may prepare a qualified GHG Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified GHG Reduction Strategy and General Plan that address the project's GHG emissions, it can be presumed that the project will not have significant GHG emissions under CEQA.

5.7.1.3 *City of Mountain View 2030 General Plan, Greenhouse Gas Reduction Program, and General Plan and Greenhouse Gas Reduction Program EIR*

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

[4] One Bay Area. "Plan Bay Area." 2012. Accessed November 7, 2013. Available at: http://onebayarea.org/regional-initiatives/plan-bay-area.html#.USz_lKK-qzk.

greenhouse gas reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions, to meet the requirements of AB 32. The GGRP was evaluated in the certified 2030 General Plan and Greenhouse Gas Reduction Program EIR.

Emissions reductions from implementation of the GGRP come from the mandatory efficiency measures described in the GGRP; mandatory measures include exceeding Title-24 energy efficiency standards and planting shade trees. Further reductions can come from the voluntary measures such as solar thermal water heating and zero-waste recycling plans. Individual development projects that comply with the GGRP's mandatory reduction measures can be determined to not have cumulatively considerable greenhouse gas emissions impacts under CEQA.

5.7.2 Existing Site

The site is developed with two existing light industrial/office buildings containing a total of 75,841 square feet of developed space. These uses generate modest amounts of direct greenhouse gas emissions from vehicle trips made by the employees and visitors that utilize the property. Indirect GHG emissions occur from the usage of operational electricity, natural gas, water, and other sources.

5.7.3 Environmental Checklist and Discussion of Impacts

GREENHOUSE GAS EMISSIONS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1, 2, 3
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1, 2, 3, 24

5.7.3.1 *Thresholds of Significance*

Consistency with the GGRP*:* In June 2010, the BAAQMD produced updated CEQA guidelines to implement the new State CEQA Guidelines on GHG emissions. The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012, along with the 2030 Mountain View General Plan. The GGRP is also intended to meet the mandates as outlined in the BAAQMD CEQA Guidelines and the recent standards for "qualified plans" as set forth by BAAQMD.

When preparing the GGRP, a baseline emissions inventory and targets to reduce emissions were set, and it was designed to mitigate to a less than significant level the projected GHG emissions resulting from projected growth under the General Plan. The GGRP identifies a series of GHG emissions

reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around five strategy areas: energy, waste, water, transportation, and carbon sequestration. Some measures are considered mandatory for all proposed development projects, while others are considered voluntary. Compliance with the mandatory measures ensures an individual project's consistency with the GGRP.

***Construction Emissions*:** The BAAQMD guidelines and the Mountain View GGRP do not suggest a threshold of significance for short-term construction-related GHG emission.

5.7.3.2 *Global Climate Change Impacts from the Project*

As described previously, the adopted City of Mountain View GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. In the GGRP, Mandatory Measure E-1.7, which reinforces the implementation of current codes, and Mandatory Measure T-1.1, Transportation Demand Management, would apply to the proposed office project. These measures and the project's consistency with them are described in Table 5.7-1.

Table 5.7-1
Greenhouse Gas Reduction Program -- Measures Applicable to Project

Mandatory/ Voluntary	Measure	Consistency
Mandatory	Measure E-1.7: Exceed State Energy Standards in New Non-Residential Development	The proposed project would comply with Title 24 requirements for energy efficiency. This includes the installation of high efficiency lighting.
Mandatory	Measure T-1.1: Transportation Demand Management	As described in the TDM program included in the project (Appendix F), the project has a TDM single-occupancy vehicle reduction goal of 20%, and would achieve at least the required 9% reduction in peak-hour drive-alone vehicle trips for non-residential projects in the East Whisman Change Area, as required by GGRP. The TDM program includes a 20% reduction in single-occupancy peak-hour vehicle trips, 64 bicycle parking spaces, a 10% vehicle parking reduction on site, and participation in the East Whisman Area Transportation Management Association.

Based upon the inclusion of the applicable greenhouse gas emissions measures, the project would be consistent with the GHG reduction measures in the adopted Mountain View GGRP. The proposed project is, therefore, consistent with the Mountain View 2030 General Plan and the resulting greenhouse gas emissions targeted for reduction in the GGRP.

Construction Emissions

Greenhouse gas emissions would be generated during construction activities on the site, including during demolition, site grading, trenching, building construction, and paving. BAAQMD guidelines and the City of Mountain View GGRP do not suggest a threshold of significance for short-term construction related GHG emissions for individual projects. Construction equipment and trucks using diesel and other fuels would be the primary source of emissions. These emissions would be temporary, and would not represent an on-going source of pollutants in the area. Emissions during the construction phase would be reduced by compliance with the construction air quality best management practices and other green building and energy efficiency measures described above, and in compliance with City requirements. For these reasons, this impact would be considered less than significant.

5.7.3.3 *Global Climate Change Impacts to the Project*

Climate change effects expected in California over the next century include reduced water supply, impacts from sea level rise, increased days per year of exceeding ozone pollution levels, and increased electricity demand, particularly in the hot summer months. These effects are not likely to affect operation of the project during the foreseeable future.

The project site is located inland from San Francisco Bay, and would not be affected by a projected sea level rise of up to 55 inches.[5]

5.7.4 Conclusion

The proposed office project would not generate new greenhouse gas emissions considered to have a significant impact on global climate change. The location, density, and measures included in the project to reduce greenhouse gas emissions would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or the City of Mountain View. **[Less Than Significant Impact]**

[5] San Francisco Bay Conservation and Development Commission. *Shoreline Areas Potentially Exposed to Sea Level Rise: South Bay*. 2008. Map. Available at: http://www.bcdc.ca.gov/planning/climate_change/maps/16_55/south_bay.pdf . Accessed December 6, 2013.

5.8 HAZARDS AND HAZARDOUS MATERIALS

The discussion in this section is based in part on a Phase I Environmental Site Assessment prepared by *PES Environmental Inc.,* on April 15, 2015, and Summary of Significant Impacts and Mitigation Measures, dated March 23, 2016. The report and summary memo is included in this Initial Study as Appendix D.

5.8.1 Introduction and Regulatory Framework

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Due to the fact that these substances have properties that are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place designed to minimize the chance for unintended releases and/or exposures to occur. Other programs set forth remediation requirements at sites where contamination has occurred.

Hazardous waste generators and hazardous materials users in the City are required to comply with regulations enforced by several federal, state, and county agencies. The regulations are designed to reduce the risk associated with the human exposure to hazardous materials and minimize adverse environmental effects. State and federal construction worker health and safety regulations require protective measures during construction activities where workers may be exposed to asbestos, lead, and/or other hazardous materials.

5.8.1.1 *Federal Laws and Regulations*

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes.

Other federal laws include:

- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

5.8.1.2 *California Laws and Regulations*

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. In California, the Environmental Protection Agency (EPA) has granted most enforcement authority of federal hazardous materials regulations to the California Environmental Protection Agency (Cal/EPA). Under the authority of Cal/EPA, the Department of Toxic Substances Control (DTSC) or the San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for overseeing the remediation of contaminated sites in the San Francisco Bay area.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH) enforce state worker health and safety regulations related to construction activities. Regulations include exposure limits, protective clothing, and training requirements to prevent exposure to hazardous materials. DOSH also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement, which equal or exceed their federal counterparts.

5.8.1.3 *Local Regulations*

The routine management of hazardous materials in California is administered under the Unified Program. The Cal/EPA has granted responsibilities to the Santa Clara County Hazardous Materials Compliance Division (HMCD) for implementation and enforcement of hazardous material regulations under the Unified Program as a Certified Unified Program Agency (CUPA). Through a formal agreement with the HMCD, the Mountain View Fire Department (MVFD) implements hazardous materials programs for the City of Mountain View as a Participating Agency within the Unified Program. The Mountain View Fire Department coordinates with the HMCD to implement the Santa Clara County Hazardous Materials Management Plan and to ensure that commercial and residential activities involving classified hazardous substances are properly handled, contained, and disposed.

5.8.2 **Existing Setting**

5.8.2.1 *General Site History*

The approximately 5.15 acre project site was used for agricultural purposes (grain and/or row crop) from 1939 until the late 1960's. The two existing buildings located on the project site were constructed in 1973 and 1974 and have been occupied by a variety of industrial and commercial business since initial construction. Several prior tenants have occupied all or portions of one or both buildings as shown in Table 5.8-1.

Table 5.8-1
Project Site Occupancy History*

580 Clyde Avenue

Site Occupant	*Years Occupied*	*Type of Use*	*Type of Waste Generated*	*Status of Site*
Acurex (and subsidiaries Icore, Aerotherm, Autodata)	1975-1986	Metal machining, plating, and etching	Metals, acids, solvents, fluoride	Closed with no further action required in December 1986
Aerotherm Corporation/ADT (acquired by DynCorp)	1986-1991	Engineering design and target production for missile testing	Oils, solvents, acetone, resins, paints, gases	
DynCorp/Aerotherm (acquired by ITT)	1991-2000	Manufacturing, laboratory, and office	Combustible and flammable liquids, explosives, waste oils, oxidizers	Unknown
ITT Industries	2000-2004	Manufacturing, laboratory, and office	Combustible and flammable liquids, corrosive liquids, explosives, solvents	Closed with no further action required in January 2004
CPI	2007-2014	Machine Shop Office	Flammable gasses, corrosive liquids, oils, solvents	Site closure in process

620 Clyde Avenue

Site Occupant	*Years Occupied*	*Type of Use*	*Type of Waste Generated*	*Status of Site*
Senotec	1989-2000	Materials laboratory	Corrosive liquids	Closed with no further action required in August 1998
Aerotherm Corporation	1996-2000	Engineering design and target production for missile testing	Combustible and flammable liquids, explosives, waste oils, oxidizers	Unknown
Wireless Data Corporation	2000-2001	Materials laboratory and offices	Solvents, nonflammable gasses	Unknown
ITT Industries	2001-2004	Laboratory and office space	Unknown	Closed with no further action required in January 2004
Devcon Construction	Unknown	Office and warehouse	Unknown	Unknown

* Additional tenants include Sensotec, Finisair Corporation, Dcupro, Touchstone, Calmar, H45 Technology, and Portal Wave; however, occupancy dates are unknown.

5.8.2.2 *Prior Hazardous Material Investigations: On-Site Contamination*

A Phase II soil and groundwater assessment was completed in 2003 to evaluate if past on-site operations and materials handling had impacted soil and groundwater on the site and to evaluate the impacts to groundwater from off-site sources. No volatile organic compounds (VOCs) were detected in the soil samples and chromium, lead, zinc, and fluoride were detected at concentrations below the EPA Preliminary Remediation Goals (PRGs) and consistent with soil background levels in the area. VOCs including Trichloroethene (TCE), tetrachloroethene (PCE), and 1,1-dichloroethene (1,1-DCE) were detected in groundwater samples at levels that exceeded the EPA Maximum Contaminant Level (MCLs) which are 5 µg/L for TCE and PCE, and 6 µg/L for 1,1-DCE. Chloroform was detected at a concentration of 0.7 µg/L which is equal to the MCL. Concentrations of 1,1,1-TCA, 1,1-DCA and Freon 113 were below the corresponding MCLs.

The detected concentrations of VOCs in groundwater at the site were compared to Environmental Screening Levels (ESLs) established by the California Regional Water Quality Control Board (RWQCB) for vapor intrusion into buildings from VOCs in shallow groundwater. The detected concentrations of VOCs were below the most conservative corresponding ESLs for residential land use.

Prior Facility Closure Activities

Closure activities (conducted as part of tenant vacation of the property) for ITT Industries occurred in 2003 and 2004. Soil samples collected at 580 and 620 Clyde Avenue did not reveal the presence of any semi-volatile organic compounds (SVOCs). Acetone was the only VOC detected at concentrations of 150 µg/kg to 250 µg/kg. The ESL for protection of a non-drinking water source is 500 µg/kg, as established by the RWQCB, thus the project site does not exceed this standard.

Arsenic was detected at a concentration of 6.4 mg/kg, which is above the ESL of 5.5 mg/kg. Chromium was detected at a concentration of 74 mg/kg, where the corresponding ESL is 58 mg/kg. No other metal concentrations exceeded their respective ESLs. While the arsenic and chromium concentrations are above the ESLs, it was determined that the potential for worker exposure and migration of contaminants to groundwater was unlikely because the areas are capped with pavement. The MVFD issued a case closure for the facility in January 2004.

5.8.2.3 *Potential Off-Site Sources of Contamination*

A regulatory database search was completed for surrounding sites in the vicinity of the project site in order to identify potential off-site sources of environmental concern.

Former Hewlett Packard Facility: The former Hewlett-Packard (HP) Company computer component production facility is located approximately 1,300 feet south of the project site at 690 East Middlefield Road. The facility was constructed in the mid-1960's and used for the production of computer components. VOCs including TCE and PCE were used and stored onsite. Beginning in 1983, several environmental investigations have identified the presence of a VOCs, primarily TCE in the soil, soil gas and groundwater. Groundwater investigations and sampling have confirmed that

VOC contaminated groundwater has spread offsite. A network of groundwater monitoring wells were used to define the lateral and vertical extent of the VOC contaminated groundwater plume. The VOC groundwater plume is known as the HP plume and extends approximately 1,300 feet downgradient (Figure 9). The HP plume has impacted groundwater quality on the project site. The RWQCB has regulated cleanup of the site and HP plume for several decades. In 2015 the RWQCB determined that the site met the low-threat closure criteria and issued a No Further Action Letter and Case Closure Summary on January 15, 2016.

Figure 9: Hewlett Packard VOC Plume

E/M Lubricants-Chemtura: The E/M Lubricants facility located at 875 Maude Avenue is located immediately north and downgradient of the former HP facility site. The E/M Lubricant facility was operated as a metal coating facility. Improper handling of degreasing materials resulted in impacts to soil and groundwater. Environmental investigations have confirmed that the site is contaminated by 1,1,1-TCA, chlorinated hydrocarbons, and VOCs including PCE and TCE. VOC contaminated groundwater has spread offsite and likely comingled with the HP plume. April 2014 groundwater monitoring data indicated that several VOCs, including PCE and TCE are present in groundwater monitoring wells located upgradient of the proposed project site. There is a potential that the E/M VOC groundwater contamination plume has impacted groundwater quality on the project site. The RWQCB is the lead agency overseeing investigation and cleanup E/M Lubricants facility and is currently in the process of remediation and implementing vapor intrusion mitigation.

485 Clyde Avenue: The parcel is located approximately 200 feet southeast of the project site and groundwater has been contaminated by VOCs from prior industrial uses on the property. Groundwater monitoring for VOCs was conducted between 1990 and 1996. The current cleanup status for the site is Open-Inactive as of June 2, 2009.

433 Clyde Avenue: VOC impacts to groundwater were discovered in 1985 and 1986 at this site which is located approximately 700 feet southeast of the project site. VOCs including TCE, 1,1,1-TCA, Freon, and chloroform were detected in groundwater samples. Follow up investigations indicated that extent of TCE and chloroform impacts in the groundwater were isolated and defined.

The potential for groundwater impacts to the project site from VOCs in groundwater detected in the past at the properties located at 485 and 433 Clyde Avenue exist; however, the likelihood of

significant related impacts is considered low. It is possible that contamination from these sites may have comingled with the HP/EM plume.

The remaining off-site sources of contamination in the surrounding area are not anticipated to affect the project site for one or more of the following reasons:

- the listed site has received a case closure by the appropriate regulatory agency;
- the listed site is located either cross-gradient or down-gradient with respect to groundwater flow direction;
- the case only involves soil contamination; and/or
- the listed site is located far enough from the project site to not pose a risk.

5.8.2.4 *Prior Hazardous Material Investigations: Off-Site Contamination*

A Phase II soil and groundwater assessment was completed in 2000 at the project site to evaluate the potential off-site sources of contamination. Soil samples were analyzed for VOCs, total petroleum hydrocarbons (TPH), and priority pollutant metals. Trichloroethene (TCE) was detected in a soil sample at a concentration of 22 micrograms per kilogram (µg/kg). TPH as diesel was detected in a soil sample at concentrations of 8.9 milligrams per kilogram (mg/kg). Metals were detected in soil samples at concentrations below EPA Preliminary Remediation Goals (PRGs) and consistent with soil background levels for the area.

Groundwater samples were collected and analyzed for VOCs and TPH. TCE was detected in groundwater samples at concentration at 9.6 micrograms per liter (µg/L) which is above the EPA Maximum Contaminant Level (MCL) of 5 µg/L for drinking water. PCE was detected at concentrations of 34 µg/L which exceeds the MCL for drinking water of 5 µg/L. Other VOCs including 1,1,1-TCA, 1,1-DCE, 1,1 dichloroethane (1,1-DCA), cis-1,2dichloroethene (cis-1,2-DCE) and Freon 113 were also detected at low concentrations in the groundwater samples.
The detected concentrations for these VOCs were below the respective MCLs. TPH was not detected in groundwater samples.

The Phase II soil and groundwater sampling concluded that the detection of VOC in the groundwater located on the project site was attributed to migration of the groundwater contamination plume associated with the Hewlett-Packard Corporation Parts Center located at 333 Logue Avenue, approximately 0.25 mile southwest of the project site, known as the HP/EML plume.

5.8.2.5 *Current Site Conditions*

Communications and Power Industries (CPI) has utilized the 580 Clyde Avenue building since 2005 for manufacturing metal parts and equipment, and office space. The facility includes a variety of manufacturing machinery and a metal washing and degreasing operation in the southwest corner of the building. Hazardous materials used and stored at the site include various lubricating and hydraulic fluids, solvents, kerosene, 1-Bromopropane (Abzol), and various other chemicals including acetone, isopropyl alcohol, and methanol. Hazardous materials are stored on site in 55-gallon drums and five gallon containers. Compressed gases are used and stored in compressed-gas cylinders in the building.

There are two outside storage areas enclosed by fencing on the west side of the building. Within the fenced areas is a covered and bermed area occupied by air-compressor equipment and a drum storage area, a 3,000 gallon above ground storage tank (AST), and a pad mounted electrical transformer.

The 620 Clyde Avenue building was occupied by Devcon Construction for construction support for the property across Clyde Avenue to the north. The eastern portion of the building consisted of offices and related space and the western portion of the building consisted of one large open space warehouse with no improvements. Devcon occupied the office space and was using the warehouse space for storage of various construction materials, supplies, and equipment.

5.8.2.6 *Lead-based Paint and Asbestos-Containing Materials (ACM)*

Lead-based paint was commonly used in the construction of buildings prior to being phased out of regular use in California starting in 1978. Because the existing on-site buildings were constructed prior to this time, they may have been constructed with asbestos-containing materials (ACM). A pervious ACM investigation completed by ATD in 1992 found ACM in floor mastic and air duct materials.

5.8.2.7 *Airport Safety*

Federal Aviation Administration (FAA)

Restriction on the height of buildings, antennas, trees, and other objects near Moffett Federal Airfield is regulated by the Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77. The FAR Part 77 map is used by the FAA and the Santa Clara County Airport Land Use Commission (ALUC) to identify potential obstructions and hazards to aviation traffic and determine consistency with the CLUP. A portion of the project site is located within the mapped Part 77 187-foot mean sea level (msl) horizontal surface for Moffett Federal Airfield.

Comprehensive Land Use Plan for Moffett Federal Airfield

The proposed project site is approximately 1,000 feet south of the Moffett Federal Airfield, the closest airport to the project site. The site is within the planning area for Moffett Federal Airfield, as described in the Comprehensive Land Use Plan (CLUP) adopted by the Santa Clara County Airport Land Use Commission (ALUC) in November 2012.

Airport Influence Area (AIA): The Airport Influence Area (AIA) is a composite of the areas surrounding the airport that are affected by noise, height, and safety considerations. The AIA is defined as a feature-based boundary around the airport within which all actions, regulations and permits must be evaluated by local agencies to determine how the Airport Comprehensive Land Use Plan (CLUP) policies may impact the proposed development. This evaluation is to determine that the development meets the conditions specified for height restrictions, and noise and safety protection to the public. The project is within the AIA for Moffett Federal Airfield.

Airport Safety Zones: Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

A portion of the project site is partially within the Turning Safety Zone for Moffett Federal Airfield. The Turning Safety Zone (TSZ) represents the approach and departure areas that have the third highest level of exposure to potential aircraft accidents. Safety Zone Compatibility Policies are used to determine if a specific land use is consistent with the Comprehensive Land Use Plan, in this case the Moffett Field Airport Land Use Plan. Schools, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or disabled are prohibited within the TSZ, as are amphitheaters, sports stadiums and other very high concentrations of people. Above ground storage of fuel or other hazardous materials is prohibited in the TSZ. In the TSZ, nonresidential, a maximum 200 people per acre is allowed (includes open area and parking area required for the building's occupants and one-half of the adjacent street area).

5.8.2.8 *Other Hazards*

The project site is located in a developed urban area and is not located in a very high hazard zone for wildland fires.

5.8.3 Environmental Checklist and Discussion of Impacts

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	1, 3, 14
2) 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?	☐	☒	☐	☐	1, 3, 14
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	1, 3, 14
4) 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?	☐	☒	☐	☐	1, 3, 16

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
5) 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?	☐	☐	☒	☐	1, 17
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1, 2
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	1

5.8.3.1 *On-Site Sources of Contamination: Prior Agricultural Use*

The project site was formally used for agricultural purposes including grain and row crops until 1973. Soils on site could be impacted by residual pesticides and chemicals used during the agricultural process. Construction activities could encounter these chemicals during excavation and construction, should they be present.

Impact HAZ-1: Construction workers may be subject to hazards from residual agricultural pesticides present in on-site soils. **[Significant Impact]**

Mitigation Measures: To reduce the potential for construction workers to encounter hazardous materials contamination from past agricultural uses, the following mitigation measure is included in the project.

MM HAZ-1.1: Soils encountered during demolition and construction activities shall be tested for residual agricultural chemicals and those that are identified as containing elevated concentrations of agricultural chemicals shall be removed and disposed of in accordance with all federal, state, and local, regulations. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**

5.8.3.2 *Sources of Contamination: Prior Industrial Uses*

Impacts to soil and groundwater from VOCs associated with historical site operations were previously identified during closure activities conducted by pervious site tenants. VOC concentrations in soil and groundwater are below current RWQCB ESLs for commercial/industrial property, however; the presence of these chemicals constitutes a recognized environmental condition (REC) for the project site.

Groundwater contaminated with VOC are most likely associated with the regional HP and E/M Lubricants plume that has been detected beneath the project site. The plume is known to originate upgradient of the project site, is well documented, and being remediated. VOC concentrations in groundwater beneath the site project site are below RWQCB ESLs for vapor intrusion and do not pose a risk to site occupants under current site conditions. Current groundwater quality beneath the site is not known. The presence of HP plume and E/M plume is a REC for the project site.

Although VOC concentrations in soil and groundwater at the site have been reduced, residual VOC contamination in soils and groundwater could expose future construction workers or employees to hazardous materials.

Impact HAZ-2: Contaminated soils, soil vapor, groundwater or other materials could be encountered during redevelopment of the site. **[Significant Impact]**

Mitigation Measures: To protect future construction works and future employees from exposure to hazardous materials contamination from prior industrial uses, the following mitigation measure is included in the project.

MM HAZ-2.1: A Site Management Plan (SMP) to be reviewed and approved by the RWQCB or other appropriate oversight agency shall be developed to establish management practices for handling, managing, temporarily storing, and disposing of contaminated soil and/or groundwater if encountered during demolition and construction activities. In addition, the SMP shall address such construction-related issues as site access and control, monitoring for VOC vapors, dust mitigation, decontamination procedures, and contingency measures in the event that suspect soil conditions are identified during redevelopment construction. Upon completion of construction activities, a report shall be prepared to document implementation of the SMP, including installation of the vapor barrier.

A hazardous materials licensed contractor shall conduct construction earthwork activities with properly trained employees in areas where contaminated soil or groundwater are encountered. Employees conducting earthwork activities in these areas of the site must complete a 40-hour Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) training course (29 CFR 1910.120), including respirator and personal protective equipment training.

A Health and Safety Plan (HSP) shall be prepared for use by contractors at the site that addresses the safety and health hazards of each phase of site operations and that includes the requirements and procedures for employee protection.

MM HAZ-2.2: Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility.

MM HAZ-2.3: If utility trenches extended into the top of groundwater, appropriate soil measures shall be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures may include placement of low-permeability backfill "plugs" at appropriate intervals on-site and where the utility trenches extends off-site. If utility conduits are places below groundwater, they shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.

MM HAZ-2.4: If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy coating, using corrosion resistant materials (including pipes, gaskets, flanges, and couplings), and/or installing a cathodic protection system.

MM HAZ-2.5: The installation of vapor mitigation system consisting of an impermeable barrier and sub-slab venting shall be required to help protect occupants against potential vapor intrusion of VOCs into the indoor air space of the proposed office building.

MM HAZ-2.6: An Operations and Maintenance (O&M) Plan shall be prepared if contaminated soil (as defined in the SMP) is encountered during redevelopment and is subsequently decided to be left in place. The purpose of this plan is to notify tenants and future property owners of the existence and location of the contamination, and to provide protocols for handling this soil if encountered during future site maintenance activities.

MM HAZ-2.7: An as-built report shall be prepared to document the installation and final configuration for the vapor mitigation. The report will include mechanisms for restoring the barrier integrity in the event that future tenant improvements require penetration of the sub-slab vapor barrier, or in the event of any suspected vapor barrier breach or failure.

[Less than Significant Impact with Mitigation Measures Incorporated in the Project]

5.8.3.3 *On-Site Sources of Contamination: Existing Structures, Demolition and Disposal*

Based on the estimated age of the existing on-site buildings, asbestos-containing materials (ACM) and lead-based paint may be present in some building materials. Building demolition could result in the release of these materials to the environment, if appropriate control measures are not implemented.

Impact HAZ-3: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**

Mitigation Measures: To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from ACMs and lead-based paint, the following mitigation measures are included in the project.

MM HAZ-3.1: To identify and quantify ACMs in the buildings, sampling and testing shall be completed for all existing buildings prior to demolition activities.

MM HAZ-3.2: All potentially friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or activities that could disturb the materials.

MM HAZ-3.3: All demolition 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 one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

MM HAZ-3.4: Surveys and sampling for lead-based paint shall be completed prior to demolition. If lead-based paint is bonded to building materials, removal is not required. If the paint is flaking, peeling, or blistering, it shall be removed prior to demolition.

MM HAZ-3.5: 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.

MM HAZ-3.6: Any debris or soil containing lead-based paint or coatings encountered during demolition and construction activities shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

[Less than Significant Impact with Mitigation Measures Incorporated in the Project]

5.8.3.4 *On-Site Sources of Contamination: Hazardous Materials Use by Proposed Uses*

There is a potential for the redevelopment on the site to include the use, storage, transport, or disposal of hazardous materials. Depending on the nature of the use of such materials at the site, there is a potential for these activities to impact other uses in the vicinity. If future uses on the site involve the use, storage, transport, or disposal of hazardous materials, the site operator will be required to comply with federal, state, and local requirements for managing hazardous materials. Depending on the type and quantity of hazardous materials, these requirements could include the preparation of, implementation of, and training in the plans, programs, and permits prepared for the site, and compliance would be monitored and enforced during the permitting process for these activities.

The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **[Less than Significant Impact]**

5.8.3.5 *Airport Safety*

Federal Aviation Administration

The northern portion of the project site is located within the mapped FAA Part 77 187-foot mean sea level (msl) horizontal surface for Moffett Federal Airfield. The project site is located at an elevation of approximately 45 feet msl. The project would construct a new five-story office building reaching a height of 87.6 feet. Combined with the existing elevation of the site, the proposed structure could reach a height of 132 feet msl and would not be in conflict with FAA Part 77 horizontal surface for Moffett Federal Airfield.

As a condition of approval, prior to the issuance of building permits, the applicant will obtain a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration (FAA), in accordance with Part 77.

Comprehensive Land Use Plan for Moffett Federal Airfield

The project site is located within the Airport Influence Area (AIA) of Moffett Federal Airfield and the northern portion of the site is located within the Turning Safety Zone (TSZ). The TSZ represents the approach and departure areas that have the third highest level of exposure to potential aircraft accidents. In the TSZ, a maximum of 200 people per acre is allowed. A portion of the proposed five-story office building is located in the TSZ and would contain approximately 178,477 square feet of office space. The project is estimated to generate approximately 714 employees (four employees per 1,000 square feet of space) on the 5.15 acre project site. Based on this estimate, the project would not conflict with the TSZ of the CLUP for Moffett Federal Airfield.

As the site is located within the Airport Influence Area identified in the CLUP, the proposed project will be submitted for review by the Santa Clara County Airport Land Use Commission. Based on the discussion above, the project would not be in conflict with the CLUP for Moffett Federal Airfield.

5.8.3.6 *Other Hazards*

The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project site is located in a developed urban area and would not expose people or structures to wildland fires. These hazards would not present a significant impact to those living near to or working at the project site.

5.8.4 Summary of Hazardous Materials Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact HAZ-1: Construction workers may be subject to hazards from residual agricultural pesticides present in on-site soils	Significant	**MM HAZ-1.1:** Soils on-site encountered during demolition and construction activities shall be tested for residual agricultural chemicals and those that are identified as containing elevated concentrations of agricultural chemicals shall be removed and disposed of in accordance with all federal, state, and local, regulations.	Less Than Significant
Impact HAZ-2: Contaminated soils, soil vapor, groundwater or other materials could be encountered during redevelopment of the site	Significant	**MM HAZ-2.1:** A Site Management Plan shall be developed to establish management practices for handling contaminated soil or other materials (including groundwater). The SMP shall also address construction related issues and site access. A final report shall be prepared to document the implementation of the SMP. A hazardous materials licensed contractor shall conduct construction earthwork activities with properly trained employees in areas where contaminated soil or groundwater are encountered. A Health and Safety Plan (HSP) shall be prepared that addresses the safety and health hazards of each phase of site operations and that includes the requirements and procedures for employee protection.	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		MM HAZ-2.2: Excavated soils will be characterized prior to off-site disposal or reuse on-site. Contaminated soils shall be disposed of at a licensed facility. **MM HAZ-2.3:** If utility trenches extended into the top of groundwater, appropriate soil measures shall be implemented to reduce groundwater migration through trench backfill and utility conduits. **MM HAZ-2.4:** If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities. **MM HAZ-2.5:** The installation of vapor mitigation system shall be required to help protect occupants against potential vapor intrusion of VOCs into the indoor air space of the proposed office building. **MM HAZ-2.6:** An Operations and Maintenance (O&M) Plan shall be prepared if contaminated soils is encountered during redevelopment. **MM HAZ-2.7:** An as-built report shall be prepared to document the installation of the vapor mitigation system.	
Impact HAZ-3: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers.		**MM HAZ-3.1:** An ACMS sampling and testing shall be completed for all existing buildings prior to demolition activities. **MM HAZ-3.2:** All potential friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or activities that could disturb the	

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
		materials. **MM HAZ-3.3:** All demolition 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 one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. **MM HAZ-3.4:** Surveys and sampling for lead-based paint shall be completed prior to demolition. . **MM HAZ-3.5:** 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. **MM HAZ-3.6:** Any debris or soil containing lead-based paint or coatings encountered during demolition and construction activities shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.	

5.8.5 Conclusion

With implementation of the mitigation measures listed above, the proposed project would not result in significant hazardous materials impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

5.9 HYDROLOGY AND WATER QUALITY

5.9.1 Regulatory Background

5.9.1.1 *Federal Emergency Management Agency*

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

The Federal Emergency Management Agency (FEMA) manages the NFIP and creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate other flood hazard areas. A 100-year floodplain zone is the area that, based on historical data, has a one in one hundred (one percent) chance of being flooded in any one year. Portions of the City are identified as special flood hazard areas with a one percent annual chance and two percent annual chance of flooding (also known as the 100-year and 500-year flood zones) as determined by the FEMA NFIP.

5.9.1.2 *Water Quality (Non-point Source Pollution Program)*

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Mountain View area is the San Francisco Regional Water Quality Control Board (RWQCB).

Statewide Construction General Permit

The State Water Resources Control Board has implemented a NPDES Construction General Permit (CGP) for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The CGP, which became effective July 1, 2010, includes additional requirements for training, inspections, recordkeeping, reporting, and for projects of certain risk levels, monitoring. Since the project would disturb more than one acre of soil, it will be required to prepare a NOI and SWPPP pursuant to the CGP.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Mountain View. Under provisions of the NPDES Municipal Permit, redevelopment projects that

disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities. Due to the existing site groundwater contamination (described previously in *Section 4.8, Hazardous Materials)*, LID treatment controls will be selected, designed, and constructed in a way that will minimize the potential to adversely affect the site.

This project disturbs more than 10,000 square feet and is therefore subject to the requirements of the MRP.

Impaired Water Bodies (Section 303(d))

Pursuant to the Clean Water Act Section 303(d), the State of California assesses the water quality of the state's waterways to determine if they contain pollutants in concentrations that exceed federal standards. Total Maximum Daily Load (TMDL) programs are established by the State and Regional Water Quality Control Boards (RWQCB) for waterways that exceed these limits. A TMDL is a calculation of the maximum amount of a pollutant that body of water can receive and still meet water quality standards. A body of water is deemed 'impaired' if, despite the use of pollution control technologies, pollutant concentrations exceed the standards.

5.9.2 Existing Setting

5.9.2.1 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

5.9.2.2 *Groundwater*

Subsurface exploration for the project site found groundwater at depths ranging from 6.5 to 10.5 feet below ground surface. The depth of groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

5.9.2.3 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. Inlets and catch basins along the project site and along Clyde Avenue collect runoff and connect to the 18-inch storm drain located in Clyde Avenue. The storm drains near the project site convey flow to Stevens Creek, which flows north towards San Francisco Bay.

The existing project site is developed with two single-story buildings containing a total of approximately 75,841 square feet of light industrial space. The site is also developed with paved driveways and parking lots as well as landscaping and utilities.
The site is almost entirely paved; it currently contains approximately 86.4 percent impervious surfaces and approximately 13.6 percent pervious surfaces.

5.9.2.4 *Flooding*

The site itself does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 5,900 feet west of the project site. Stevens Creek flows north toward the San Francisco Bay, which is located approximately 1.7 miles north of the project site.

The project site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood."[6]

5.9.2.5 *Other Inundation Hazards*

The Association of Bay Area Governments (ABAG) compiles the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area.

The Mountain View dam hazard map contained within the General Plan EIR shows that the project site is not located within a dam failure inundation hazard zone.[7] The project would not be affected by sea-level rise of up to 55-inches.

The site is not located near a large enclosed body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow.

[6] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0045H.* Map. Effective Date: May 18, 2009.
[7] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. November 2011. Figure IV.H-3.

5.9.3 Environmental Checklist and Discussion of Impacts

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1, 3
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	1, 12
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	1, 16
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☐	☒	1, 16
5) 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?	☐	☐	☒	☐	1, 3
6) Otherwise substantially degrade water quality?	☐	☐	☒	☐	1
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	1, 16
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	1,16

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	1, 16, 17
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1, 3, 18

5.9.3.1 *Construction Water Quality Impacts*

During-Construction Impacts

Implementation of the project would require demolition, paving, and grading of the site, activities that would temporarily increase the amount of unconsolidated materials on-site. Grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or the San Francisco Bay.

Implementation of the project would result in the disturbance of most of the site, which contains approximately 5.15 acres, or 224,334 square feet, of surface area. As a result, the project would disturb more than one acre and would be required to comply with the State of California General Construction Permit. The project would also be required to comply with the City of Mountain View's requirements for reducing erosion and sedimentation during construction, which are described below.

Following the implementation of appropriate stormwater treatment measures, the proposed project, when completed, would not significantly increase the amount of runoff or pollutants flowing into the storm drain system compared to existing conditions. Construction and grading activities could, however, temporarily increase pollutant loads. With the implementation of the following measures, which are required by the City as conditions of approval and are based on RWQCB requirements, impacts to water quality during construction would be less than significant.

- 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 Sediment and Erosion Control Plan: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should also include routine street sweeping and storm drain catch basin cleaning. The plan should include installation of the following items where appropriate:

- Silt fences around the site perimeter;
- Gravel bags surrounding catch basins;
- Filter fabric over catch basins;
- Covering of exposed stockpiles;
- Concrete washout areas;
- Stabilized rock/gravel driveways at points of egress from the site; and
- Vegetation, hydroseeding or other soil stabilization methods for high-erosion areas.

Post-Construction Impacts

The proposed project would construct one five-story building, surface parking and a four-story parking deck, common areas, surface parking, new landscaping, and new utility infrastructure. Based on preliminary project plans the project would increase pervious surfaces from 30,631 square feet (13.6 percent) to 84,561 square feet (37.6) percent.

Although impervious surfaces would be reduced with implementation of the project, the project site area is greater than 10,000 square feet; therefore, it would be required to comply with the MRP. The following measures, based on RWQCB requirements and required as conditions of approval, have been included in the project to reduce stormwater runoff impacts from project implementation:

- The project shall comply with the requirements of the MRP, as well as other local, state, and federal requirements. The project shall comply with provision C.3 of the MRP, which provides performance standards for the management of stormwater for new development, and any new requirements. The installation of on-site trash capture devices will be required as a result of recent changes to the MRP permit.

- Landscape Design: For non-residential buildings, landscape design shall minimize runoff and promote surface filtration. Examples include:

  - No steep slopes exceeding 10 percent;
  - Using mulches in planter areas without ground cover to avoid sedimentation runoff;
  - Installing plants with low water requirements; and
  - Installing appropriate plants for the location in accordance with appropriate climate zones.

- Efficient Irrigation: For residential and nonresidential buildings: common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

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

- Outdoor Storage Areas (Including Garbage Enclosures): Outdoor storage areas (for storage of equipment or materials which could decompose, disintegrate, leak or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following:

  – Paving the area with concrete or other nonpermeable surface;
  – Covering the area; and
  – Sloping the area inward (negative slope) or installing a berm or curb around its perimeter. There shall be no storm drains in outdoor storage areas.

- Stormwater Treatment: Stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document titled, "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.[8]

  Examples of LID measures include rainwater capture, infiltration, flow-through planters, and bioretention areas or basins. The project proposes to employ a combination of numerically-sized bioswales and bioretention areas that would control the flow and improve the quality of stormwater runoff on site. Due to the existing site groundwater contamination, LID treatment controls will be selected, designed, and constructed in a way that will minimize the potential to adversely affect the site. Water would ultimately drain to the public storm drain system.

  The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

5.9.3.2 *Groundwater Impacts*

Based on subsurface investigations for the project site, groundwater would be expected at approximately 6.5 to 10.5 feet below ground surface, although groundwater depths fluctuate seasonally. Shallow groundwater in the vicinity of the project site is not used for drinking water. Since the project does not propose to construct basements or below-grade parking, shallow groundwater is not expected to be a concern at the project site.

[8] City of Mountain View Fire Department. *Stormwater Quality Guidelines for Development Projects.* Accessed December 9, 2013. Available at: http://www.mountainview.gov/city_hall/fire/programs_n_services/environmental_safety.asp

Shallow groundwater in the vicinity of the project site is not used for drinking water. The project would not interfere with groundwater flow.

5.9.3.3 *Stormwater Drainage*

The proposed project would reduce impervious surfaces from 86.4 to 62.4 percent, allowing local infiltration and reduced peak stormwater runoff. Since the total runoff would decrease and since the existing storm drainage system has adequate capacity for the existing developed site, the proposed project would not exceed the capacity of the storm drainage system.

5.9.3.4 *Flooding Impacts*

The site is located within Flood Zone X, which is defined as "Areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood." Thus, construction on the site would not expose people or structures to flooding risks.

5.9.3.5 *Other Inundation Hazards (Including Projected Sea-Level Rise)*

The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone.

Based upon the City's *Shoreline Regional Park Community Sea Level Rise Study*, the project site is not within an area that would be directly affected by a projected future sea level rise from global climate change.

The site is not located near a large body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow.

5.9.4 Conclusion

With implementation of the best management practices and conditions of approval, the project would result in a less than significant impact on stormwater quality. The project would not deplete the groundwater supply, increase peak stormwater for review runoff off-site, or expose people or structures to flood inundation hazards. **[Less Than Significant Impact]**

5.10 LAND USE

'Land use' is a term that describes different types of activities that occur in a particular area. For example, different areas in Mountain View contain homes, retail stores, industry, parks, open spaces, and public facilities, such as schools. Mountain View includes a mixed-use Downtown core, distinct residential neighborhoods and commercial corridors, and industrial areas, each embodying a character that makes it unique.

Local land use is governed by the City's General Plan which, in turn, provides the basis for the City's Zoning Ordinance, precise plans and design guidelines. The current Mountain View 2030 General Plan and City's Zoning Ordinance are described below.

5.10.1 Land Use Plans and Regulations

5.10.1.1 *Mountain View 2030 General Plan*

The General Plan provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances, and provides a guide for future land use decisions. The current *Mountain View 2030 General Plan* was adopted by the City Council in July 2012, and provides the City a guide for future land use decisions in the city.

The 2030 General Plan designates the project site as *High-Intensity Office*. This designation accommodates major corporations, financial and administrative offices, high-technology industries, and other scientific facilities, as well as supporting retail and service uses. High-intensity office areas support technological advancement and research and development. The High-Intensity Office designation is further defined as follows:

> Allowed Land Uses: Office and ancillary commercial; light industrial, light manufacturing, and other commercial and industrial uses as appropriate.
>
> Density and Intensity: 0.35 FAR; intensities above 0.35 FAR and up to 1.0 FAR may be permitted with measures for highly sustainable development specified within zoning ordinance or precise plan standards.
>
> Height Guideline: Up to 8 stories.

East Whisman Change Area

The site is within the East Whisman Change Area of the 2030 General Plan. The East Whisman Change Area is located within the Moffett/Whisman planning district of the General Plan, and encourages sustainable, transit-oriented employment centers with strong pedestrian and bicycle connectivity to light rail, employers, and amenities. Commercial buildings are designed to respect the scale and character of adjacent residential neighborhoods. The *High-Intensity Office* designation is found throughout the East Whisman Change Area. The goals and policies of the East Whisman Change Area that apply to the project are as follows:

Goal LUD-19: An area with innovative transit-oriented developments, services for area residents and workers and strong connections to the rest of the city.

Policy LUD 19.1: Land use and transportation. Encourage greater land use intensity and transit-oriented developments within a half-mile of light rail transit stations.

Policy LUD 19.2: Highly sustainable development. Provide incentives to encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

Policy LUD 19.3: Connectivity improvements. Support smaller blocks, bicycle and pedestrian improvements and connections throughout the area.

Policy LUD 19.4: Transportation Demand Management strategies. Require development to include and carry out Transportation Demand Management strategies.

5.10.1.2 *City of Mountain View Zoning Ordinance*

As a long-range planning document, the General Plan outlines long-term visions, policies, and actions designed to shape future development within Mountain View. The Zoning Ordinance serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although the two are distinct documents, the Mountain View General Plan and Zoning Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

The project site has an existing zoning district of *Limited Industrial (ML)*. The *ML* district is designed to provide an environment conducive to the development and protection of modern, large-scale administrative facilities, research institutions and specialized manufacturing organizations, all of a non-nuisance type.

The floor area ratio (FAR) allowed in the *ML* zoning district is 0.35. The district does not have a standard allowed maximum height, but limits height based on an included plane measured from the property lines.

The City of Mountain View 2030 General Plan includes a goal to develop a new zoning district, or Precise Plan, for the East Whisman Change Area. City Council has authorized the analysis of an interim *Planned Community (P)* zoning designation for projects in the East Whisman Change Area. The intent is for the interim zonings to be incorporated into the future Precise Plan, once developed, for the East Whisman Change Area.

5.10.2 Existing Setting

The 5.15-acre project site consists of two parcels (APNs 160-55-015 and -016) located at 580 and 620 Clyde Avenue in the City of Mountain View. The project is located on the west side of Clyde Avenue, north of East Middlefield Road and east of Ellis Street. The site is currently developed with two single-story light industrial buildings containing approximately 75,841 square feet of space.

Surrounding land uses include one-story office and industrial development to the east, south, and west, and a recently constructed six-story Samsung office campus is located directly north of the proposed project site across Clyde Avenue. The NASA-Ames Research Center/Moffett Federal Airfield is located to the north, north of U.S. Highway 101, and the Sunnyvale Golf Course is located east of Clyde Avenue.

The VTA NASA/Bayshore light rail station is located northwest of the project site on the north side of Manila Drive, east of Ellis Street. The VTA Middlefield light rail station is located south west of the project site, at 580 East Middlefield Road.

5.10.3 Environmental Checklist and Discussion of Impacts

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Physically divide an established community?	☐	☐	☐	☒	1, 2, 3
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	1, 2, 3, 4
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1, 10

5.10.3.1 *Land Use Impacts*

Community Impacts

The project would demolish the two existing light industrial buildings and construct a new five-story office building containing approximately 178,477 square feet of space. The project would not physically divide an established community within the City, as it would develop similar uses on the site, and would not interfere with or modify the movement of pedestrians through the area.

Land Use Compatibility Impacts

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced

onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope.
Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritation and annoyance to potentially significant effects on human health and safety.

The area surrounding the proposed project site consists of similar office and light industrial uses on the north, south, east and west. The proposed project site is located in the East Whisman Change Area as identified in the Mountain View 2030 General Plan, which is an area consisting of similar office and light industrial uses as the project site.

The proposed project would redevelop the existing light industrial site with a new office use at a greater density (0.80 FAR) than is currently allowed under the existing zoning. This greater density would not result in an incompatible land use, since it would not introduce new uses to the area, and would not introduce new sources of hazardous chemicals, odors, or new sources of noise and vibration to the site. In order to accommodate the high intensity office use, the project is proposing to rezone the site from *Light Industrial (ML)* to *Planned Community (P)*, which, as part of the rezone, requires the project to be more sustainable and provide improved amenities and connectivity for pedestrians and bicyclists. The project would not physically divide an existing community, and therefore is consistent with these thresholds.

Conflict with Environmental Plans, Policies, or Regulations

CEQA requires consideration of whether a proposed project may conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This environmental determination differs from the larger policy determination of whether a proposed project is consistent with a jurisdiction's land use policies and regulations. The CEQA determination is based on, and limited to, a review and analysis of environmental matters.

The project site's use and development is governed by the City's General Plan and Zoning Ordinance. The overall project consistency determination is made by the decision-making body of the jurisdiction and is based on broad local discretion to assess whether a proposed project conforms to the policies and objectives of its General Plan and its zoning regulations as a whole. The decision-making body may determine that the proposed project is or is not consistent with these land use policies and regulations despite any conclusion regarding conflicts with land use and planning set out in the CEQA document.

The project site is designated *High Intensity Office* in the adopted Mountain View 2030 General Plan, which allows development up to an FAR of 1.0. The proposed office project at 0.8 FAR is compatible with this current General Plan designation.

The project proposes a rezoning to change the zoning district from *Light Industrial (ML)* to *Planned Community (P)* designation that would allow an increase of density of office space on the site up to an FAR of 0.8. The increased density would allow for the development of more jobs in the City and thus provide an increase in the number of jobs compared to the number of housing units.

Approval of the project would result in an increase in jobs in the City. The project would be consistent with employment projections in the 2030 General Plan, and would not contribute to worsening the jobs/housing ratio beyond the current General Plan. Therefore, based on the existing General Plan, the project would not result in a significant population or housing impact.

5.10.3.2 *Habitat Conservation Plans*

As described in *Section 4.4, Biological Resources*, the City of Mountain View and the proposed project site are not included within the study area of the Santa Clara Valley Habitat Plan/Natural Community Conservation Plan, and, therefore, the project would not conflict with the plan.

5.10.4 Conclusion

The proposed project would not result in a significant land use impact. **[Less than Significant Impact]**

5.11 MINERAL RESOURCES

5.11.1 Existing Setting

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, limestone, and mercury. The project site is not located within a Mineral Resource Zone area containing known mineral resources, nor is the project site within an area where they are likely to occur.

5.11.2 Environmental Checklist and Discussion of Impacts

MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) 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?	☐	☐	☐	☒	1, 2, 3
2) 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?	☐	☐	☐	☒	1, 2, 3

5.11.2.1 *Mineral Resources Impacts*

The proposed project site is within a developed urban area and it does not contain any known or designated mineral resources.

5.11.3 Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource. **[No Impact]**

5.12 NOISE

5.12.1 Background Information

Fundamentals of Noise

Noise may be defined as unwanted sound. Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA.[9] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (L_{dn}). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called L_{eq} the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable.

Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Day/Night Average Sound Level, L_{dn} (sometimes also referred to as DNL), is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 p.m. and 7:00 a.m. The Community Noise Equivalent Level (CNEL) is a 24-hour A-weighted noise level from midnight to midnight after the addition of five dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

5.12.2 Regulatory Setting

5.12.2.1 *City of Mountain View 2030 General Plan*

The City's General Plan identifies the following land use outdoor compatibility standards for office buildings (business commercial and professional):

[9] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

- Normally Acceptable: up to 67.5 dBA L_{dn}
- Conditionally Unacceptable: 67.5-75 dBA L_{dn}
- Normally Unacceptable: 75-85+ dBA L_{dn}

The "normally acceptable" noise levels are considered satisfactory for office uses assuming that the office buildings are of conventional construction, without any special noise insulation requirements. In areas where the noise level is "conditionally unacceptable" for office uses, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design (General Plan Policy NOI 1.3). In areas where the noise level is "normally unacceptable," new construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.[10]

5.12.2.2 *City of Mountain View Municipal Code*

Section 8.70.1 of the City's Municipal Code restricts the hours of construction activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City.

The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems, delivery truck idling, loading/unloading activities, recreation activities, and parking lot operations) in Section 21.26 of the Municipal Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night, unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a conditional use permit by the Zoning Administrator.

5.12.3 *Existing Noise Conditions*

The project is located on the west side of Clyde Avenue, north of East Middlefield Road and east of Ellis Street in the East Whisman Change Area of the Moffett/Whisman planning district.

The noise environment on the site and in the vicinity results primarily from vehicular traffic along nearby roadways and aircraft overflights from Moffett Federal Airfield. The project is located between the 60 and 70 dB CNEL/L_{dn} contours for the year 2030 in the 2030 General Plan.[11]

The project site is also located within the airport influence area for Moffett Federal Airfield. The project site is located inside of the 70 dB CNEL noise contour for the year 2022 for this airport.[12] There are no sensitive receptors on the project site and the closest residential uses are 2,300 feet to the south in the City of Sunnyvale.

[10] City of Mountain View 2030 General Plan, *Outdoor Noise Acceptability Guidelines.*
[11] City of Mountain View. *Mountain View 2030 General Plan.* Figure 7.3
[12] *Final Draft Comprehensive Land Use Plan, Moffett Federal Airfield.* Santa Clara County Airport Land Use Commission. November 2, 2012.

5.12.4 Environmental Checklist and Discussion of Impacts

NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	1, 2, 3, 4
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1, 2, 3, 4
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 2, 3, 4
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 2, 3, 4
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	1, 15
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1

5.12.4.1 *Noise Impacts to the Project*

The proposed project would be subject to noise from traffic on nearby roadways, including US 101, State Route 237, Clyde Avenue, and from air traffic from Moffett Federal Airfield, and the VTA light rail.

Based on the 2030 General Plan, the estimated future noise levels at the project site are estimated to be between 60 and 70 dB CNEL, or "normally acceptable" for office uses (up to 67.5 dB), up to "conditionally acceptable" (67.5 to 75 dB). The project is also subject to overhead flights from Moffett Federal Airfield and located within the 70 dB CNEL noise contour for the year 2022.

Since the levels at the project site could exceed normally acceptable thresholds, construction drawings for the proposed project must confirm that measures have been taken to achieve an interior noise level of 55 dB or less for internal spaces and 67.5 dB or less for active outdoor areas.

5.12.4.2 *Noise Impacts from the Project*

Project Traffic Noise

As discussed in *Section 4.16, Transportation and Traffic*, the project would result in a net increase of 1,160 daily trips to and from the project site compared to existing conditions. In general, for traffic noise to increase noticeably (i.e., by a minimum of three dBA), existing traffic volumes must double. The development of the proposed project would not double the volume of traffic on any street serving the area and, therefore, the proposed project would not result in a noticeable increase in roadway noise.

Project Operation and Mechanical Equipment

The proposed office use is not anticipated to generate a substantial amount of noise or vibration during normal operations that would increase the ambient noise level at the site. Some additional noise may be generated by the parking structure; however, this would be a minimal increase considering the project's proximity to substantial sources of noise including US 101 and Moffett Federal Airfield.

Mechanical equipment, such as heating, ventilating, and cooling systems, would be installed and operated at the site. The project would be required to comply with Mountain View Municipal Code requirements for stationary equipment, and operation of new mechanical equipment would not exceed the City's standard of 55 dBA or less during the day and 50 dBA at night unless granted a conditional use permit by the Zoning Administrator.

Short-Term Construction Noise Impacts

Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses (e.g., residences), and/or when construction durations last over extended periods of time.

Construction-related noise levels are normally highest during the demolition phase, grading, and during excavation, including installation of project infrastructure, such as underground utility lines. These phases of construction require heavy equipment (e.g., earth moving equipment and impact tools) that normally generate the highest noise levels during site redevelopment. Construction-related noise levels are normally less during building erection, finishing, and landscaping phases.

Typical hourly average construction generated noise levels are about 75 to 80 dBA measured at a distance of 100 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction generated noise levels drop off at a rate of about six dBA per doubling of distance between the source and receptor.

Demolition, grading, and construction activity would be necessary to complete the project. Demolition of the existing buildings would take place first, followed by grading, site preparation, and then construction of the new facility. Existing office and industrial buildings are located adjacent to the project site. The Sunnyvale Golf Course is located east of Clyde Avenue, approximately 250 feet east of the project site. The closest residential uses are 2,800 feet to the west northwest. Noise and groundborne vibration generated by construction activity would temporarily increase noise and vibration levels in the vicinity of the project. Construction related noise would be considered a less than significant impact since construction necessary to complete the project would be short-term and of limited duration, and would be carried out in accordance with the provisions of the City of Mountain View City Code and General Plan policies.

The following noise reduction measures will be included in the project as a City condition of approval:

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

- 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:

  - Comply with manufacturer's muffler requirements on all construction equipment engines;

  - Turn off construction equipment when not in use, where applicable;

  - Locate stationary equipment as far as practical from receiving properties;

  - Use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and

  - Shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

- The project applicant shall designate a "disturbance coordinator" who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.

Through compliance with Mountain View's Municipal Code and regulations, and incorporation of these construction noise measures, the project would result in a less than significant construction noise impact.

5.12.5 Conclusion

With compliance with City of Mountain View Municipal Code and standard conditions of approval, noise impacts would be less than significant. **[Less than Significant Impact]**

5.13 POPULATION AND HOUSING

5.13.1 Existing Setting

The two parcels comprising the 5.15-acre project site are currently developed with two single-story light industrial buildings containing 75,841 square feet of space.

Population and Housing Units

The California Department of Finance identifies the City of Mountain View's population (within the City limits) at 77,914, with an estimated 34,807 housing units (as of January 1, 2015).[13] The General Plan EIR estimated that for 2030, the projected population in the City would be 86,332 residents in 41,129 households. This estimate would be roughly consistent with the projections of Plan Bay Area, jointly approved by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC).

There are no residences on the project site. The closest residential uses are 2,300 feet to the south in the City of Sunnyvale.

Employment

Plan Bay Area (2013) estimated that there were approximately 47,950 jobs in Mountain View in 2010. This is considerably less than the 71,204 jobs estimated for the City in 2012 by the U.S. Census Bureau.[14] The General Plan EIR estimated that the number of jobs in the City would increase to 80,817 in 2030, although Plan Bay Area estimates that jobs in Mountain View would rise to 63,590 in 2040 (a substantially lower estimate).

The existing site buildings on site could support approximately, 303 employees, based on a ratio of four person per 1,000 square feet of office space.

[13] California Department of Finance (Table E-50. January 2011-2015. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.
[14] U.S. Census Bureau, American Community Survey 1-year estimate (Table SO804).

5.13.2 Environmental Checklist and Discussion of Impacts

POPULATION AND HOUSING					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	1, 3
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1

5.13.2.1 *Population and Housing Impacts*

The site currently contains approximately 75,841 square feet of office/industrial space, which could support an estimated 303 employees (using an estimated ratio of one employee per 250 feet of space).

The proposed project would demolish the two existing buildings and construct one five-story building containing approximately 178,477 square feet of office/industrial space. The proposed project would increase development on the site by approximately 102,636 square feet. The proposed project could support approximately 714 employees, 411 more than could work on-site within the existing buildings. The proposed project would not displace or create any housing. Displacement of any existing employees on the site during construction would be temporary; however, the completed project would increase available employment in the area overall.

The project would contribute to growth in the East Whisman Change Area, the area designated in the City's General Plan for transit-oriented commercial and industrial development. The proposed project would incrementally increase the number of jobs available in the City of Mountain View, thereby increasing the jobs-to-housing ratio. The site is already served by infrastructure and would not create growth outside of the urban envelope. The growth is within the City's and ABAG's projections for the City of Mountain View through the year 2035. The project, therefore, would result in a less than significant population and housing impact.

5.13.3 Conclusion

Implementation of the proposed project will have a less than significant impact on population and housing. **[Less Than Significant Impact]**

5.14 PUBLIC SERVICES

This section discusses the proposed project's impacts on fire and police services as well as parks and recreational facilities. Since the project does not propose residential development, it is not expected to have an adverse effect on school enrollment or the availability of library services. Therefore, schools and libraries are not discussed further.

5.14.1 Existing Setting

5.14.1.1 *Fire Protection Services*

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 77,914 and an area of 12 square miles.[15] The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In Fiscal Year 2013/2014, out of 5,703 emergency calls made to the MVFD, 3,786 of the calls (66 percent) were for medical aid (rescue and EMS incident), and 122 were for fire (two percent).[16]

The MVFD operates out of five stations, strategically located throughout the City to ensure fast responses. The MVFD has an established response time goal of six minutes (from dispatch) for "Medical Code Three" calls (i.e., those requiring expedited transport). During the 2012/2013 fiscal year, the MVFD achieved this goal 95 percent of the time.[17]

The MVFD has five engine companies, one rescue unit, one ladder truck, and one HAZMAT unit. The 86 full-time personnel are divided into three divisions: Suppression, Fire and Environmental Protection, and Administration.[18] There is a minimum on-duty daily staffing of 21 personnel, and each of the Department's five engines is staffed with at least one firefighter/paramedic. The City of Mountain View also participates in a mutual aid program with neighboring cities, including Palo Alto, Los Altos, and Sunnyvale. Through this program, one or more of the mutual aid cities would provide assistance to Mountain View in whatever capacity was needed. The Mountain View Fire Department reviews applications for new projects to ensure that they comply with the City's current codes and standards.

5.14.1.2 *Police Protection Services*

Police protection services are provided to the project site by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 90 sworn and 45 non-sworn personnel.[19] The

[15] Mountain View Police Department. Annual Report 2014. Available at http://mountainview.gov/depts/police/default.asp. Accessed October 12, 2015

[16] Mountain View Fire Department. Stats/Response/Annual Report. Available at: http://mountainview.gov/depts/fire/about/report.asp. Accessed October 12, 2015.

[17] Mountain View Fire Department. Available at: http://mountainview.gov/civicax/filebank/blobdload.aspx?blobid=7735. Assessed October 12, 2015.

[18] City of Mountain View Fire Department. Annual Report Fiscal Year 2012-2013. Accessed on September 3, 2015.

[19] Mountain View Police Department. Annual Report 2014. Available at: http://mountainview.gov/depts/police/default.asp. Accessed October 12, 2015.

MVPD conducts an active volunteer program (non-officers). Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately 2.5 miles driving distance north of the project site.

The most frequent crimes in the City of Mountain View are larceny, burglary, and assault. During the 2014 fiscal year, the average response time for Priority 0, 1, 2 and 3 calls across the four Beats in the City was 15.3 minutes.

To ensure that their standards are always met, the MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

5.14.1.3 *Parks and Open Space*

The City of Mountain View currently owns or manages 993.07 acres of parks and open space facilities, including 18 mini-parks (one undeveloped), 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).[20]

5.14.2 Environmental Checklist and Discussion of Impacts

PUBLIC SERVICES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	☐	☐	☒	☐	1, 3, 20
Police Protection?	☐	☐	☒	☐	1, 3, 21
Schools?	☐	☐	☐	☒	1, 3
Parks?	☐	☐	☒	☐	1, 3, 22
Other Public Facilities?	☐	☐	☐	☒	1, 3

[20] City of Mountain View. *2014 Parks and Open Space Plan*. Adopted October 28, 2014. Available at http://mountainview.gov/depts/cs/parks/proj/default.asp. Accessed October 12, 2015.

5.14.2.1 *Fire Protection Services*

The project would increase the office development on the site by approximately 102,636 square feet, increasing the number of people working at the site and thus incrementally increasing the need for fire suppression and rescue response services. The project would be constructed to current Fire Code standards, and would not increase the urban area already served by the Mountain View Fire Department. The Mountain View Fire Department does not anticipate the need to construct a new fire station to accommodate growth anticipated in the 2030 General Plan.[21] Since the project is consistent with the 2030 General Plan, the incremental increase in demand for fire services represented by the project would not result in the need to expand or construct new fire facilities.

5.14.2.2 *Police Protection Services*

The redevelopment of the project site within Mountain View is not expected to substantially increase demand for police services in the project area. The Mountain View Police Department maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. Since the proposed project would not add any residents, the project would not represent a significant demand for increased police staffing to serve the site.

5.14.2.3 *Parks and Recreation Impacts*

To meet the Mountain View's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or pay an open space fee to the City. The project does not propose residential development, thus it would not be required to dedicate parkland or pay in lieu fees for parkland.

The project, which would result in a net increase of 102,636 square feet of office space on the project site and employment increase of approximately 411 on site, would slightly increase the number of people using nearby park facilities. The incremental increase would not require the construction of new parkland or cause the deterioration of existing facilities.

5.14.3 Conclusion

The project may incrementally increase the demand for fire and police protection services in the City by increasing the about of office space and people on site, but would not result in adverse physical impacts or deterioration of recreational facilities. **[Less Than Significant Impact]**

The project does not propose to develop residences in the City of Mountain View; therefore, it would not have any effects on school or library services. **[No Impact]**

[21] City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR.* November 2011. Page 495.

5.15 RECREATION

5.15.1 Existing Setting

The City of Mountain View currently owns 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among mini-parks, neighborhood parks, district parks, a community garden, and a regional park (Shoreline at Mountain View). The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Whisman Planning Area of the City of Mountain View 2008 *Parks and Open Space Plan*. At 1,100 acres the Whisman Planning Area is the second largest planning area in the City and contains 15.41 acres of park and open space facilities. Residential density is above the average for all planning areas and in 2006 the population in the Whisman Planning Area was estimated to be 8,393. The area contains 1.84 park acres per 1,000 residents and currently does not meet the City standard of 3.0 acres per 1,000 residents. All portions of the Whisman Planning Area are located within a one-half mile walking distance of a park facility. The largest park facilities in the area include the 8.6-acre Whisman School/Park and the 3.39-acre Slater School/Park.

Devonshire Park, dedicated in January 2007, is one of four mini-parks in the Whisman Planning Area and is the nearest public park to the project site, located approximately 0.25 miles to the west of the site. Park amenities include grass fields, playgrounds, and sitting areas. Other nearby park facilities include Whisman School/Park, located approximately 0.60 miles to the west, and Slater School/Park located approximately 0.60 miles to the south of the project site.

5.15.2 Environmental Checklist and Discussion of Impacts

RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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?	☐	☐	☒	☐	1, 3, 22
2) 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?	☐	☐	☐	☒	1

5.15.2.1 *Recreation Impacts*

The project proposes to develop one commercial office building. The project does not propose any residential development. Increased use of parks by approximately 411 additional employees would be incremental and would not cause significant physical deterioration. The project does not propose or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Since the proposed project does not include residential development, it would not be required to dedicate park land or pay fees toward parkland pursuant to Chapter 41.6 of the Mountain View Municipal Code.

5.15.3 Conclusion

The project would not result in a significant adverse impact to recreation facilities within the City of Mountain View. **[Less Than Significant Impact]**

5.16 TRANSPORTATION

The discussion in this section is based on the 580-620 Clyde Avenue Office Project, Traffic Impact Analysis prepared by *Hexagon Transportation Consultants* on February 24, 2016. This report is included in this Initial Study as Appendix E. A draft transportation demand management (TDM) prepared by *TDM Specialists, Inc*. for the project on March 21, 2016 is included in Appendix E.

5.16.1 Existing Setting

The 5.15-acre project site is comprised of two parcels located at 580 and 620 Clyde Avenue. The site is located in the East Whisman Change Area of Mountain View, which encourages sustainable, transit-oriented employment centers with strong pedestrian and bicycle connectivity to light rail, employers, and amenities. The project site is currently developed with two single-story light industrial buildings containing 75,841 square feet of space.

5.16.1.1 *Existing Roadway Network*

Regional access to the project site is provided by US 101, State Route (SR) 85 and SR 237.

US 101 is a north-south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. US 101 is eight lanes wide (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. US 101 provides site access via a full interchange at Ellis Street.

SR 237 is an east-west freeway that begins at the intersection of El Camino Real and Grant Road in Mountain View and extends to Milpitas in the northeast. It has four lanes in the vicinity of the project. SR 237 provides site access via the interchanges at Maude Avenue and Middlefield Road.

SR 85 is a north-south freeway that begins at US 101, east of Shoreline Boulevard and extends south towards San Jose and terminates at US 101 east of the Silicon Valley Boulevard/Bernal Road interchange. SR 85 is six lanes wide (two mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project. Access to the project site from SR 85 is provided via its interchanges with SR 237 and Central Expressway.

Local access to the project site is provided via Central Expressway, Middlefield Road, Maude Avenue, Ellis Street, and Clyde Avenue. These roadways, streets, and the project study intersections are shown on Figure 10.

Central Expressway is a four to six lane, east-west expressway that extends from Santa Clara in the east to San Antonio Road in the west where it becomes Alma Street. Central Expressway is located south of the project site and provides access to the site via Ferguson Drive and Middlefield Road.

Middlefield Road is a four lane east-west arterial that runs parallel to US 101. It begins at the intersection of Central Expressway in Mountain View and runs west through Redwood City. Access from Middlefield to the project site is provided via Ellis Street and Logue Avenue.

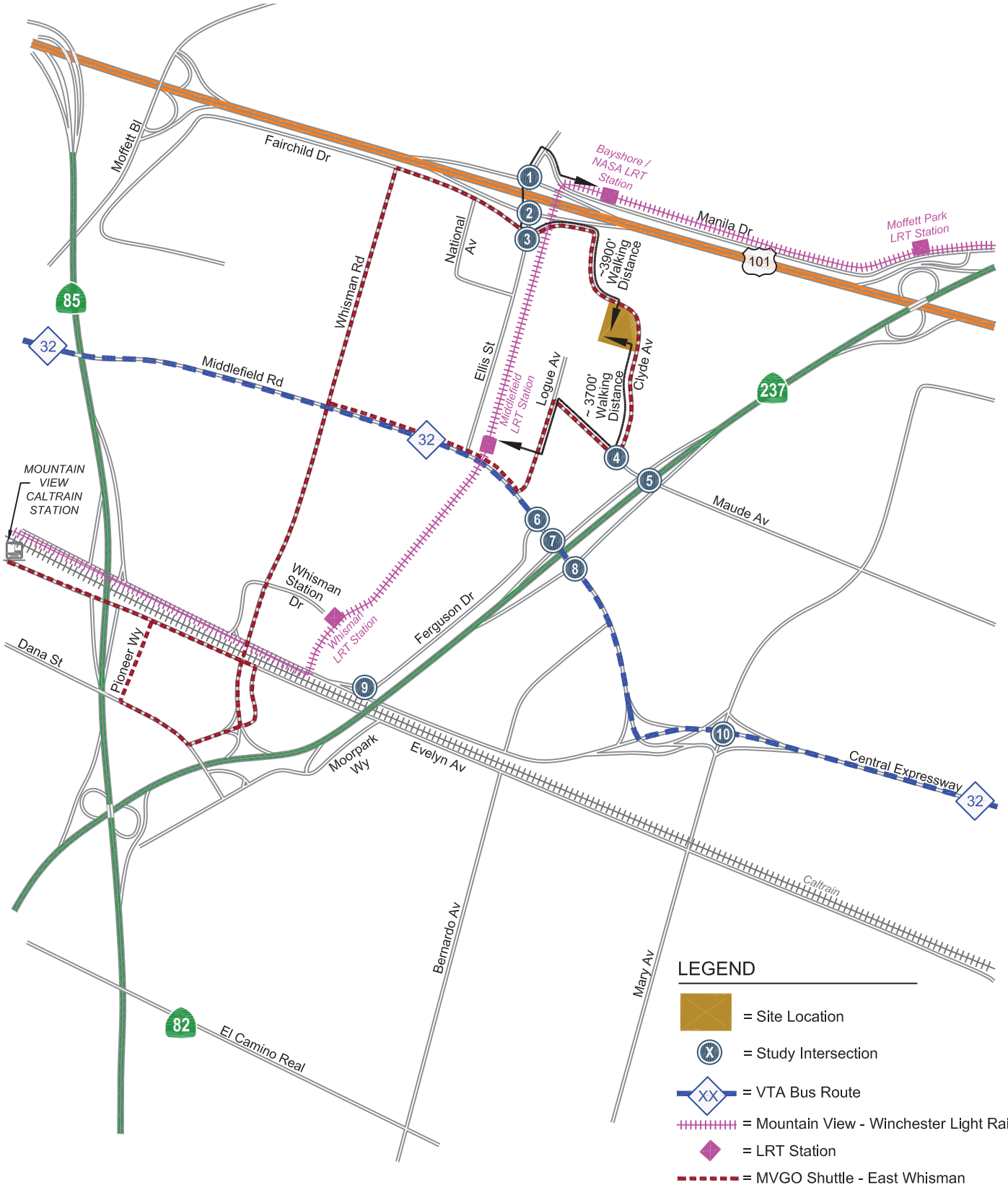
LEGEND

= Site Location

= Study Intersection

PROJECT LOCATION AND STUDY INTERSECTIONS FIGURE 10

EXISTING BICYCLE FACILITIES FIGURE 11



EXISTING TRANSIT FACILITIES FIGURE 12

Maude Avenue is a two to four lane, east-west arterial road that extends from Wolfe Road in Sunnyvale east to Logue Avenue. Access to the project site from Maude Avenue is provided via Clyde Avenue.

Ellis Street is a four-lane, north-south roadway that extends northward from Middlefield Road to Cody Road/Macon Road just beyond US 101. Ellis Street has a two-way-center-left-turn-lane and provides access to commercial uses. Access to the project site is provided via its intersection with Fairchild Drive.

Fairchild Drive is a two-lane east-west roadway that runs along the south side of US 101 from Moffett Boulevard, through Ellis Street, and to Clyde Avenue.

Clyde Avenue is a two lane north-south roadway that extends between Fairchild Drive and Maude Avenue. Clyde Avenue provides direct access to the project site via existing driveways.

5.16.1.2 *Existing Transit, Bicycle, and Pedestrian Facilities*

Existing Transit Network

The Santa Clara Valley Transportation Authority (VTA) operates local bus and light rail service in the project area. The existing VTA transit services facilities are described below and shown in Figure 12.

VTA Light Rail (LRT) Service is provided by the Mountain View-Winchester LRT line (Route 902), which operates east of Ellis Avenue in the study area. The Bayshore/NASA LRT station is located approximately 3,900 feet (walking distance) north of the project site and the Middlefield LRT station is located about 3,700 feet (walking distance) southwest of the site. Route 902 provides service between Downtown Mountain View and the Winchester Boulevard in Campbell. Weekday service is approximately between 4:45 AM and 12:45 AM, with 15-minute headways during commute hours. The LRT line also connects to the Altamont Corridor Express (ACE) and the Capitol Corridor commuter rail service at the Lick Mill LRT station.

The closest VTA Bus Service is located at the intersection of Logue Avenue and Middlefield Road, approximately 0.8 miles from the project site. This bus stop is served by one VTA route.

- The 32 line operates on Middlefield Road in the project vicinity, providing service between the San Antonio Transit Center and the Santa Clara Transit Center between 5:45 AM and 8:30 PM with 30-minute headways during peak hours.

The Mountain View Transportation Management Association (MVTMA) launched the MVGo shuttle service in January 2015. The MVGo shuttle is a fare-free service open to the public and is run between the Mountain View Transit Center and corporate campuses in the North Bayshore and Whisman areas.

In the project vicinity, the East Whisman route runs on Whisman Road, Clyde Avenue, and Middlefield Road and stops at the Clyde Avenue/Clyde Court intersection about 200 feet from the

project site. The shuttle schedule is coordinated with Caltrain arrivals in the morning and departures in the afternoon. The East Whisman route operates 12 total trips in the weekday AM peak period (four trips in the peak hour) and 13 total trips in the weekday PM peak period (four trips in the peak hour) at the Clyde Avenue/Clyde Court stop.

Bicycle Classifications

There are four bikeway classifications in the City of Mountain View:

- Class I Bicycle Paths: Separate right of way for the exclusive use of bicycles and pedestrians with minimal roadway crossing.

- Class II Bicycle Lanes: Striped lane for on-street, one-way bicycle travel designed for the exclusive use of cyclists.

- Class III Bicycle Routes: Identified with "bicycle route" signs on streets with wide curbside travel lanes to allow both cyclists and motor vehicles.

- Bicycle Boulevards: A modified bicycle route providing a more convenient and efficient through-route for all cyclists, marked by signs, pavement markings, and in some cases traffic calming devices.

Bicycle lanes provide a striped lane for one-way bicycle travel on a street or highway and are designed for the exclusive use of cyclists with certain exceptions. For instance, right turning vehicles must merge into the lane before turning, and pedestrians can use the bicycle lane when there is no adjacent sidewalk. A bicycle route may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles. Although some wide streets with high volumes of traffic could be designated as bicycle routes, official bicycle routes in Mountain View are on low-volume streets.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities that exist within one mile of the proposed project site include the Hetch-Hetchy Trail (Class I Bicycle Path), striped bike lanes (Class II Bicycle Lanes), and shared bike routes (Class III Bicycle Routes) Existing bicycle facilities can be seen in Figure 11.

The Hetch-Hetchy Trail runs from Whisman Road to Stevens Creek Trail. The trail is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Hetch-Hetchy Trail can be accessed from Whisman Road approximately one mile walking/bicycling distance from the project site.

Striped bike lanes (Class II Bicycle Lanes) are located along the following street segments:

- Clyde Avenue
- Ellis Street south of Fairchild Drive
- West Maude Avenue west to Mathilda Avenue

- Logue Avenue south of Maude Avenue
- East Middlefield Road west of Bernardo Avenue
- Mary Avenue north of Maude Avenue
- Whisman Road

Class III Bicycle Routes are located along Fairchild Drive between Ellis Street and Clyde Avenue.

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Clyde Avenue, Maude Avenue, Logue Avenue, and Middlefield Road. Crosswalks with pedestrian signal heads are located at all of the signalized study intersections. Crosswalks are provided on the north leg of the intersection of Clyde Avenue and Maude Avenue and at the intersection of Logue Avenue and Maude Avenue. Pedestrian crosswalks are provided on Clyde Avenue at the north and east sides of the project site and on Logue Avenue at the Middlefield LRT station. The existing network of sidewalks and crosswalks provides pedestrians with safe routes to transit services and other points of interest within the vicinity of the project site.

5.16.1.3 *Existing Vehicular Traffic Level of Service Methodology*

The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County and oversees the Santa Clara County Congestion Management Program (CMP). The CMP identifies regional intersections in the County that are under the control of the CMA.

Existing traffic conditions at the project study intersection was evaluated using the level of service (LOS) standards of the City of Mountain View and the CMP. Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little to no delay, to LOS F, or jammed conditions with excessive delays. The level of service defined as acceptable by the City of Mountain View is LOS D or better for City controlled intersections. The VTA defines acceptable operating level as LOS E or better for CMP designated intersections. Table 5.16-1 shows the level of service descriptions and thresholds for signalized intersections.

Table 5.16-1
Signalized Intersection Level of Service Definitions
Based on Control Delay

LOS	Description	Total Delay (seconds per vehicle)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	Up to 10.0
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection	20.1 to 35.0

Table 5.16-1 Signalized Intersection Level of Service Definitions Based on Control Delay		
LOS	**Description**	**Total Delay (seconds per vehicle)**
	without stopping.	
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0
Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000. Page 10-16.		

The City of Mountain View does not apply significance thresholds to unsignalized intersections. One unsignalized intersection was included as part of the study. Level of service calculations at the unsignalized intersection was based on the 2000 Highway Capacity Manual (HCM) method. TRAFFIX software was used to apply the 2000 HCM operations method for evaluation of conditions at unsignalized intersections. This method is applicable for both two-way and all-way stop-controlled intersections. The delay and corresponding level of service at the unsignalized, stop-controlled intersections are presented in Table 5.16-2 below.

Table 5.16-2 Unsignalized Intersection Level of Service Definitions		
LOS	**Description**	**Total Delay (seconds per vehicle)**
A	Little or no traffic delay.	10.0 or less
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delay.	15.1 to 25.0
D	Long traffic delay.	25.1 to 35.0
E	Very long traffic delay.	35.1 to 50.0
F	Extreme traffic delay.	Greater than 50.0
Source: Transportation Research Board. *2000 Highway Capacity Manual*. 2000.		

Baseline Traffic Conditions

The analysis was designed to identify and evaluate the potential traffic impacts of the proposed redevelopment on the surrounding transportation infrastructure in the project vicinity. Project impacts were evaluated following the guidelines of the City of Mountain View and the Santa Clara

County Transportation Authority (VTA).
Since the proposed project would generate more than 100 peak hour trips, a Congestion Management Program (CMP) analysis was required. The study analyzed nine signalized and one unsignalized intersection (Clyde Avenue and West Maude Avenue) along with freeway segments in the vicinity of the project. The signalized intersections are listed below in Table 5.16-3, and the unsignalized intersections are listed in Table 5.16-5.

Traffic conditions at the study intersections were analyzed for weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak traffic travel periods.

Traffic conditions were evaluated for the following scenarios:

- Existing Conditions: Existing traffic volumes were obtained from new traffic counts conducted in 2015, the 2014 CMP database, and previous traffic studies. The existing buildings on the project site were not fully occupied at the time that the new counts were conducted.

- Existing Plus Project Conditions: Existing traffic volumes with the project were estimated by adding the existing traffic volumes to the additional traffic generated by the proposed project. Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

- Background Conditions: The background traffic volumes were defined as trips associated with nearby approved, but not yet constructed, development projects, added to existing traffic volumes. The list of approved projects was provided by the City. Background conditions also include the incremental increase in traffic that would result from full occupancy of the existing buildings on the project site.

- Background Plus Project Conditions: Background traffic volumes with the project were estimated by adding the background traffic volumes to the net additional traffic generated by the proposed project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

- Cumulative Conditions: The cumulative scenario without project traffic volumes were based on the assumption of a two percent growth factor per year for five years, which was applied to existing traffic volumes, and then background project trips were added, in accordance with standard Mountain View procedures. The estimates of trips generated by the project were then added to the cumulative no project traffic volumes to yield cumulative with project traffic volumes. The results of this analysis is included in *Section 4.18.2, Cumulative Impacts* of this Initial Study.

Existing Traffic Volumes and Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 5.16-3. The results show that all of the non-CMP study intersections currently operate at an acceptable LOS C or better during both the AM and PM peak hours of traffic. CMP study

intersections currently operate at an acceptable LOS E or better under background conditions.

Table 5.16-3
Existing Intersection Level of Service

Project Intersection	Peak Hour	Existing	
		Average Delay (seconds)	LOS
1. Ellis Street and US 101 Northbound Ramps	AM	19.0	B-
	PM	21.5	C+
2. Ellis Street and US 101 Southbound Ramps	AM	17.2	B
	PM	10.2	B+
3. Ellis Street and Fairchild Drive	AM	13.6	B
	PM	16.2	B
4. Clyde Avenue and West Maude Avenue	AM	9.1	A
	PM	14.2	B
5. SR 237 Ramps and W Maude Avenue	AM	24.0	C
	PM	26.7	C
6. Ferguson Drive and East Middlefield Road	AM	7.6	A
	PM	10.0	B+
7. SR 237 Westbound Ramps and E. Middlefield Road	AM	21.0	C+
	PM	21.4	C+
8. SR Eastbound Ramps and E. Middlefield Road	AM	22.4	C+
	PM	20.7	C+
9. Ferguson Drive and Central Expressway*	AM	3.3	A
	PM	15.8	B
10. Mary Avenue and Central Expressway*	AM	50.0	D
	PM	67.2	E
*Denotes CMP Intersection			

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was 1) to identify any existing traffic problems that may not be directly related to intersection level of service, and 2) to identify any locations where the LOS calculation does not accurately reflect level of service in the field.

5.16.1.4 *Existing Freeway Segment Levels of Service*

Freeway segment densities reported in the 2014 Santa Clara County Congestion Management Program (CMP) Monitoring Report were used to calculate the existing level of service for the freeway segments in the study area.

The following freeway segments do not currently operate within the CMP standard of LOS E or better under existing conditions:

- SR 237, between Central Parkway to SR 85 (westbound PM peak hour)
- SR 237, between Maude Avenue to Central Parkway (westbound PM peak hour)

- US 101, between SR 237 and Moffett Boulevard (southbound PM peak hour)
- US 101, between SR 85 and Moffett Boulevard (northbound AM peak hours and southbound PM peak hours)
- SR 85, between El Camino Real and Fremont Avenue (northbound AM peak hour southbound PM peak hour)
- SR 85, between SR 237 to El Camino Real (southbound PM peak hour)
- SR 237, between US 101 to Mathilda Avenue (eastbound PM peak hour)
- US 101, between SR 85 and N. Shoreline Boulevard (northbound AM peak hour)

The remaining freeway segments in the study area operate at an acceptable LOS E or better.

5.16.1.5 *Background Conditions*

Background traffic volumes were obtained by estimating trip generation for a list of approved but not yet constructed projects provided by the City of Mountain View and Sunnyvale. The following list of approved projects were included in the background analysis:

City of Mountain View Approved Developments:

- 600 National Avenue (140,654 square feet of office uses)
- 369 North Whisman Road (180,773 square feet of office uses)
- 575 East Middlefield Road (102,419 square feet of office uses)
- 111-149 Fairchild Drive (53 unit rowhouses)
- 450 North Whisman Drive (37 unit rowhouses)
- 100, 420-430, 500 Ferguson Drive (South Whisman Precise Plan Phase I – 592 residential apartments, 3,000 square feet of commercial use, and a 2.76-acre public park)
- 525-569 East Evelyn Avenue (70 unit rowhouses)

City of Sunnyvale Approved Developments:

- 1081 Innovation Way (Juniper Networks Campus – 2.43 million square feet of office uses)
- 1152 Bordeaux Drive (Moffett Office Park – 1.77 million square feet of office uses)
- 215 Moffett Park Drive (86,400 square feet of research/development uses and 5,000 square feet of restaurant uses)
- 433 North Mathilda Avenue (210,000 square feet of office uses)
- 479 North Pastoria Avenue (52,394 square feet of office and research/development uses)
- 815 West Maude Avenue (23,340 square feet of office and research/development uses)
- 1095 West El Camino Real (156 apartment units and 40,544 square feet of office space)
- 645 Almanor Avenue (176,780 square feet of research/development uses)

It should be noted that in 2002, NASA approved the NASA Ames Development Plan and the programmatic environmental impact statement (EIS), which details the long-term plan for developments in the Moffett Field. However, at the time of the study, no specific projects have been proposed for the Moffett Field. Therefore, the study does not include any trips associated with the plan under background conditions.

Also included in the background traffic volumes were trips associated with full occupancy of the previous uses (estimated using ITE trip generation rates). Trip generation estimates for the approved projects were based on traffic impact studies conducted for each of the projects.

5.16.1.6 *Background Conditions Intersection Level of Service*

The results of the intersection LOS analysis under background conditions are summarized in Table 5.16-6. The results show that all of the non-CMP study intersections would continue to operate at an acceptable LOS C or better during both the AM and PM peak hours of traffic. CMP study intersections would continue to operate at an acceptable LOS E or better under background conditions.

5.16.2 Environmental Checklist and Discussion of Impacts

TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	1, 2, 3, 4, 23, 24
2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	1, 2, 3, 23, 24
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	1, 17
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	1, 23

TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 5) Result in inadequate emergency access?	☐	☐	☐	☒	1, 23
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1, 3, 23

5.16.2.1 *Traffic Impact Thresholds*

City of Mountain View

The City of Mountain View has established standards for significance in evaluation of transportation impacts. The project can be said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Mountain View if for either peak hour:

- The level of service at the intersection drops below its respective level of service standard when project traffic is added, or
- The intersection is already operating at an unacceptable level of service under background conditions and the addition of project traffic causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

A significant impact by City of Mountain View standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to its level of service standard or to an average delay that is better than background conditions.

Pedestrian, Bicycle, and Transit Impacts

A significant pedestrian, bicycle, or transit impact would occur if the proposed project:

- Conflicts with existing or planned pedestrian, bicycle, and/or transit facilities; or
- Creates pedestrian and bicycle demand without adequate and appropriate facilities for safe non-motorized mobility; or
- Generates potential transit trips without adequate transit capacity or access to transit stops.

5.16.2.2 *Transportation Demand Management*

The project has proposed a draft Transportation Demand Management Plan (TDM) program to promote alternative transportation modes and shift commuting employees from single occupancy vehicles to transit ridership, pedestrian and biking modes, and low-emitting vehicles. The plan is designed to achieve at least a twenty percent reduction in peak hour vehicle trips. A preliminary draft of the plan is attached to the traffic study in Appendix D.

TDM measures can reduce the amount of traffic generated by a land use and the associated traffic impacts. In an effort to reduce vehicle traffic and parking demand the project will implement the following TDM measures:

TDM Infrastructure and Physical Measures:

- **Bicycle and Pedestrian Measures**
  - Provide secured bicycle storage facilities
  - Provide Fix-it bicycle repair station
  - Provide three campus bicycles for employee uses to access local resources
  - Provide amenities, access and connections, incorporate wide sidewalks
  - Provide showers, changing rooms and clothing lockers
- **Parking Facilities and Onsite Measures**
  - 10% vehicle parking reduction
  - Carpool and clean-fuel parking spaces
  - Nearby MVgo shuttle stop
  - Transportation and commute information kiosk
- **Amenities**
  - Outdoor patios, outdoor areas, furniture, pedestrian pathways, picnic and recreational areas
  - Nearby walkable amenities include: Specialty's Cafe, Peet's Coffee & Tea, and Wells Fargo

Programmatic TDM Measures:

- **Membership in MVTMA**
- **Commuter marketing/Outreach and Tenant Services**
  - TDM program training for tenant(s)
  - Kick-off commuter event at full occupancy
- **Commute Programs**
  - Employee transportation coordinator
  - Transit subsidies and/or transit passes to all employees
  - Emergency Ride Home program
  - Transit and trip planning resources
  - Carpool and vanpool ride-matching support
  - Bicycle route mapping resources and incentives

- Commuter Choice – pre-tax options (transit and vanpool, or bicycle)
- Caltrain Go Pass/VTA Eco pass
- Pre-tax bike commuter benefit
- On-site food service and café
- Exercise facility/gym
- Commuter promotions (Bike to Work Day, Earth Day, Wellness Event, Health Fair, Spare the Air Day, etc.)
- Flextime and off-peak commuting
- Teleworking/telecommuting
- Compressed workweek
- Mobile Services (delivery or personal services, massage, dry cleaning, etc.)
- Associate Membership in MVTMA

As part of the draft TDM program, the applicant will conduct an annual survey of employee trip behavior to evaluate the ongoing success of the TDM program in a manner acceptable to the City of Mountain View. The annual commute survey summary will be reported to the City of Mountain View, as a required condition of approval. Monetary penalties will be incurred for noncompliance with the targeted trip reduction.

The program described above is targeted to achieve at least a 20 percent reduction in peak hour single-occupancy vehicle trips. At the time of preparation of this Initial Study, no specific tenant was identified for the proposed building. The building owner(s) will be responsible for implementing the TDM measures listed above. Implementation of the TDM measures described above as conditions of approval for the project would further reduce already less than significant intersection and freeway traffic impacts, as previously described.

5.16.2.3 *Trip Generation Estimates*

The traffic generated by the project was estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. Trip generation estimates for the project were developed using the "General Office" land use rate from *Trip Generation (9th Edition)* by the Institute of Transportation Engineers (ITE).

The project would include a Transportation Demand Management Plan (TDM) and would participate in the existing Mountain View Transportation Management Association (MVTMA). The draft TDM plan, prepared by TDM Specialists, Inc., is included as Appendix D of this Initial Study. The TDM plan was designed to achieve the Mountain View peak-hour vehicle trip reduction target of 20 percent by encouraging carpools, bicycling, transit use, and travel by modes other that single-occupant vehicles. The trip generation analysis for this project evaluated two scenarios: (1) a seven percent trip reduction to reflect a more conservative analysis, and (2) a twenty percent target-based trip reduction. Since the project is proposing a twenty percent trip reduction, the discussion in this section will focus on that scenario.

LEGEND

= Site Location

= Study Intersection

XX% = Distribution %

PROJECT INTERSECTIONS AND NET TRIP DISTRIBUTION FIGURE 13

Under the twenty percent TDM trip reduction scenario, the project would generate a total of 1,631 daily trips with 243 trips in the AM peak hour (214 inbound and 29 outbound) and 222 trips in the PM peak hour (38 inbound and 184 outbound). This estimate does not account for existing trips that would be generated by the existing uses on the project site. The trips generated assuming full occupancy of the existing buildings and the net new project trips (above those accommodated by existing buildings) are shown in Table 5.16-4. Figure 13 shows the project intersection and net trip distribution.

Table 5.16-4
Project Trip Generation Rates and Estimates with 20% TDM Trip Reduction

Land Use	Size (Square Feet)	Daily Trips	AM Peak Hour				PM Peak Hour			
			Peak Hour Rate[1]	In	Out	Total	Peak Hour Rate[1]	In	Out	Total
Proposed Office[1]	178,480	2,039	1.70	268	36	304	1.56	47	231	278
20% Trip Reduction		-408		-54	-7	-61		-9	-47	-56
Gross Project Trips:		1,631		214	29	243		38	184	222
Existing Research and Development[2]	42,470	-344	1.22	-43	-9	-52	1.07	-7	-38	-45
Existing Manufacturing[3]	33.370	-127	0.73	-19	-5	-24	0.73	-9	-15	-24
Net New Project Trips		**1,160**		**152**	**15**	**167**		**22**	**131**	**153**

Source: Hexagon Transportation Consultants. 2016.

[1] Based on Fitted Curved Equation for General Office Building (710). Institute of Transportation Engineers, Trip Generation, 9th Edition.

[2] Land Use Code 760: Research and Development Center

[3] Land Use Code 140: Manufacturing

Figure 12 shows the transportation facilities near the project site.

The VTA allows projects to take a "Target-Based Trip Reduction" if documentation and justification are provided in the TIA. This approach may be taken when the project applicant has entered into an enforceable agreement with the lead agency that limits the number of automobile trips traveling to and from the project site. The trip reduction program must include a commitment to monitor trip generation and determine whether targets are met, an enforcement structure, and a commitment to summary-level data sharing. For the purpose of a TIA, stating a commitment and providing the documentation is sufficient, provided that the commitment also appears in a legally enforceable document. Examples of such documents, for trip reduction documentation purposes, include conditions of approval, development agreements, CEQA Mitigation Monitoring & Reporting Programs (MMRPs), and/or Covenants, Conditions, & Restrictions (CC&Rs). For these reasons, a 20 percent trip reduction is included in the project and described in the TIA.

5.16.2.4 *Existing Plus Project Intersection Level of Service*

The results of the intersection LOS analysis under existing plus project conditions are summarized in Table 5.16-5. All of the non-CMP study intersections would operate at LOS D or better during both the AM and PM peak hours of traffic. All CMP intersections would continue to operate at an acceptable LOS E or better under existing plus project conditions.

Table 5.16-5
Existing Plus Project Intersection Level of Service

Project Intersection	Peak Hour	Existing Plus Project	
		Average Delay (seconds)	LOS
1. Ellis Street and US 101 Northbound Ramps	AM	19.2	B-
	PM	21.7	C+
2. Ellis Street and US 101 Southbound Ramps	AM	17.9	B
	PM	10.3	B+
3. Ellis Street and Fairchild Drive	AM	14.0	B
	PM	16.4	B
4. Clyde Avenue and West Maude Avenue	AM	9.7	A
	PM	18.7	C
5. SR 237 Ramps and W Maude Avenue	AM	25.2	C
	PM	26.7	C
6. Ferguson Drive and East Middlefield Road	AM	7.7	A
	PM	10.1	B+
7. SR 237 Westbound Ramps and E. Middlefield Road	AM	21.0	C+
	PM	21.6	C+
8. SR Eastbound Ramps and E. Middlefield Road	AM	22.4	C+
	PM	20.7	C+
9. Ferguson Drive and Central Expressway*	AM	3.5	A
	PM	18.1	B-
10. Mary Avenue and Central Expressway*	AM	50.1	D
	PM	67.6	E
*Denotes CMP Intersection			

5.16.2.5 *Background Plus Project Intersection Level of Service*

The results of the intersection LOS analysis under background plus project conditions are summarized in Table 5.16-6. All of the non-CMP study intersections would operate at LOS D or better during both the AM and PM peak hours of traffic. All CMP intersections would continue to operate at an acceptable LOS E or better under background plus project conditions.

Table 5.16-6
Background and Background Plus Project
Intersection Level of Service

Project Intersection	Peak Hour	Background		Background Plus Project	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1. Ellis Street and US 101 Northbound Ramps	AM	20.9	C+	21.3	C+
	PM	22.4	C+	22.6	C+
2. Ellis Street and US 101 Southbound Ramps	AM	19.1	B-	19.7	B-
	PM	10.7	B+	10.9	B+
3. Ellis Street and Fairchild Drive	AM	26.9	C	26.7	C
	PM	18.0	B	18.0	B
4. Clyde Avenue and West Maude Avenue	AM	9.2	A	9.7	A
	PM	15.2	C	18.7	C
5. SR 237 Ramps and W Maude Avenue	AM	24.0	C	24.2	C
	PM	27.0	C	27.0	C
6. Ferguson Drive and East Middlefield Road	AM	8.6	A	8.6	A
	PM	11.9	B+	11.9	B+
7. SR 237 Westbound Ramps and E. Middlefield Road	AM	22.3	C+	22.3	C+
	PM	25.1	C	25.2	C
8. SR Eastbound Ramps and E. Middlefield Road	AM	23.3	C	23.3	C
	PM	20.7	C+	20.7	C+
9. Ferguson Drive and Central Expressway*	AM	16.5	B	16.6	B
	PM	16.9	B	18.4	B-
10. Mary Avenue and Central Expressway*	AM	50.3	D	50.4	D
	PM	68.6	E	68.9	E
*Denotes CMP Intersection					

5.16.2.6 *Unsignalized Intersection Level of Service Analysis*

The intersection of Clyde Avenue and Maude Avenue is an all-way stop-controlled intersection. Based on the level of service analysis results, the intersection would operate at LOS C or better under all study scenarios. There were no existing queuing issues identified at the intersection. Therefore, the project traffic would not result in the need for intersection improvement or modification of traffic control at the intersection.

5.16.2.7 *Project Freeway Impacts*

According to CMP guidelines, an analysis of freeway segment levels of service is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Project traffic on the freeway segments in the vicinity were calculated and compared to the segment's capacity. The results of the freeway segment analysis indicated that the proposed project generated trips (assuming twenty percent credit and existing trip credit) represent less than one percent of capacity to all freeway segments in the areas, therefore a freeway segment level of service analysis is not required. The project would contribute less than one percent to the

freeway segments in the vicinity of the project, therefore would result in a less than significant impact to freeways. The levels of service for the freeway segments are shown in Table 8 in Appendix D.

5.16.2.8 *Transit, Bicycle, Pedestrian Impacts*

Transit Facilities

The project site is located approximately 3,900 feet (walking distance) from the Bayshore/NASA LRT station and approximately 3,700 feet (walking distance) from the Middlefield LRT station. The closest bus stop is approximately one-half mile away on Middlefield Road. Based on the VTA guidelines, no trip reduction for transit usage was taken when evaluating the impact of vehicle traffic generated by the project.

The closest VTA bus stop is approximately 0.8 miles to the west on Middlefield Road. The MVgo shuttle stops within 200 feet of the project site and operates four inbound AM trips peak hour and four outbound PM peak hour trips between the Mountain View Caltrain Station and the project area. Assuming ten percent of the project trips would use the transit and shuttle service, it is estimated that the project has the potential to generate approximately 30 AM peak hour and 28 PM peak hour transit trips. The project would not have an adverse effect on existing transit and shuttle service.

Bicycle Facilities

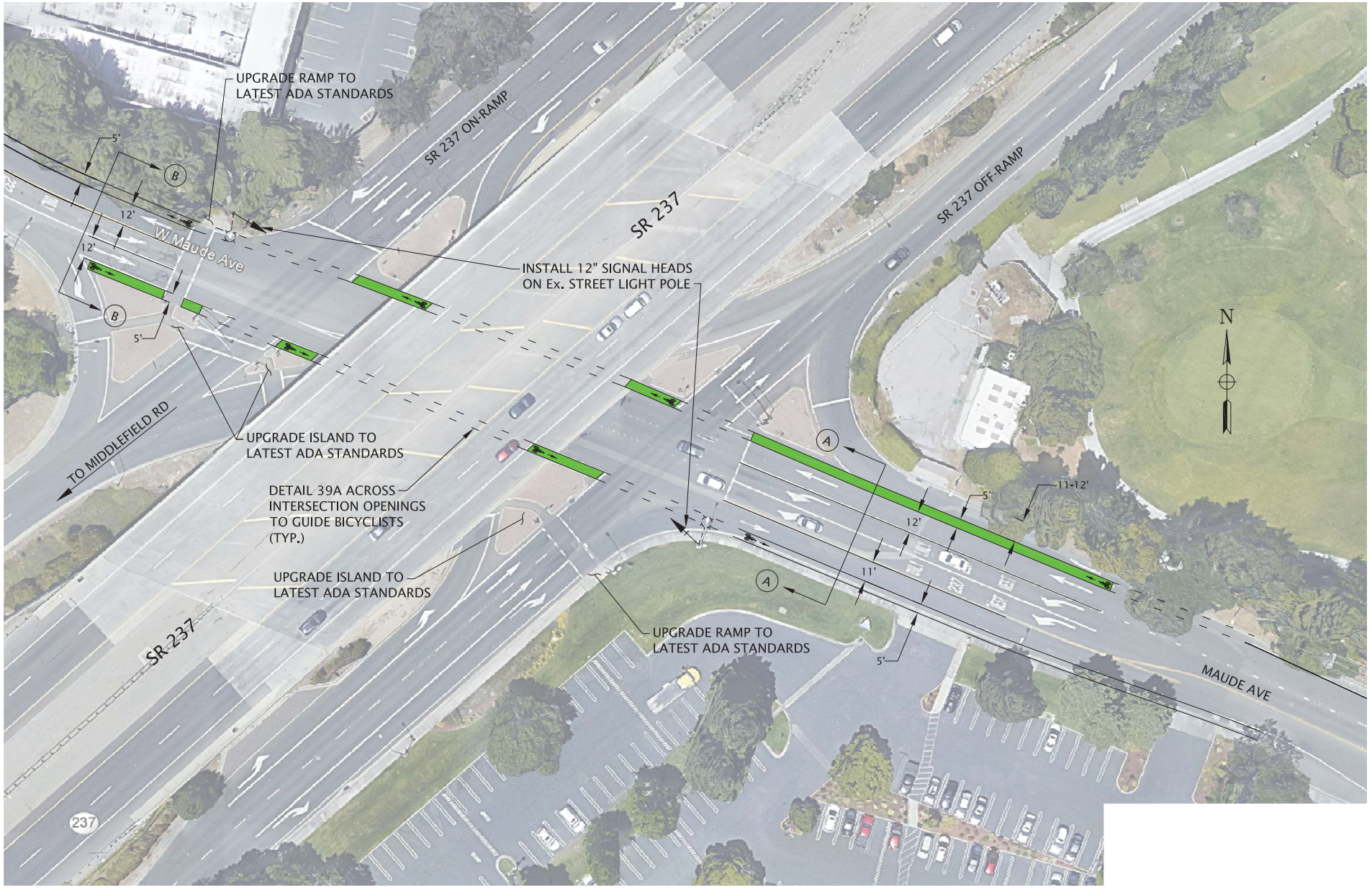
Within the vicinity of the project designated bicycle lanes are present along Clyde Avenue, Logue Avenue, Ellis Street, Middlefield Road, Maude Avenue, and Whisman Road. Whisman Road connects to the Stevens Creek Trail through the Hetch-Hetchy trail. Fairchild Drive between Clyde Avenue and Ellis Street is a designated bicycle route. Bicycle connectivity is provided between the VTA LRT stations (Middlefield and Bayshore NASA) and the project site.

As a public benefit the project would restripe and add bicycle signals to the Maude Avenue and SR 237 interchange to improve bicycle access on Maude Avenue through the intersection. The proposed bicycle improvements are shown in Figure 14 and 15.

Pedestrian Impacts

The project site is well served by existing pedestrian facilities. Sidewalks are found along all previously described local roadways in the vicinity of the project and along the commercial streets and collectors near the site. The project would provide sidewalks along the entire project frontage and enhance the pedestrian crossing at the MVgo shuttle stop located near the northern project driveway.

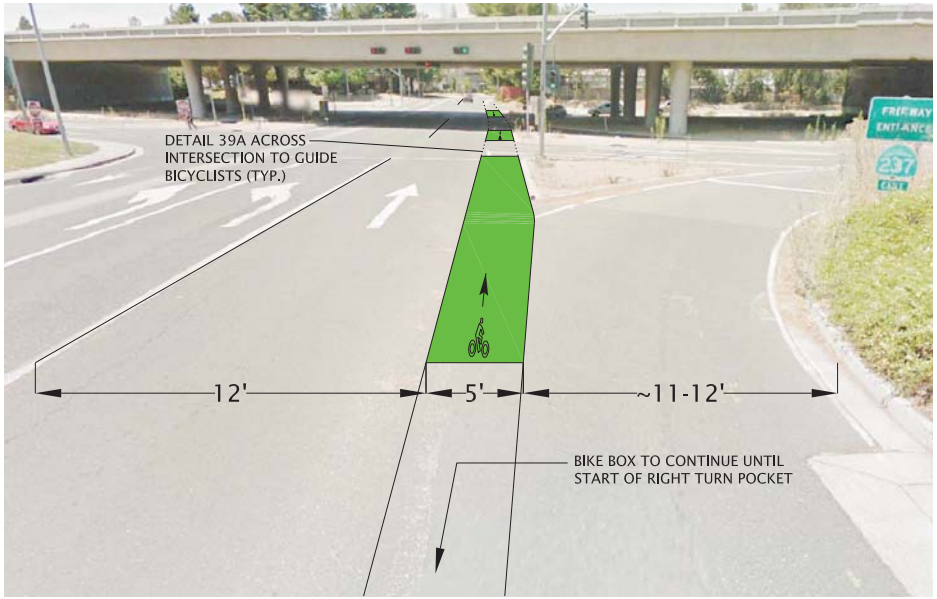
The proposed project would not have an adverse effect on the existing pedestrian facilities in the study area.



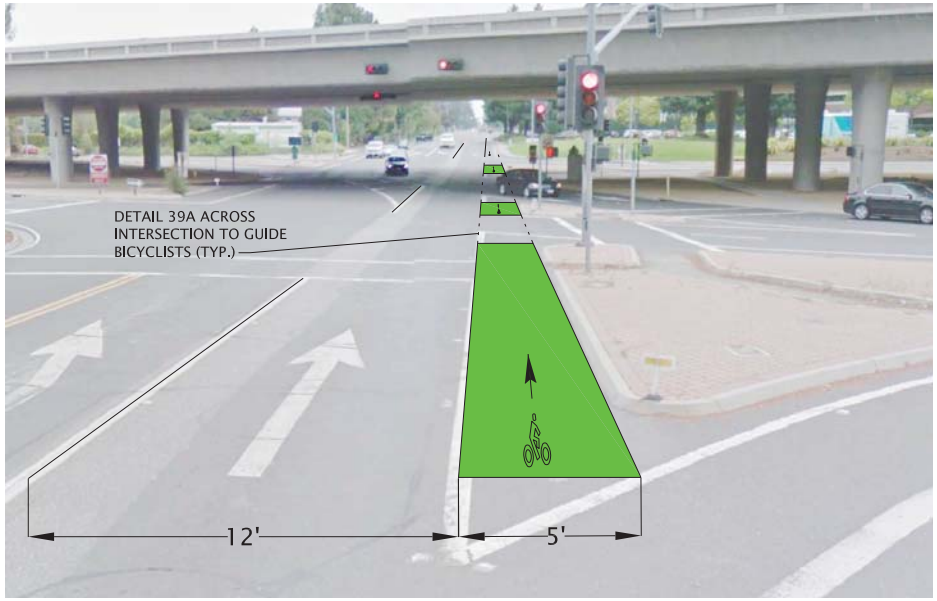
CONCEPTUAL BIKE LANES PLAN - SR237 & MAUDE AVENUE

FIGURE 14

SECTION A-A: NORTHBOUND MAUDE AVENUE CROSS-SECTION



SECTION B-B: SOUTHBOUND MAUDE AVENUE CROSS-SECTION



CONCEPTUAL BIKE LANES CROSS-SECTIONS FIGURE 15

5.16.2.9 *Site Access and Circulation*

As shown on the conceptual site plan (Figure 4), the project proposes two full access driveways on Clyde Avenue. Both driveways will provide access to the parking garage and the eastern driveway would provide direct access to the entry plaza for visitor parking and passenger drop off. Under project conditions, left turning vehicles entering the project site would potentially disrupt traffic flow on Clyde Avenue during the AM peak hour. Given the low traffic volumes and low travels speed on Clyde Avenue, the entering vehicles are not expected to cause a noticeable delay increase for traffic on Clyde Avenue or cause queuing issues at the project driveways.

Sight distance requirements vary depending on the roadway speeds. For Clyde Avenue, which has a posted speed limit of 25 miles per hour (mph), the Caltrans recommended stopping sight distance is 150 feet. Parking may be prohibited with red curbs within 15 feet of the project driveways.

The project will provide 90-degree parking throughout the site with 24 feet wide drive aisles, which are adequate for two-way circulation of vehicular traffic. There are no proposed dead-end aisles.

Access was evaluated for small semi-trailer trucks, emergency vehicles, garbage trucks, and small to medium delivery vehicles. Assuming inbound and outbound truck access via both driveways on Clyde Avenue, the project driveways and drive aisle dimensions are adequate to accommodate these truck types. During activities such as garbage collection, large vehicles may have some off tracking into oncoming travel lanes. Traffic volumes on site would be relatively low and encroachment of heavy vehicles on opposing traffic lanes would not create operational problems. A loading area for truck loading/unloading is shown on the southern drive aisle. Based on review of the site plan, adequate circulation is provided on-site and in the parking deck.

5.16.2.10 *Parking*

The City of Mountain View requires parking be provided for office developments at the rate of one parking space per 300 square feet of gross floor area. The total number of required parking spaces for the proposed 178,477 square foot building would be 594 spaces. The project proposes to reduce the required parking spaces by ten percent, in accordance with the TDM plan, and provide a total of 535 spaces.

The project also includes a total of 74 bicycle parking spaces which exceeds the City of Mountain View requirements for bicycle parking. At the request of the City of Mountain View staff, the project is doubling the amount of bicycle parking to encourage bike ridership and provide desirable amenities.

5.16.3 Conclusion

Implementation of the proposed project would have a less than significant transportation impact. **[Less Than Significant Impact]**

5.17 UTILITIES AND SERVICE SYSTEMS

The discussion of water and sewer service capacity in this section is based in part on the "580 Clyde Avenue Project Utility Impact Study," which was prepared by *Schaaf & Wheeler* on February 26, 2016. This report is included in this Initial Study as Appendix F.

5.17.1 Existing Setting

The project site is located in a developed area within the City of Mountain View and is currently served by existing phone, electrical, gas, water, stormwater, wastewater, and solid waste service systems. Phone service is provided to the project site by AT&T, and electrical service is provided by PG&E.

5.17.1.1 *Water Services*

The City of Mountain View owns and operates its own water utility. Most of the City's water (approximately 84 percent) comes from the City and the County of San Francisco Regional Water System, operated by the San Francisco Public Utilities Commission (SFPUC). This water originates primarily in the Sierra Nevada and is transported via the Hetch Hetchy Water System, but also includes treated water from facilities in Alameda and San Mateo Counties. Mountain View's remaining water comes from the Santa Clara Valley Water District System (SCVWD) (approximately nine percent), local groundwater wells (four percent), and recycled water delivered for non-potable irrigation purposes (three percent).

The City of Mountain View's *2010 Urban Water Management Plan (UWMP)* forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2035, based on general growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures, the potential increased use of recycled water, and, as the groundwater basin allows, an increase in groundwater production.

The City's General Plan Update Utility Impact Study (GPUUIS) (2011) provides unit duty factors (UDFs) for estimating the water use of various types of land uses, including residential developments.

Existing Site Development

The project site is currently developed with two single-story light industrial buildings containing 75,841 square feet of space. The existing uses on site consume water for light industrial operations, cleaning, and landscaping.

Domestic water and fire service for the site is provided by a twelve-inch public water main located in Clyde Avenue.

The average daily water demand in the 2010 UWMP model was calibrated against 2005 and 2006 billing records. Average daily demand from 2005 and 2006 was spatially assigned to individual parcels where possible and approximated when specific street addresses are known.

Based on factors used in the City's UWMP, the existing site developed with light industrial uses could require approximately 4,680 gallons per day of water, or 1.7 million gallons per year, which is generally consistent with the averaged metering records for the site.

5.17.1.2 *Wastewater Services*

The City of Mountain View maintains its own wastewater collection system. The City pumps its wastewater to the Palo Alto Regional Water Quality Control Plant (RWQCP) for treatment. The RWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. The City of Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the plant. Per the Basic Agreement for the RWQCP, partnering agencies agree to conduct an engineering study when their respective service area reaches 80 percent of their contractual capacity rights. The required engineering study shall redefine the future needs of the treatment plant. As of 2010, approximately 8.8 mgd of wastewater from Mountain View was collected and treated by the RWQCP. This quantity is expected to increase to 12.6 mgd by the year 2035.[22]

Based on rates included in the City's Sewer Master Plan (2010) the existing site developed with light industrial land use generates approximately 3,276 gallons of wastewater per day, or approximately 1.2 million gallons per year. According to the City Sewer Master Plan, wastewater flow rates were developed on an individual parcel level using the 2005 and 2006 water billing records and applying a return to sewer ratio calculated for land use type.

Sanitary and storm sewers in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The project site currently connects to existing twelve-inch sanitary sewer main in Clyde Avenue that flows north towards the sewer main in Fairchild Drive, which ultimately conveys flows to the Shoreline Sewer Pump Station (SSPS).

5.17.1.3 *Storm Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. Inlets and catch basins along the project site and along Clyde Avenue collect runoff and connect to the 18-inch storm drain located in Clyde Avenue. The storm drains near the project site convey flow to Stevens Creek via the Charleston Pond and Pump System, which flows north towards San Francisco Bay.

5.17.1.4 *Solid Waste*

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View (formerly known as Foothill Disposal). Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José, which is contracted to the

[22] City of Mountain View. *2010 Urban Water Management Plan.* June 2011.

City until 2021. Additional small quantities of waste may be transported to other landfills within the area by private contractors.

The City of Mountain View is working to maintain the waste diversion goal of 50 percent set by state law in 1995. In 2006, the City of Mountain View achieved a diversion rate of 72 percent, which is the last year this rate was calculated.

On March 24, 2009, the Mountain View City Council adopted an Environmental Sustainability Action Plan that calls for, among other actions, the creation of a Zero Waste Plan. The creation of this plan was one of 89 recommendations presented to the Council in the September 2008 final report of the Mountain View Sustainability Task Force. As a first step in this process, Mountain View completed a waste characterization study. For 2009, the disposal rate was 4.0 pounds per capita per day against a target of 7.8 pounds (based on population) as measured by CalRecycle's new methodology.

The Zero Waste Plan will seek to reduce the per capita disposal rate for both residential and commercial waste.[23]

5.17.2 Environmental Checklist and Discussion of Impacts

UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1, 3
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐	1, 3, 26,
3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1, 3
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	1, 3, 26,

[23] City of Mountain View, Zero Waste Program. Available at: http://www.mountainview.gov/city_hall/public_works/garbage_and_recycling/zero_waste.asp.

UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	1, 3, 26
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1, 3, 27
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	1, 27

5.17.2.1 *Water Services Impacts*

The project site is currently designated *High-Intensity Office* in the City's 2030 General Plan and zoned *Limited Industrial (ML)*. The proposed project would require rezoning to *Planned Community (P)* in order to support the project, in advance of the adoption of the East Whisman Precise Plan. The proposed project would redevelop the site and construct a new five-story office building containing approximately 178,477 square feet of space.

The net increase in development space (approximately 102,636 square feet) could intensify the demand for water use on the project site over exiting conditions.

Water Supply

Based on factors used in the City's Water Master Plan, the existing site developed with light industrial uses could require approximately 4,680 gallons per day of water, or 1.7 million gallons per year.

Based on the square footage of the proposed building, current land use designation, and land use duty factors used in the City's GPUIS, the proposed project could require approximately 37,474 gallons per day of water, or 13.6 million gallons per year. This would be an increase in water use of approximately 32,794 gallons per day or 11.9 million gallons a year.

The City's 2010 Urban Water Management Plan projects current water demands of 3.5 billion gallons per year (for 2010). The projected water supply in Mountain View increases from approximately 4.44 billion gallons in 2015 to 5.17 billion gallons in 2035. The City's Urban Water Management Plan anticipates that the City is expected to meet project water demand through 2035 during normal, single dry, and multiple dry year scenarios.

The proposed project would include sustainable and green building design features, as required by Mountain View policies and regulations. The Mountain View City Council adopted Water Conservation in Landscaping Regulations in May 2010 and the California Green Building Code in 2011. These regulations include water efficiency requirements for new and renovated landscapes and construction, respectively. The project site is currently designated *High-Intensity Office* in the City's 2030 General Plan. Redevelopment of the site is consistent with this designation. Impacts to water supply have been accounted for in the analysis prepared for the 2030 General Plan update.

Based on the incremental increase in water demand anticipated by the project on the overall water demand in the City and the conservation measures required of the project, the project would not result in a significant impact on water services or system demand.

Water Facilities

Hydraulic performance and deficiencies resulting from the proposed project were analyzed for a 2010 Existing Conditions and a 2030 Future Cumulative Condition to include City recognized projects near completion. Two scenarios, with and without project development, were simulated under each condition in the water model to evaluate impacts from the proposed redevelopment. The water model indicated that the project does not significantly impact the water systems in the 2010 Exiting Condition or the 2030 Future Cumulative Condition.

The existing site developed with light industrial land use requires a fire flow requirement at 3,500 gallons per minute. The proposed project with a *High Intensity Office* use is anticipated to have a reduced required fire flow rate at 1,500 gallons per minute, after applying a 75 percent reduction for having an approved automatic fire sprinkler system. The 75 percent reduction is allowed, with approval from the City Fire Protection Engineer, when the building is equipped with an automatic fire sprinkler system but shall not be less than 1,500 gallons per minute. The reduced fire flow was used in the Utility Impact Study based on the direction from the City Fire Protection Engineer. The proposed project does not impact available fire flow.

The project would not exceed available or projected water supplies, and would have a less than significant effect on water services. The project would not require construction of new or expanded water supply facilities other than the installation of water lines included in the project.

5.17.2.2 *Wastewater Services Impacts*

Based on rates included in the City's Sewer Master Plan (2010) and return to sewer ratios, the existing site developed with light industrial land use generates approximately 3,276 gallons of wastewater per day, or approximately 1.2 million gallons per year.

Based on the square footage of the proposed building, *High Intensity Office* land use designation, and factors used in the City's GPUUIS, the proposed project could generate approximately 26,767 gallons of wastewater per day, or 9.7 million gallons per year. This would be an increase in wastewater of approximately 23,491 gallons per day or 8.5 million gallons a year.

Sanitary sewer services would be provided for the project by connecting new sanitary sewer laterals to the existing eight-inch public sanitary sewer main located in Clyde Avenue. Flows from the project site would flow north from this line towards the sewer main in Fairchild Drive, which conveys flows to the Shoreline Sewage Pump Station (SSPS).

A sewer and water capacity study prepared for the project studied the impact of the proposed project wastewater generation on this system. Flows from future approved development in the area, including the proposed project and other 2030 General Plan build-out in the vicinity were considered in the modeling.

The sewer study indicated that under 2010 Existing Conditions the increased wastewater flows from the project would contribute to an existing deficiency at Pipe 1105, located near Ellis Street and Fairchild Drive. Pipe 1105 was already identified as deficient, and was recommended for upsizing from 10 inches to 12 inches in the City GPUUIS, that analyzed the impact that the updated General Plan would have on the City's utility system. Upsizing Pipe 1105 to 12 inches was included in the City's Capital Improvement Program, and would be funded through the existing rate system.

The sewer study indicated that under 2030 Future Cumulative Conditions the project would generate wastewater that would still exceed the capacity of Pipe 1105 even when factoring in the upsizing of the pipe to 12 inches. Upsizing of Pipe 1105 is recommend to meet Future Cumulative Conditions capacity. Pipe 1102, located immediately upstream of Pipe 1105, is close to exceeding capacity and when Pipe 1105 is upsized to 15 inches, backwater effects in Pipe 1102 will occur. Upsizing of Pipe 1102 from 10 inches to 12 inches is recommend. Pipe 1102 was not included in the GPUUIS.

Impact UTL-1: Sewer flows generated by the proposed project under 2030 Future Cumulative Conditions would contribute flows that would cause performance and capacity deficiencies at two segments of the sanitary sewer system. **[Significant Impact]**

The following improvements would reduce wastewater impacts to a less than significant level:

MM UTL-1.1: The project would construct and upsize sanitary sewer Pipe 1105 segment to 15-inches and would also upsize Pipe 1102 segment to 12-inches or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

5.17.2.3 *Storm Drainage Impacts*

As discussed in *Section 4.9, Hydrology and Water Quality* of this Initial Study, the proposed project would decrease impervious surfaces on the site from approximately 86.4 to 62.4 percent, which represents an approximately 24 percent reduction in impervious surfaces.

Based on the inclusion of stormwater collection and treatment facilities on site, and the implementation of C.3 construction and post-construction measures, runoff on the site would not

exceed the capacity of the City's existing storm water drainage system. The project would be required to implement upgrades to the storm drain facilities on site and connections to the storm drainage system as conditions of project approval.

5.17.2.4 *Solid Waste Impacts*

The proposed project would develop 178,477 square feet of office use on the site, a net increase of approximately 102,636 of developed space on the site. The employees at the project site would be expected to produce an increased quantity of solid waste and recyclables over the existing site.

Large amounts of construction waste would be generated during construction and demolition activities. At least 50 percent of this construction waste will be recycled, in compliance with the City Municipal Code. Through recycling measures proposed for construction and post-construction periods, the project would not adversely affect the City's compliance with the waste diversion requirements under state law.

The City of Mountain View has secured landfill disposal capacity for the City's solid waste until 2021 at Kirby Canyon Landfill in San José. The proposed project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity.

5.17.3 Summary of Utility and Service System Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact UTL-1: Sewer flows generated by the proposed would contribute flows that would cause performance and capacity deficiencies at two segments of the sanitary sewer system.	Significant	**MM UTL-1.1:** The project would construct and upsize sanitary sewer Pipe 1105 segment to 15-inches and would also upsize Pipe 1102 segment to 12-inches or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity.	Less Than Significant

5.17.4 Conclusion

The project would result in a less than significant impact to utilities and service systems. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

5.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	1, 2, 3, 11, 12, 13
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	1, 3, 7, 8, 16, 25, 30
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	1, 2, 3, 7, 14, 16, 18, 20

5.18.1 Project Impacts

Under Section 15065(a)(1) of the CEQA Guidelines, a finding of significance is required if a project "has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory."

The project would not result in significant impacts to aesthetics, agricultural resources, geology and soils, biological resources, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, and transportation, with conditions of approval included in the project and required by the City.

With the implementation of the mitigation measures included in the proposed project and described in the hazardous materials and utilities and service systems sections of this Initial Study, the proposed project would not result in significant adverse environmental impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

5.18.2 Cumulative Impacts

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

As identified elsewhere in this Initial Study, the potential environmental impacts from the proposed project are primarily limited to the construction period, which is estimated at approximately 18 months. It is possible that other proposed construction schedules in the East Whisman area may overlap with the project, but the overlap is likely to be minimal, and the proposed project includes measures to minimize disturbance to adjacent land uses, in conformance with the 2030 General Plan and standard Mountain View conditions of approval. **[Less than Significant Impact]**

Cumulative Traffic Conditions

The cumulative no project (or cumulative baseline) traffic volumes were based on the assumption of a two percent growth factor per year for five years applied to existing traffic volumes, then background project trips were added. This growth assumption was provided by the City of Mountain View. The project trip estimates were then added to the cumulative no project traffic volumes to yield cumulative with project traffic volumes. The results of this analysis are shown in Table 5.18-1.

The results of the analysis indicate that the Mary Avenue/Central Expressway intersection would operate at an unacceptable LOS F during the PM peak hour under both cumulative no project and with-project conditions. Since the project would not increase the critical movement delay by four or more seconds and the volume to capacity ratio by 0.01 or more, the project would have a less than significant impact at this intersection. All of intersection would continue to operate at acceptable LOS or better during both the AM and PM peak hours of traffic.

Table 5.18-1 Cumulative Conditions Intersection Level of Service					
Project Intersection	**Peak Hour**	**Cumulative**		**Cumulative with Project**	
		Average Delay (seconds)	**LOS**	**Average Delay (seconds)**	**LOS**
1. Ellis Street and US 101 Northbound Ramps	AM	22.6	C+	22.9	C+
	PM	23.4	C+	23.7	C
2. Ellis Street and US 101 Southbound Ramps	AM	20.3	C+	21.2	C+
	PM	10.7	B+	11.2	B+
3. Ellis Street and Fairchild Drive	AM	36.3	D+	35.9	D+
	PM	18.6	B-	18.6	B-
4. Clyde Avenue and West Maude Avenue	AM	9.6	A	10.1	B
	PM	17.6	C	23.0	C
5. SR 237 Ramps and W Maude Avenue	AM	24.1	C	24.3	C
	PM	28.1	C	28.1	C
6. Ferguson Drive and East Middlefield Road	AM	9.4	A	9.4	A
	PM	13.4	B	13.4	B
7. SR 237 Westbound Ramps and E. Middlefield Road	AM	23.2	C	23.2	C
	PM	25.7	C	25.9	C
8. SR237 Eastbound Ramps and E. Middlefield Road	AM	23.5	C	23.6	C
	PM	21.2	C+	21.1	C+
9. Ferguson Drive and Central Expressway*	AM	17.8	B	17.9	B-
	PM	20.2	C+	21.8	C+
10. Mary Avenue and Central Expressway*	AM	52.9	D-	53.0	D-
	PM	83.6	F	84.5	F
*CMP Intersection					

5.18.3 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if it would cause substantial adverse effects to humans, either directly or indirectly. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals.

The changes to the environment that could indirectly or directly affect human beings would be hazards and hazardous materials, and utilities and service systems. Implementation of mitigation measures included in the project would reduce these impacts to a less than significant level. No other direct or indirect adverse effects of the project on human beings have been identified **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

5.19 SUMMARY TABLE OF IMPACTS AND MITIGATION MEASURES

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Hazardous Materials Impacts	
Impact HAZ-1: Construction workers may be subject to hazards from residual agricultural pesticides present in on-site soils **[Significant Impact]**	**MM HAZ-1.1:** Soils encountered during demolition and construction activities that are identified as containing elevated concentrations of agricultural chemicals shall be removed and disposed of in accordance with all federal, state, and local, regulations. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-2: Contaminated soils, soil vapor, groundwater or other materials could be encountered during redevelopment of the site **[Significant Impact]**	**MM HAZ-2.1:** A Site Management Plan shall be developed to establish management practices for handling contaminated soil or other materials (including groundwater). The SMP shall also address construction related issues and site access. A final report shall be prepared to document the implementation of the SMP. A hazardous materials licensed contractor shall conduct construction earthwork activities with properly trained employees in areas where contaminated soil or groundwater are encountered. A Health and Safety Plan (HSP) shall be prepared that addresses the safety and health hazards of each phase of site operations and that includes the requirements and procedures for employee protection. **MM HAZ-2.2:** Excavated soils will be characterized prior to off-site disposal or reuse on-site. Contaminated soils shall be disposed of at a licensed facility. **MM HAZ-2.3:** If utility trenches extended into the top of groundwater, appropriate soil measures shall be implemented to reduce groundwater migration through trench backfill and utility conduits. **MM HAZ-2.4:** If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities. **MM HAZ-2.5:** The installation of vapor mitigation system shall be required to help protect occupants against potential vapor intrusion of VOCs into the indoor air space of the proposed office building. **MM HAZ-2.6:** An Operations and Maintenance (O&M) Plan shall be prepared if contaminated soil (as defined in the SMP) is encountered during redevelopment and is subsequently decided to be left in place. The purpose of this plan is to notify tenants and future property owners of the existence and location of the contamination, and to provide protocols for handling this soil if encountered during future site maintenance activities.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MM HAZ-2.7: An as-built report shall be prepared to document the installation and final configuration for the vapor mitigation. The report will include mechanisms for restoring the barrier integrity in the event that future tenant improvements require penetration of the sub-slab vapor barrier, or in the event of any suspected vapor barrier breach or failure. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-3: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers. **[Significant Impact]**	**MM HAZ-3.1:** An ACMS sampling and testing shall be completed for all existing buildings prior to demolition activities. **MM HAZ-3.2:** All potential friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or activities that could disturb the materials. **MM HAZ-3.3:** All demolition 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 one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. **MM HAZ-3.4:** Surveys and sampling for lead-based paint shall be completed prior to demolition. . **MM HAZ-3.5:** 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. **MM HAZ-3.6:** Any debris or soil containing lead-based paint or coatings encountered during demolition and construction activities shall be disposed of at landfills that meet acceptance criteria for the waste being disposed. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Utilities and Service Systems Impacts	
Impact UTL-1: Sewer flows generated by the proposed project under 2030 Future Cumulative Conditions would contribute flows that would cause performance and capacity deficiencies at two segments of the sanitary sewer system. **[Significant Impact]**	**MM UTL-1.1:** The project would construct and upsize sanitary sewer Pipe 1105 segment to 15-inches and would also upsize Pipe 1102 segment to 12-inches or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

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12. United States Department of Agriculture, Natural Resources Conservation Service. "Web Soil Survey: Santa Clara Area, California, Western Part (CA641)."
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14. Santa Clara County Airport Land Use Commission. *Final Draft Comprehensive Land Use Plan, Moffett Federal Airfield.* November 2, 2012.
15. Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0045H*. Map. Effective Date: May 18, 2009.
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17. San Francisco Bay Conservation and Development Commission. *Shoreline Areas Potentially Exposed to Sea Level Rise: South Bay*. 2008.
18. Association of Bay Area Governments. *Building Momentum: Projections and Priorities 2009.* August 2009.
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20. Mountain View Police Department website, http://www.mountainview.gov/city_hall/police/default.asp.
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24. Schaaf & Wheeler. *580 Clyde Avenue Project Utility Impact Study*. February 26, 2016.
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SECTION 7.0 LEAD AGENCY AND CONSULTANTS

LEAD AGENCY

City of Mountain View
Community Development Department
Randal Tsuda, Community Development Director
Eric Anderson, AICP Project Planner

CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Akoni Danielsen, Principal
Judy Fenerty, Project Manager
Jared Bond, Project Manager
Zach Dill, Graphic Artist

Hexagon Transportation Consultants
Gary Black, President
Kai-ling Kuo, PE, Associate Engineer

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

SECTION 8.0 MITIGATED NEGATIVE DECLARATION

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
MITIGATED NEGATIVE DECLARATION

I. INTRODUCTION

A. LEAD AGENCY AND ADDRESS

Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039

B. CONTACT PERSON AND PHONE NUMBER

Eric Anderson, AICP
Planner
City of Mountain View
(650) 903-6306

C. PROJECT SPONSOR AND ADDRESS

Renault & Handley, Inc.
625 Ellis Street, Suite #101
Mountain View, CA 94039-7540

D. EXISTING GENERAL PLAN DESIGNATION AND ZONING

General Plan: *High Intensity Office*
Zoning District: *ML Limited Industrial*

E. PROJECT DESCRIPTION

The project proposes to demolish all existing structures and surface parking, in order to redevelop the site with a new five-story office building containing approximately 178,477 square feet of space. The project would also construct a 484 space four-level parking garage, and 51 surface parking spaces, and would implement circulation, pedestrian, and bicycle improvements. Of the 90 trees on the site, 54 would be removed, 29 of which are Heritage trees. New trees and landscaping would also be planted. The proposed project would increase development on the site by approximately 102,636 square feet.

The proposed office building would be located on the northeast portion of the project site fronting Clyde Avenue, with the parking garage located on the western side. The project would include common areas, landscaping, and new utility infrastructure. Amenities such as an employee patio, roof deck, pedestrian walkways, ground floor showers and lockers, and bicycle storage are included in the project design. The proposed five-story office building would extend to a total height of approximately 87.5 feet, and the four-level parking garage would extend to a total height of approximately 48 feet.

F. LOCATION OF PROJECT

The 5.15-acre project site consists of two parcels (APNs 160-55-015 and -016) located at 580 and 620 Clyde Avenue in the City of Mountain View. The project is located on the west side of Clyde Avenue, north of East Middlefield Road and east of Ellis Street in the 2030 General Plan's East Whisman Change Area and the Moffett/Whisman planning neighborhood.

Surrounding land uses include one-story office and industrial development to the east, south, and west, and a recently constructed six-story Samsung office campus is located directly north of the proposed project site, across Clyde Avenue. The NASA-Ames Research Center/Moffett Federal Airfield is located to the north, north of U.S. Highway 101, and the Sunnyvale Golf Course is located east of Clyde Avenue.

II. MITIGATION MEASURES

Hazards and Hazardous Materials

MM HAZ-1.1: Soils on-site encountered during demolition and construction activities shall be tested for residual agricultural chemicals and those that are identified as containing elevated concentrations of agricultural chemicals shall be removed and disposed of in accordance with all federal, state, and local, regulations.

MM HAZ-2.1: A Site Management Plan (SMP) to be reviewed and approved by the RWQCB or other appropriate oversight agency shall be developed to establish management practices for handling, managing, temporarily storing, and disposing of contaminated soil and/or groundwater if encountered during demolition and construction activities. In addition, the SMP shall address such construction-related issues as site access and control, monitoring for VOC vapors, dust mitigation, decontamination procedures, and contingency measures in the event that suspect soil conditions are identified during redevelopment construction. Upon completion of construction activities, a report shall be prepared to document implementation of the SMP, including installation of the vapor barrier.

A hazardous materials licensed contractor shall conduct construction earthwork activities with properly trained employees in areas where contaminated soil or groundwater are encountered. Employees conducting earthwork activities in these areas of the site must complete a 40-hour

Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) training course (29 CFR 1910.120), including respirator and personal protective equipment training.

A Health and Safety Plan (HSP) shall be prepared for use by contractors at the site that addresses the safety and health hazards of each phase of site operations and that includes the requirements and procedures for employee protection.

MM HAZ-2.2: Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility.

MM HAZ-2.3: If utility trenches extended into the top of groundwater, appropriate soil measures shall be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures may include placement of low-permeability backfill "plugs" at appropriate intervals on-site and where the utility trenches extends off-site. If utility conduits are places below groundwater, they shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.

MM HAZ-2.4: If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy coating, using corrosion resistant materials (including pipes, gaskets, flanges, and couplings), and/or installing a cathodic protection system.

MM HAZ-2.5: The installation of vapor mitigation system consisting of an impermeable barrier and sub-slab venting shall be required to help protect occupants against potential vapor intrusion of VOCs into the indoor air space of the proposed office building.

MM HAZ-2.6: An Operations and Maintenance (O&M) Plan shall be prepared if contaminated soil (as defined in the SMP) is encountered during redevelopment and is subsequently decided to be left in place. The purpose of this plan is to notify tenants and future property owners of the existence and location of the contamination, and to provide protocols for handling this soil if encountered during future site maintenance activities.

MM HAZ-2.7: An as-built report shall be prepared to document the installation and final configuration for the vapor mitigation. The report will include mechanisms for restoring the barrier integrity in the event that future tenant improvements require penetration of the sub-slab vapor barrier, or in the event of any suspected vapor barrier breach or failure.

MM HAZ-3.1: To identify and quantify ACMs in the buildings, a sampling and testing shall be completed for all existing buildings prior to demolition activities.

MM HAZ-3.2: All potential friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or activities that could disturb the materials.

MM HAZ-3.3: All demolition 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 one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

MM HAZ-3.4: Surveys and sampling for lead-based paint shall be completed prior to demolition. If lead-based paint is bonded to building materials, removal is not required. If the paint is flaking, peeling, or blistering, it shall be removed prior to demolition.

MM HAZ-3.5: 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.

MM HAZ-3.6: Any debris or soil containing lead-based paint or coatings encountered during demolition and construction activities shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Utilities and Service Systems

MM UTL-1.1: The project would construct and upsize sanitary sewer Pipe 1105 segment to 15-inches and would also upsize Pipe 1102 segment to 12-inches or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity.

III. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, and therefore, an Environmental Impact Report (EIR) is not required.

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

IV. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.

Name/Title ASSOCIATE PLANNER

May 31, 2016
Date

SECTION 9.0 MITIGATION MONITORING OR REPORTING PROGRAM

The *580-620 Clyde Avenue Office Project Mitigation Monitoring or Reporting Program* is provided on the following pages.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
HAZARDS AND HAZARDOUS MATERIALS				
Impact HAZ-1: Construction workers may be subject to hazards from residual agricultural pesticides present in on-site soils. **[Significant Impact]**	**MM HAZ-1.1:** Soils encountered during demolition and construction activities shall be tested for residual agricultural chemicals and those that are identified as containing elevated concentrations of agricultural chemicals shall be removed and disposed of in accordance with all federal, state, and local, regulations. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**	Project applicant (developer), and contractors.	All measures will be required as part of the demolition or grading permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to any grading, tree removal, or construction activities, as specified.
Impact HAZ-2: Contaminated soils, soil vapor, groundwater or other materials could be encountered during redevelopment of the site. **[Significant Impact]**	**MM HAZ-2.1:** A Site Management Plan (SMP) to be reviewed and approved by the Regional Water Quality Control Board (RWQCB) or other appropriate oversight agency shall be developed to establish management practices for handling, managing, temporarily storing, and disposing of contaminated soil and/or groundwater if encountered during demolition and construction activities. In addition, the SMP shall address such construction-related issues as site access and control, monitoring for VOC vapors, dust mitigation, decontamination procedures, and contingency measures in the event that suspect soil conditions are identified during redevelopment construction. Upon completion of construction activities, a report shall be prepared to document implementation of the	Project applicant and contractors.	All measures will be required as part of the demolition, grading or building permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community	Prior to construction activities and prior to issuance of building occupancy permits, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	SMP, including installation of the vapor barrier. A hazardous materials licensed contractor shall conduct construction earthwork activities with properly trained employees in areas where contaminated soil or groundwater are encountered. Employees conducting earthwork activities in these areas of the site must complete a 40-hour Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) training course (29 CFR 1910.120), including respirator and personal protective equipment training. A Health and Safety Plan (HSP) shall be prepared for use by contractors at the site that addresses the safety and health hazards of each phase of site operations and that includes the requirements and procedures for employee protection. **MM HAZ-2.2:** Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility. **MM HAZ-2.3:** If utility trenches extended into the top of groundwater, appropriate soil measures shall be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures may include placement of low-permeability backfill "plugs" at appropriate intervals on-site and where the utility trenches extends off-site. If utility conduits are places below groundwater, they shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. **MM HAZ-2.4:** If utility trenches extend into the top of		Development Department, Regional Water Quality Control Board (RWQCB), as specified.	

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy coating, using corrosion resistant materials (including pipes, gaskets, flanges, and couplings), and/or installing a cathodic protection system. **MM HAZ-2.5:** The installation of vapor mitigation system consisting of an impermeable barrier and sub-slab venting shall be required to help protect occupants against potential vapor intrusion of VOCs into the indoor air space of the proposed office building. **MM HAZ-2.6:** An Operations and Maintenance (O&M) Plan shall be prepared if contaminated soil (as defined in the SMP) is encountered during redevelopment and is subsequently decided to be left in place. The purpose of this plan is to notify tenants and future property owners of the existence and location of the contamination, and to provide protocols for handling this soil if encountered during future site maintenance activities. **MM HAZ-2.7:** An as-built report shall be prepared to document the installation and final configuration for the vapor mitigation. The report will include mechanisms for restoring the barrier integrity in the event that future tenant improvements require penetration of the sub-slab vapor barrier, or in the event of any suspected vapor barrier breach or failure. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Impact HAZ-3: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**	**MM HAZ-3.1:** To identify and quantify ACMs in the buildings, sampling and testing shall be completed for all existing buildings prior to demolition activities. **MM HAZ-3.2:** All potentially friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or activities that could disturb the materials. **MM HAZ-3.3:** All demolition 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 one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. **MM HAZ-3.4:** Surveys and sampling for lead-based paint shall be completed prior to demolition. If lead-based paint is bonded to building materials, removal is not required. If the paint is flaking, peeling, or blistering, it shall be removed prior to demolition. **MM HAZ-3.5:** 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. **MM HAZ-3.6:** Any debris or soil containing lead-based paint	Project applicant and contractors.	All measures will be required as part of the grading or demolition permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to any demolition and construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	or coatings encountered during demolition and construction activities shall be disposed of at landfills that meet acceptance criteria for the waste being disposed. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**			
UTILITIES AND SERVICE SYSTEMS				
Impact UTL-1: Sewer flows generated by the proposed project under 2030 Future Cumulative Conditions would contribute flows that would cause performance and capacity deficiencies at two segments of the sanitary sewer system. **[Significant Impact]**	**MM UTL-1.1:** The project would construct and upsize sanitary sewer Pipe 1105 segment to 15-inches and would also upsize Pipe 1102 segment to 12-inches or pay a fair share contribution to the City for upsizing pipelines in the system to achieve appropriate hydraulic capacity. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**	Project applicant and contractors.	Improvement plans or fair-share agreement to be approved prior to the issuance of first (foundation) building permits. Oversight of implementation by the City's Community Development Department and/or Public Works Department.	Prior to any construction activities, as specified.

SOURCE: City of Mountain View. *580-620 Clyde Avenue Office Project Initial Study/Draft Mitigated Negative Declaration.* March 2016.