Final Consistency Checklist

400 Logue Avenue Residential

Prepared by the

City of Mountain View

In Consultation with

David J. Powers & Associates, Inc.
Environmental Consultants & Planners

May 2021

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	**400 Logue Avenue Residential Project**	FILE NUMBER: PL-2019-016
SITE ADDRESS:	400 Logue Avenue	APN: 160-58-002
APPLICANT:	MG 400 Logue, LLC a Delaware LLC	
PROPERTY OWNER:	Miramar Capital 100 Wilshire Boulevard, Suite 650 Santa Monica, CA 90401	

Previously Certified EIRs:

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

PROJECT DESCRIPTION SUMMARY: The project proposes to demolish the existing industrial office building, surface parking, and landscaping, and construct a 424,067 square foot residential building with 408 units on an approximately 2.5-acre site located at 400 Logue Avenue in the Mixed-Use Character Area of the adopted East Whisman Precise Plan (Precise Plan). The developer was authorized to purchase 72,000 square feet of Transfer Development Rights from the Mountain View-Los Altos School District; however, only 36,000 square feet of it will be used in order to develop the 424,067 gross square foot project. The project would result in a 3.82 floor-to-area ratio.

The residences would be built over a three-level below grade parking garage containing 420 parking spaces. The building would be a seven- to eight-story structure (maximum height 85 feet to roof, 95 feet to the top of the screening) containing 408 studio, one-, and two-bedroom rental units (15 percent of the units would be for low to moderate income residents). The building would contain ancillary uses including outdoor spaces and a swimming pool. Vehicle access to the site and garage would be from one driveway on Logue Avenue, along the eastern property line, that would lead to a passenger loading and drop-off area and the parking garage. The project would provide 449 bicycle parking spaces, the majority of which would be located within the parking garage.

BRIEF ENVIRONMENTAL SETTING: The project site is located in the northeast portion of the Precise Plan area in Mountain View. The approximately 2.5-acre site is located to the northwest of the Logue Avenue/Maude Avenue intersection, west of Logue Avenue and east of the Santa Clara Valley Transportation Authority (VTA) light rail (LRT) tracks. The project site is currently developed a one-story, approximately 42,000 square-foot industrial office building, as well as landscaping and surface parking lots. Surrounding land use include one- and two-story industrial buildings to the north, south, and east. VTA LRT tracks boarder the site to the west.

The Mountain View General Plan land use designation for the project site is East Whisman Mixed-Use and the site has the zoning district designation of East Whisman Precise Plan. The project site is located within the Mixed-Use Character Area in the Precise Plan.

DETERMINATION: This checklist determined that the proposed project would result in either the same or lesser impact than addressed in the East Whisman Precise Plan FEIR (2019). The project complies with the California Environmental Quality Act (CEQA), since residential uses at the proposed intensity on the site were analyzed in the Precise Plan FEIR and General Plan FEIR.

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

Prepared by: Stephanie Williams
Community Development Department

Date: May 3, 2021

All referenced documentation is available for public review at the City of Mountain View, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.

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SECTION 1.0 INTRODUCTION, PURPOSE, AND HISTORY

1.1 INTRODUCTION AND PURPOSE

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

The following environmental checklist provides information for the decision-makers and the public regarding the City's evidence and reasoning for determining the project's consistency with the assumptions and mitigation measures in the East Whisman Precise Plan Final Environmental Impact Report (Precise Plan FEIR).

1.2 HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

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

The Precise Plan was adopted in November 2019 and consists of City-initiated revisions to the General Plan and zoning ordinance to allow an increase in the intensity of office, commercial, hotel, and residential uses in the Precise Plan area. The Precise Plan provides a vision and guiding principles, development standards, and design guidelines for the properties in this area, in conformance with the General Plan vision for the East Whisman Change Area.

Specifically, the adopted Precise Plan includes up to 2.3 million square feet of net new office uses, 100,000 net new square feet retail uses, 200 hotel rooms, and 5,000 multi-family residential units (with goal of 20 percent of the residential units being affordable). The Precise Plan also includes new and enhanced parks, trail corridors, and public streets. The Precise Plan establishes an overall goal of 30 acres of publicly accessible open space to serve the projected 10,000 residents of the Precise Plan area (meeting the City's standard of three acres of dedicated public park land per 1,000 residents).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT LOCATION AND BRIEF DESCRIPTION

The approximately 2.5-acre project site is located in the Mixed-Use Character Area of the East Whisman Precise Plan (Precise Plan) area at 400 Logue Avenue (Assessor Parcel Number: 160-58-002), to the northwest of the Logue Avenue/Maude Avenue intersection. The project site is currently developed with a one-story, approximately 42,000 square-foot industrial office building, as well as landscaping and surface parking lots. The project site is bounded by Logue Avenue to the east, industrial/research and development (R&D) buildings to the south and north, and Valley Transportation Authority (VTA) light rail tracks (LRT) to the west.

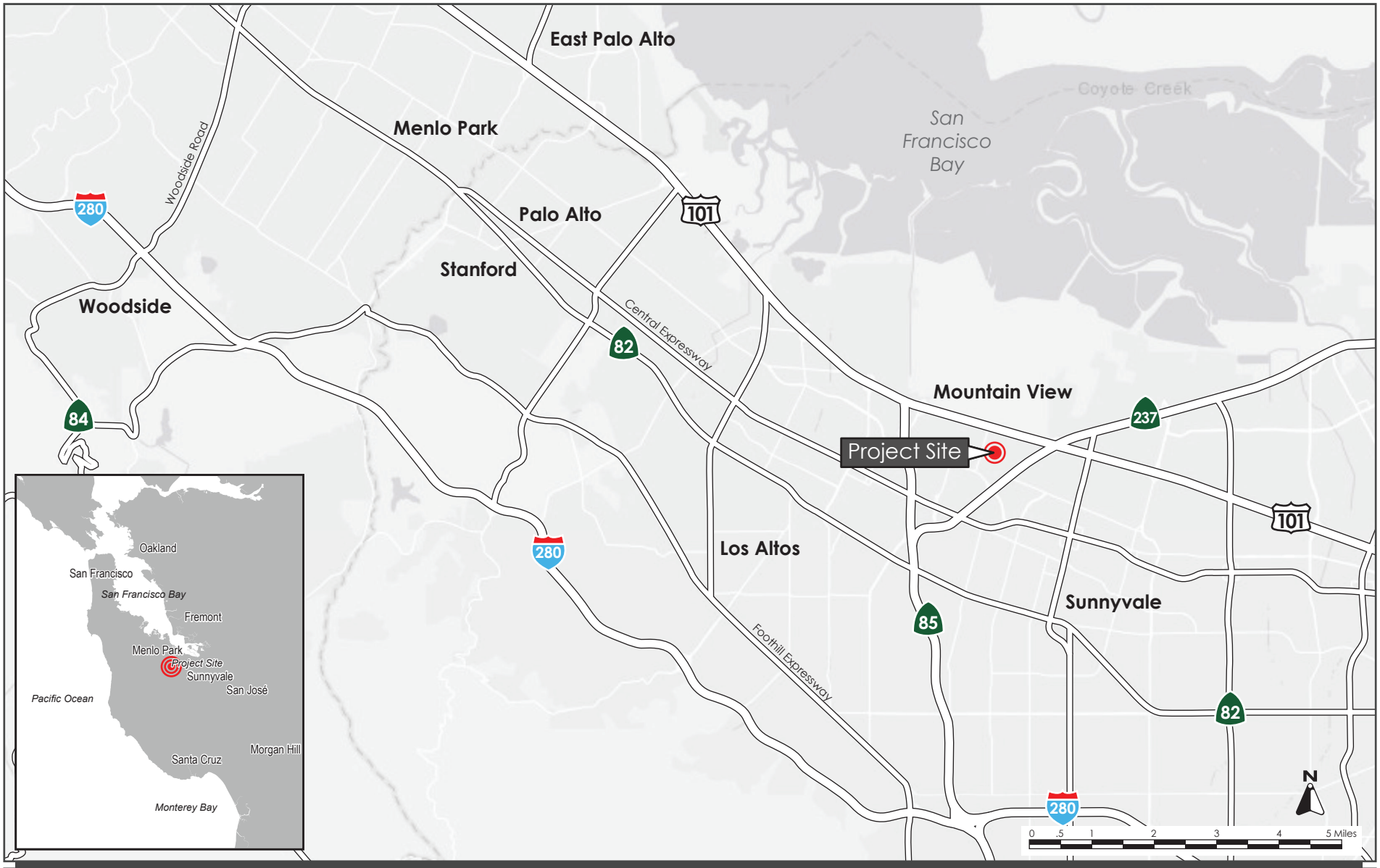
A regional map and a vicinity map of the site are shown on Figure 2.2-1 and Figure 2.2-2, and an aerial photograph of the project site and the surrounding area is shown on Figure 2.2-3.

2.2 PROJECT DESCRIPTION

The project proposes to demolish the existing industrial office building and improvements, and construct a 424,067 square-foot residential building with 408 studio, one-, and two-bedroom rental units (15 percent of the units would be for low to moderate income residents) over a three-level below ground parking garage. A total of approximately 48,965 square feet of outdoor common areas would be provided on the ground-floor, third-floor, and eighth-floor. The outdoor common areas would include amenities such as a pool, lounge areas, and an outdoor kitchen. The project would have a floor-area-ratio (FAR) of 3.82.

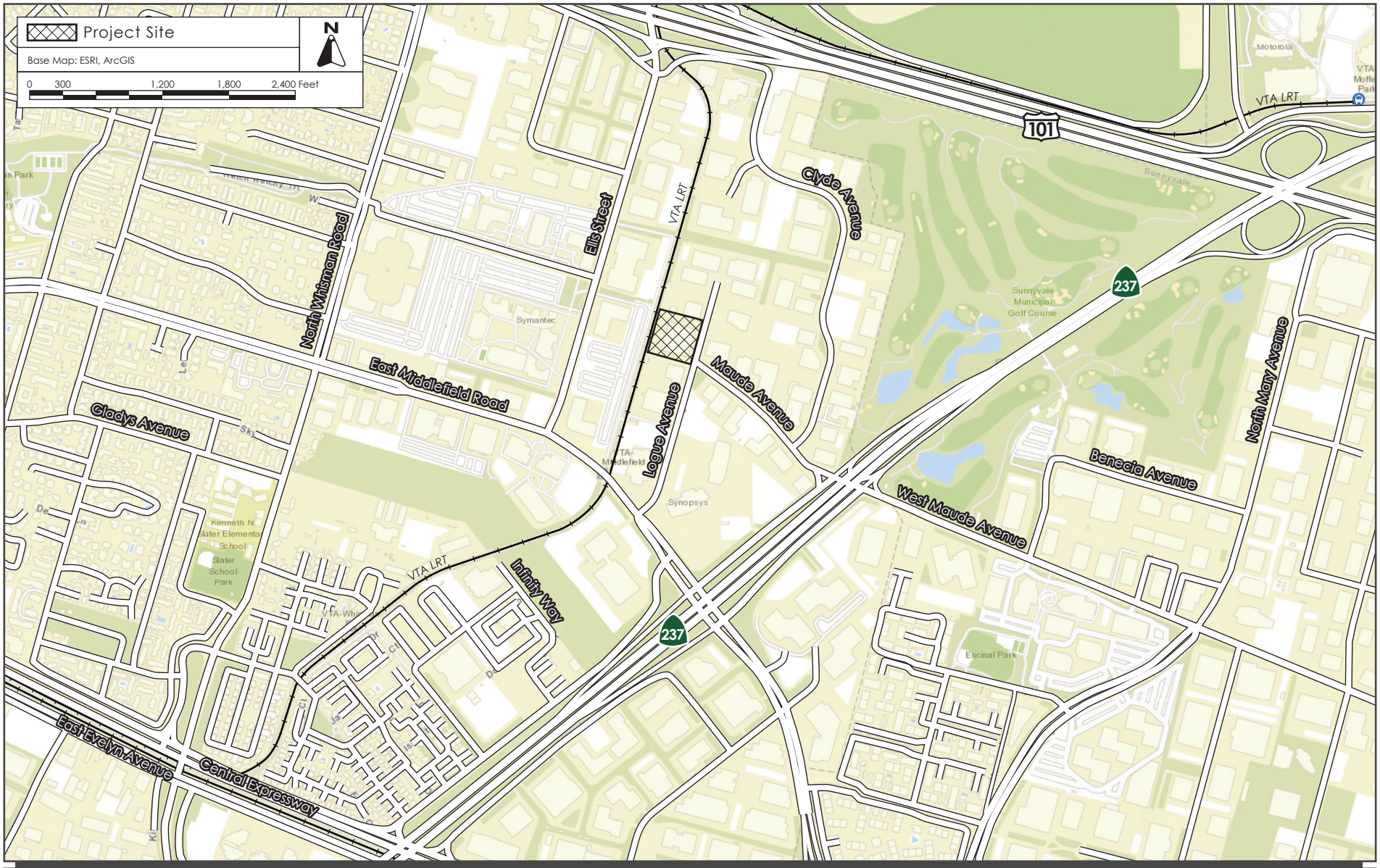
The building would be a seven- to eight-story structure (maximum height 85 feet to roof, 95 feet to the top of the screening) and the proposed parking garage would extend approximately 33 feet below ground surface. The proposed site plan is shown in Figure 2.2-4, elevations of the proposed building are shown in Figure 2.2-5 and Figure 2.2-6 below.

The developer was authorized to purchase 72,000 square feet of Transfer Development Rights (TDRs) from the Mountain View-Los Altos School District; however, only 36,000 square feet of it will be used in order to develop the 424,067 gross square foot project. The project would result in a 3.82 FAR.

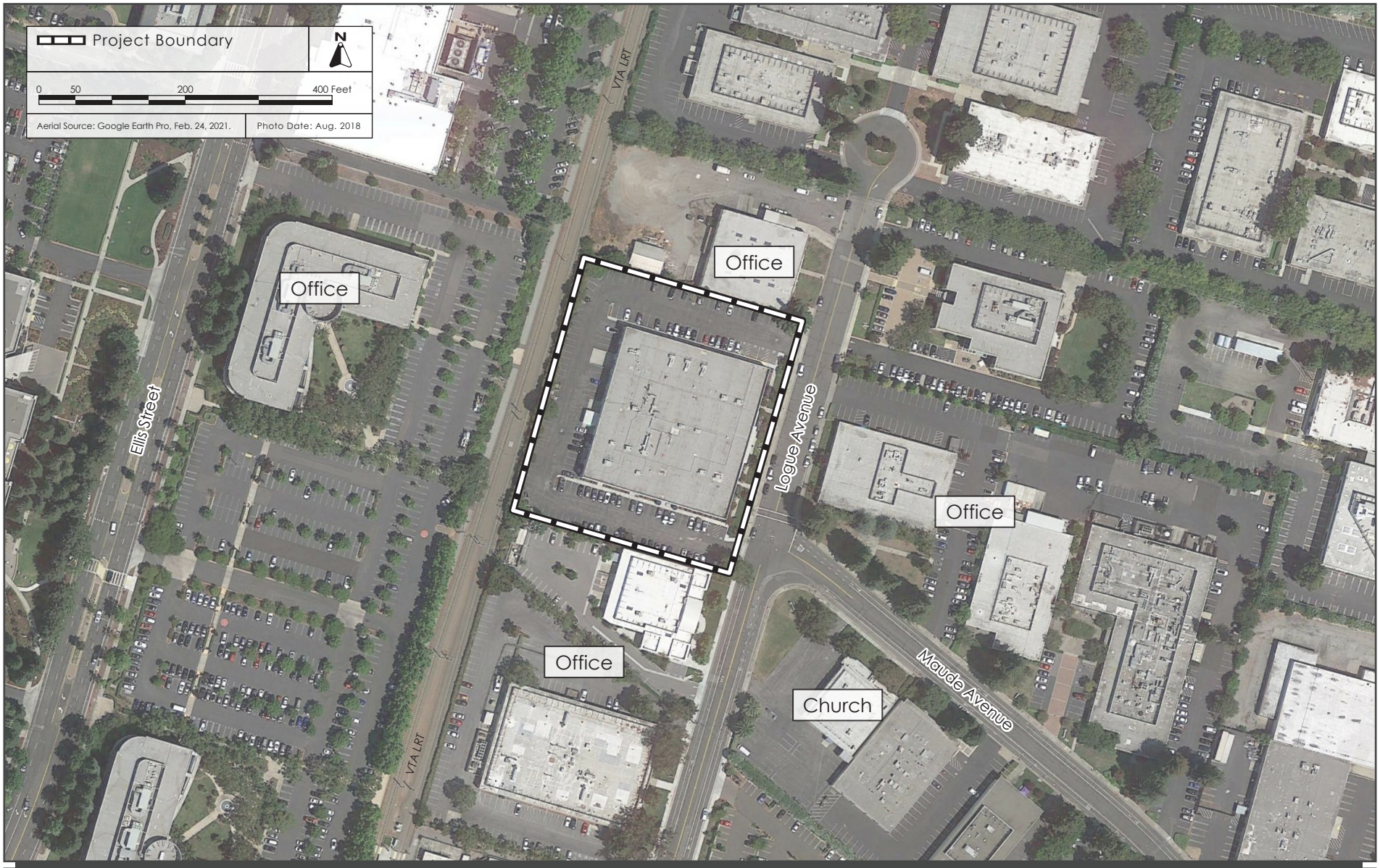


REGIONAL MAP

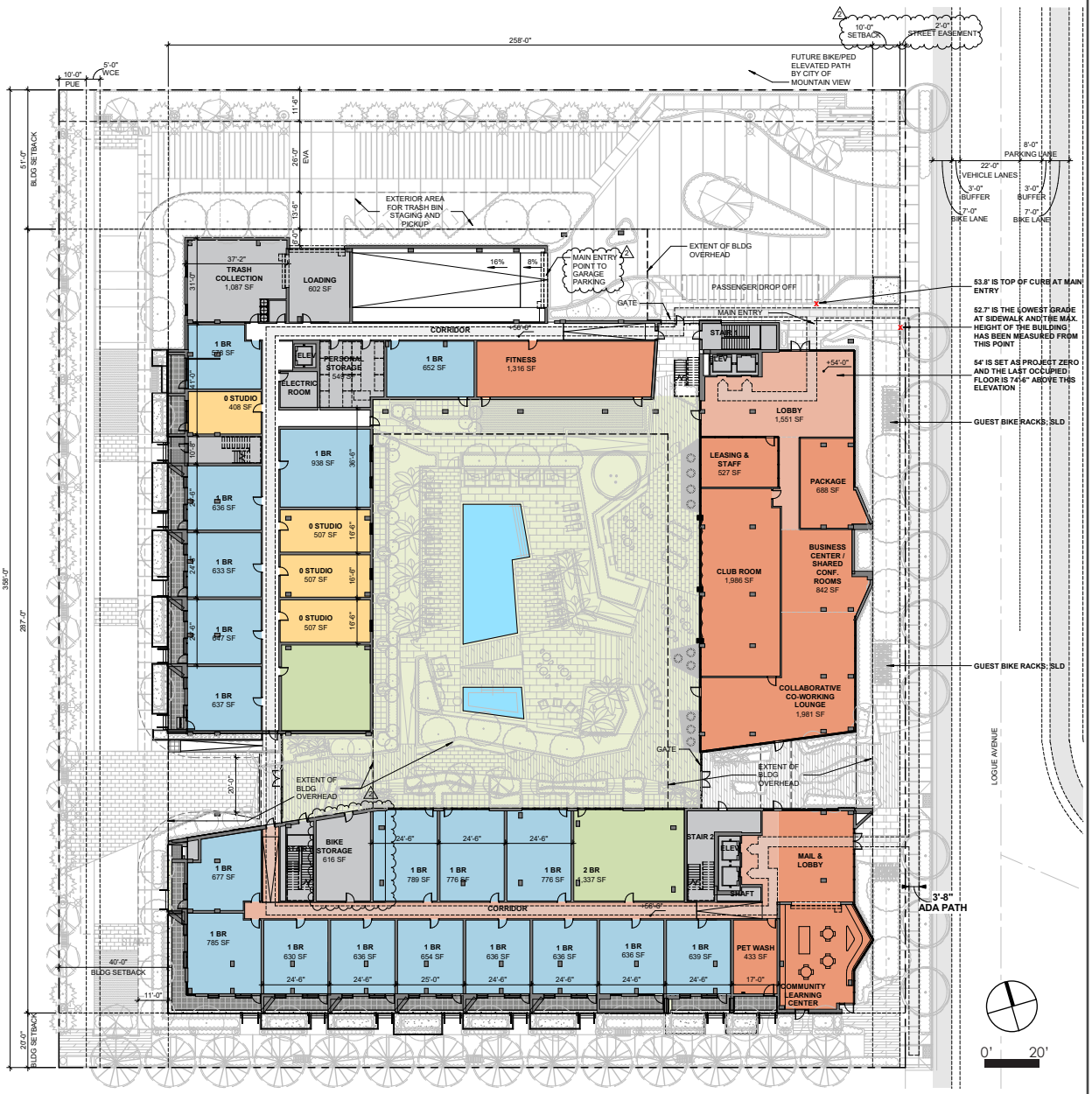
FIGURE 2.2-1



VICINITY MAP | FIGURE 2.2-2

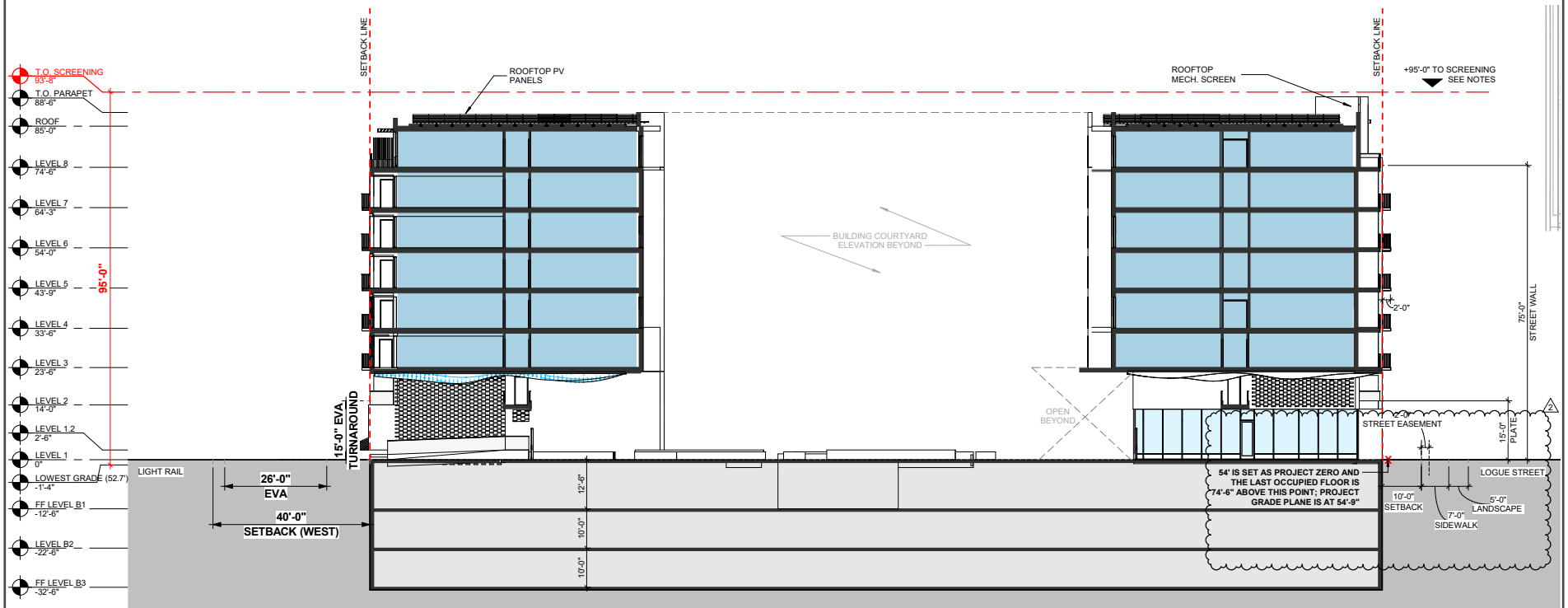


AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.2-3



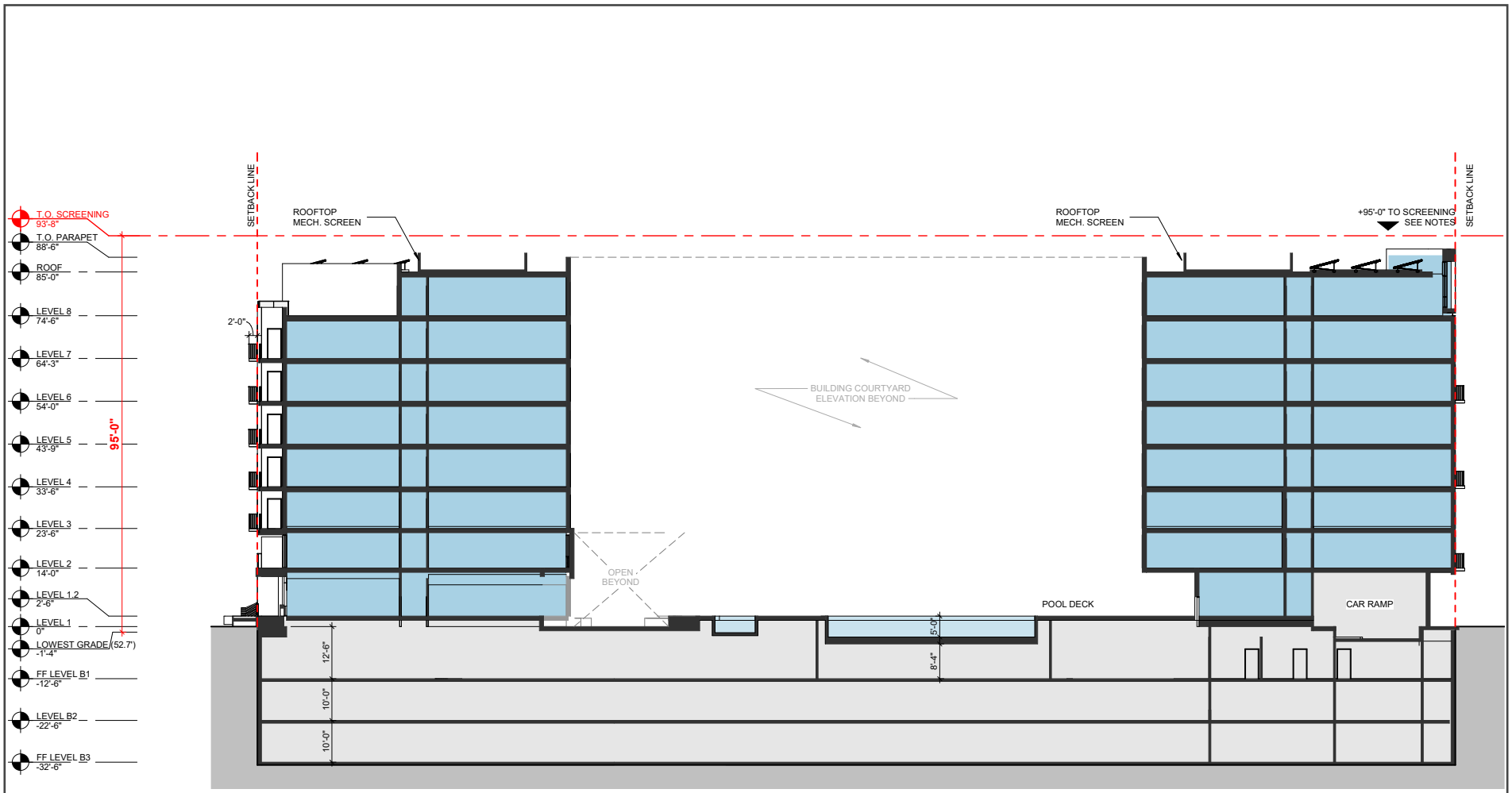
SITE PLAN

FIGURE 2.2-4



EAST/WEST ELEVATIONS

FIGURE 2.2-5



NORTH/SOUTH ELEVATIONS

FIGURE 2.2-6

2.2.1 Green Building and Greenhouse Gas Emissions Reduction Features

Consistent with the Development Standards for residential development projects within the Precise Plan, the project shall achieve a minimum of 120 points (Gold Certification) on the GreenPoint Rated system and implement all mandatory CALGreen requirements in order to satisfy the Precise Plan Bonus FAR program.[1] The project would incorporate the green building features including, but not limited to, the following:

- **Resource Efficient Landscaping:** The project would plant drought tolerant and native species for landscaping. The plants would be located and allowed to grow to natural size.
- **Water-Efficient Fixtures:** The project would install WaterSense bathroom faucets and toilets in residential units and common areas. Water submeters would also be installed for tenants.
- **Electrical Vehicle Charging:** The project would provide electric vehicle charging infrastructure in the parking garage.

2.2.2 Site Access and Parking

Vehicle access to the project site would be provided by one driveway on Logue Avenue, near the northeast corner of the project site. The driveway would provide access to a passenger loading and drop-off roundabout area and the three-level, below ground parking garage. The parking garage would provide a total of 420 vehicle parking spaces. The first-level of parking would provide 131 vehicle parking stalls, including those designated for clean air and electrical vehicle parking. The second-level of parking would provide 143 stalls and the third-level of parking would provide 146 stalls.

The project also includes a total of 449 bicycle parking spaces. Of the total bicycle parking, 408 long-term bicycle parking spaces would be located in a secure bike storage room on the second level of below ground parking and 41 short-term bicycle parking spaces along the sidewalk of Logue Avenue.

Pedestrian access to the project site would be provided via sidewalks on Logue Avenue. Pedestrians would access the proposed residential building via a main entrance on the northwest corner, with additional pedestrian access points to the ground-level common area via two gated entrances near the southeast and southwest corners of the building.

2.2.3 Heritage Trees

The project site contains 38 trees, including six Heritage trees as defined in the City's Municipal Code.[2] The project proposes the removal of all 38 on-site trees (including the six Heritage trees) and plant 196 new trees within the project site and along the project site frontages.

[1] The project proposes to meet GreenPoint Rated Gold certification level.
[2] A Heritage tree is any tree over 48-inches in circumference or any Quercus, Sequoia, or Cedrus over 12-inches in circumference (measured at 54-inch above grade).

2.2.4 Construction Activities

Project construction activities include demolition, site preparation, grading and excavation, building construction, architectural coatings, and paving. It is estimated that project construction would take a total of 33 to 35 months. Excavation and removal of approximately 102,000 cubic yards of soil would be necessary to accommodate the proposed building foundations, footings, and below ground parking garage. It is assumed that construction of the project would start in 2022 and be completed in 2025.

2.2.5 Transportation Demand Management

The Precise Plan specifies that all new residential development with at least 100 units is required to provide a Transportation Demand Management (TDM) plan with programs and measures to reduce vehicle trips. Pursuant to the Precise Plan, the proposed project is required to incorporate the following TDM measures:

- **TDM Plan Site Requirements:** New residential development shall include the following TDM site design strategies:
    - Maximum parking and carshare parking as defined by Chapter 3 of the Precise Plan
    - Bicycle parking as defined by Chapter 3 of the Precise Plan
    - Residential project over 100 units shall provide a shared, common, collaborative workspace available to residents and their guests. This amenity can be offered in partnership with nearby residences or businesses.
    - Site design that supports alternative modes, such as orienting building entrances toward sidewalks, transit stops, and bicycle routes.
    - Accessible secure storage space for grocery and package delivery shall be provided in multifamily development.
- **TDM Plan Operational Requirements:** The TDM plan shall include the following minimum operational measures or equivalent:
    - Property managers or homeowner associations (HOAs) shall provide access to shared bicycles if a bikeshare service is not available nearby.
    - Property managers or HOAs shall provide local transportation information to all residents through a website, leasing office, or initial leasing information.
    - Property managers or HOAs shall support Safe Routes to Schools programs including facilitating parent gatherings and coordination of walking school buses and/or bike trains.
    - Monetary incentives for alternative modes, such as subsidized transit passes or bike-share for residents and/ or unbundled parking.
- **Parking Rationale:** The TDM plan shall demonstrate that the parking provided is adequate to serve the needs of the development and shall consider the project's trip-reduction measures.
- **TDM Monitoring:** Annual TDM monitoring will be conducted by a third party and paid for by the property owner(s) or their representative. It will include parking counts to measure the peak parking demand and resulting parking rate.

- **Monitoring Results:** Annual monitoring results shall be submitted to the City for review. The report will include a description of the measures in place and any new or modified measures since the last monitoring period. If the required trip-reduction standard is not met, the property manager or HOA shall submit a revised TDM plan to the City identifying new programs or polices to address the exceedance and reduce the number of vehicle trips.

2.3 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The project site is designated East Whisman Mixed-Use in the City's General Plan and identified as being within the Mixed-Use Character Area of the East Whisman Precise Plan. The General Plan East Whisman Mixed-Use designation promotes a mix of offices, neighborhood-serving commercial, multi-family residential, lodging, and small businesses in the core of the East Whisman area. Similarly, the Precise Plan defines the Mixed-Use Character Area as an area where abroad range of uses are allowed, including residential, retail and services, entertainment, hotel, and office and R&D uses. A maximum height of 95 feet and a "Base" FAR of 2.0 to 3.5 is allowed by the Precise Plan for residential projects. The project proposes a maximum building height of 95 feet and a FAR of 3.82. As such, the project FAR would exceed the 3.5 FAR allowed by the Precise Plan as described in Chapter 6 of the Precise Plan. In order to be granted the Bonus FAR, the applicant secured a TDR from the Mountain View-Los Altos School District for an additional 72,000 (only 36,000 would be used) square feet of developable space**.** Therefore, no exception to the FAR is necessary.

The project site is zoned East Whisman Precise Plan. This designation allows a mix of office, R&D, commercial, and residential uses.

2.4 COMPARISON WITH PRECISE PLAN

The project proposes to construct 408 residential units within the Precise Plan area. The project proposes the type and scale of development envisioned in the Precise Plan for the project site and would be required to comply with the applicable standards and guidelines in the plan.

2.5 APPROVALS REQUIRED

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

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

SECTION 3.0 ENVIRONMENTAL CHECKLIST

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

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

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where an Impact Was Analyzed in Prior Environmental Documents
This column provides a reference to the pages of the other environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION AND MITIGATION SECTIONS

Discussion

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

Standard Conditions of Approval

Applicable standard conditions of approval are listed under each environmental category.

EIR Mitigation Measures

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

Special Mitigation Measures

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

3.1 AESTHETICS

	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Precise Plan Draft EIR (2019) Pages 49-50	No	No	No	No
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Precise Plan Draft EIR (2019) Page 49	No	No	No	No
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? Would the project conflict with applicable zoning and other regulations governing scenic quality?	Precise Plan Draft EIR (2019) Page 50	No	No	No	No
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Precise Plan Draft EIR (2019) Page 50-51	No	No	No	No

3.1.1 Existing Setting

The existing aesthetics setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

The project site is located in the High Intensity sub-area of the Mixed-Use Character Area of the East Whisman Precise Plan where the maximum allowed height for all buildings is 95 feet (with an additional four feet above the maximum height allowed for equipment and screening). The project site is currently developed with a one-story industrial office building, surface parking, and minimal landscaping along the project site boundaries and Logue Avenue frontage (see Figure 2.2-3).

3.1.2 Discussion

a-d. The Precise Plan FEIR found that the build-out of the Precise Plan (which includes the development proposed) would not result in a significant impact to aesthetic resources.

As described in the Precise Plan FEIR, most of the Precise Plan area (including the project site) is considered an infill site located within a Senate Bill (SB) 743-defined transit priority area.[3] Pursuant to SB 743, "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment." Thus, the aesthetics impacts of the proposed project (which would be a residential project within a transit priority area) would be less than significant.

Nonetheless, the project would be subject to the City's development review process which would ensure the proposed building design and construction materials would not adversely affect the East Whisman Precise Plan area's visual quality or create new sources of light and glare. The proposed building height of 85 feet to roof (95 feet to the top of the screening) would not exceed the maximum allowed building height in the Mixed-Use Character Area of the East Whisman Precise Plan area of 95 feet. Furthermore, the project's lighting would be required to comply with the California Building Standards Code (CBC), which minimizes light pollution that is disruptive to the environment by reducing the amount of backlight, uplight, and glare produced by luminaries. This less than significant conclusion is consistent with the conclusion in the Precise Plan FEIR.

3.1.3 Conclusion

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

[3] "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned.

3.2 AIR QUALITY

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

The discussion in this section is based in part on air quality calculations by the California Air Pollution Control Officers Association's California Emissions Estimator Model (CalEEMod). These calculations are attached to this checklist as Appendix A.

3.2.1 Existing Setting

The existing air quality setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. The project site generates air quality emissions from operations of the on-site building and vehicle trips by employees and visitors. The closest sensitive receptors to the project site are multi-family residential units (Revela Apartments) approximately 0.4-mile (or 2,200 feet) southwest of the site on Infinity Way.

3.2.2 Discussion

The Precise Plan FEIR found that air quality impacts would be less than significant with incorporation of City standard conditions of approval and identified mitigation measures.

a. Incorporation of policies and measures identified in the Precise Plan FEIR by the proposed residential project would ensure consistency with the 2017 Clean Air Plan (CAP). As described in the Precise Plan FEIR, implementation of projects under the Precise Plan would not disrupt or hinder implementation of any CAP control measures. Further, the Precise Plan FEIR includes mitigation measure MM AQ-3.1 to reduce the impacts related to increases in criteria air pollutants, as described below under the response to Checklist Question b.

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

Construction Period Emissions

The California Air Pollution Control Officers Association's California Emissions Estimator Model (CalEEMod) provides annual emissions for construction of projects. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activities include worker and truck traffic. The CalEEMod modeling of project-generated construction emissions was based on the applicant-provided schedule and equipment usage assumptions. The construction period would run continuously for approximately 33 to 35 months.

Table 3.2-1 below shows the project's estimated average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NOx), coarse particulate matter (PM_{10}) exhaust, and fine particulate matter ($PM_{2.5}$) exhaust from construction activities and diesel exhaust.

Table 3.2-1: Estimated Construction Period Emissions (pounds per day)

	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Total Average Daily Emissions	16.5	22.8	3.3	1.3
BAAQMD Thresholds	***54***	***54***	***82***	***54***
Exceed Threshold?	No	No	No	No

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

Standard Conditions of Approval:

- AIR QUALITY CONSTRUCTION MEASURES: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by BAAQMD to reduce fugitive dust emissions. Emission reduction measures shall include, at a minimum, the following measures:
    - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
    - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
    - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
    - All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
    - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
    - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measures Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
    - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
    - Post a publicly visible sign with the telephone number and person to contact at the City of Mountain View regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Operational Period Emissions

Operational air pollutant emissions from the project would be generated primarily from vehicles driven by future residents. Table 3.2-2 below shows the operational emissions of the project at occupancy in 2024.

Table 3.2-2: Operational Period Emissions (tons/year)

Scenario	ROG	NO_x	PM_{10}	$PM_{2.5}$
2025 Project Operational Emissions	3.6	2.2	2.5	0.8
BAAQMD Thresholds	***10***	***10***	***15***	***10***
Exceed Threshold?	No	No	No	No

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

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

As noted in Section 2.1 Project Location and Brief Description, the project site is bordered by existing office and industrial/R&D development. There are no sensitive receptors within 1,000 feet of the project site; therefore, a Construction Health Risk Analysis is not required as health risk impacts from project construction on sensitive receptors over 1,000 feet away are considered less than significant. For these reasons, the project would not result in significant community risk impacts as a single-source or by cumulative-sources.

d. The Precise Plan FEIR did not identify a significant odor impact, and the proposed residential use would not create objectionable odors.

3.2.3 Conclusion

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

3.3 BIOLOGICAL RESOURCES

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

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Precise Plan Draft EIR (2019) Page 36	No	No	No	N/A

The discussion in this section is based in part on a project-specific Tree Survey prepared by Hort Science in December 2018. This report is attached to this checklist as Appendix B.

3.3.1 Existing Setting

The existing biological resources setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. The project site is within an urban area and provides habitat and foraging opportunities for urban-adapted birds. No rare, threatened, endangered, or special-status species are known to inhabit the project site, as described in the Precise Plan FEIR. The primary biological resource on-site are trees. The project site contains 38 trees, including six Heritage trees as defined in the City's Municipal Code.[4]

3.3.2 Discussion

The Precise Plan FEIR found that biological resources impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

a. Based on the Precise Plan FEIR, the proposed project would have a less than significant impact on special-status species. The project site includes a building, mature trees, and vegetation that could provide foraging and nesting opportunities for a variety of bird species. The proposed project would remove 38 existing on-site trees (including six Heritage trees) and demolish the existing improvements on-site. Raptors (birds of prey) and nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and the California Department of Fish and Wildlife (CDFW) code requirements. Urban-adapted raptors or other avian nests present on or adjacent to the site could be disturbed by project construction activities and result in the loss of fertile eggs or nestlings, or otherwise lead to

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

nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW and would constitute a significant impact.

In compliance with the MBTA and CDFW code, the project shall implement the standard condition of approval identified in the Precise Plan FEIR of completing preconstruction nesting bird surveys and establishing no-disturbance buffer zones (if needed), to reduce or avoid construction-related impacts to nesting birds (including raptors) and their nests.

Standard Condition of Approval:

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

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

In addition, Bird Safe Design measures included in the Precise Plan are intended to help diminish the likelihood of building collision fatalities through façade treatments and light pollution reduction. The proposed project would be required to adhere to the standards identified in Chapter 4 of the Precise Plan to reduce bird collision risks. The standards are identified below and include façade treatments, occupancy sensors, avoidance of funneling of flight paths, and avoidance of glass skyways, walkways, or freestanding walls.

Standard Conditions of Approval:

- **Façade Treatments.** No more than 10 percent of the surface area of a building's total exterior façade shall have bird-friendly glazing between the ground and 60 feet above ground. Examples of bird-friendly glazing treatments include opaque glass, covering of clear glass surface with patterns, use of paned glass with fenestration patterns, and use of external screens over non-reflective glass.
- **Occupancy Sensors.** For non-residential development, occupancy sensors or other switch control devices shall be installed on non-emergency lights. These lights should be programmed to shut off during non-work hours and between 10:00 p.m. and sunrise.

- **Funneling of Flight Paths.** New construction shall avoid funneling of flight paths along buildings or trees towards a building façade.
- **Skyways, Walkways, or Glass Walls.** New construction and building additions shall avoid building glass skyways or walkways, freestanding glass walls, transparent building corners, or landscaping behind glass (such as in atriums). New construction and building additions should minimize the use of glass at tops of buildings, especially when incorporating a green roof into the design.
- **Exceptions to the Bird Safe Design Requirements.** The City may waive or reduce any of this chapter's bird safe design requirements based on analysis by a qualified biologist indicating that proposed construction would not pose a collision hazard to birds. Alternatively, additional design measures may be required based on an analysis by a qualified biologist.

With the implementation of the Precise Plan FEIR condition of approval requiring preconstruction nesting bird surveys and no-disturbance buffer zones (if needed) and incorporation of the Precise Plan bird safe design standards, the proposed project would have a less than significant impact to nesting and migratory birds. The bird safe design features would be incorporated into the final development plans for the project, which would be reviewed by the Planning Division at the time of building permit to ensure proper implementation (consistent with the Precise Plan).

b-c. There is no riparian habitat or wetland on or adjacent to the site. The nearest wetlands to the project site are freshwater ponds in Sunnyvale Municipal Golf Course, approximately 0.3-mile southeast and Stevens Creek riverine habitat approximately 0.8-mile west of the project site. [5] Therefore, the project would not have an impact on state or federally protected riparian habitat, sensitive natural community, or wetlands.

d. There are no waterways on-site, therefore, the project site does not support the movement of fish. The project site is currently developed and surrounded by existing urban development. For that reason, the project site is not an important area for movement for non-flying wildlife, and it does not contain any high-quality corridors allowing dispersal of such animals through the Precise Plan area. As discussed above, the proposed project would incorporate the City's standard condition of approval to protect nesting birds, as well as the Precise Plan's Bird Safe Design standards into the project design to minimize adverse effects on native and migratory bird species and help diminish the likelihood of building collision fatalities. With incorporation of the condition and standards, the proposed project would have a less than significant impact on migratory bird movement.

e. The proposed project would remove 38 trees, including six Heritage trees, from the project site. The project would plant 196 new trees. The City of Mountain View regulations require a permit to remove or move any tree over 48-inches in circumference or any *Quercus*, Sequoia, or *Cedrus* over 12-inches in circumference (measured at 54-inch above grade). A City of Mountain View Heritage tree removal permit is required before any Heritage trees are removed. Consistent with the Precise Plan FEIR, the proposed project would implement standard conditions of approval identified in the Precise Plan FEIR regarding tree replacement, protection, mitigation and preservation, and security

[5] United States Fish and Wildlife Service. *National Wetlands Inventory, Surface Waters and Wetlands.* Map. November 2019.

bonds. As a result, the project would not result in a new or substantially more severe significant impact to trees or conflicts with the City's compared to the Precise Plan FEIR.

Standard Conditions of Approval:

- REPLACEMENT: The applicant shall offset the loss of each Heritage tree with a minimum of two new trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.
- TREE PROTECTION MEASURES: The tree protection measures listed in the arborist's report prepared by and dated shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.
- TREE MITIGATION AND PRESERVATION PLAN: The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. The plan shall also outline measures to be taken to preserve off-site trees. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards shall be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan shall be developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.
- SECURITY BOND: The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.

f. The project site is not part of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure, and maintenance activities. The Precise Plan area, including the project site, is located outside the Habitat Plan area and outside of it's the expanded study area for burrowing owl conservation.

Nitrogen deposition contribution estimates of impacts on serpentine habitat in Santa Clara County were made as a part of the development of the Habitat Plan. On pages 68 to 69 of the Precise Plan FEIR, the City of Mountain View concluded that the nitrogen emissions (based on existing and future vehicle emissions) that would result from build-out of the Precise Plan were found less than cumulatively considerable (given that buildout of the Precise Plan is a small portion of Santa Clara County's overall emissions). The Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future) and identifies measures to conserve and manage serpentine areas over the term of the Habitat Plan, such that cumulative impacts to this habitat and associated special-status species would not be significant and adverse. For these reasons, the project would not conflict with an adopted habitat conservation plan.

3.3.3 Conclusion

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

3.4 CULTURAL RESOURCES

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

3.4.1 Existing Setting

The existing cultural resources setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. The existing on-site building was constructed within the last 50 years (between 1979 and 1980), and are therefore, not eligible for listing in the national, state, or City of Mountain View register of historic resources.[6] According to the Precise Plan FEIR, there are no known cultural resources within the Precise Plan area, which includes the project site.[7] Areas that are near natural water sources (e.g., riparian corridors and tidal marshland) are considered highly sensitive for prehistoric archaeological deposits and human remains. The project site is approximately two-miles from the San Francisco Bay and approximately 0.8-mile east of Stevens Creek. There are no known historic resources located within the Precise Plan area (which includes the project site) and no properties listed on federal, state, or local registers.

3.4.2 Discussion

The Precise Plan FEIR found that cultural resources impacts would be less than significant with incorporation of City standard conditions of approval.

a. Per the Precise Plan FEIR, there are no historic resources in the Precise Plan area listed in the National Register of Historic Places or the California Register of Historical Resources, and the

[6] According to the U.S. Department of Interior National Register Bulletin 16, structures built within the last 50 years are generally not considered historic resources; *EKI Environment & Water, Inc. Phase I Environmental Site Assessment 400 Logue Avenue Mountain View, California. November 24, 2020.*

[7] City of Mountain View. *East Whisman Precise Plan Draft Environmental Impact Report*. Page 85. June 2019. SCH #: 2017082051.

Precise Plan area does not contain property or parcels listed on the City's Register of Historic Resources. In addition, the existing building on-site is less than 50 years old. For these reasons, the proposed project would not result in a significant impact on historic resources.

b-c. Although it is unlikely that buried historic or prehistoric buried archaeological resources are present on the site given its location, these resources could be encountered during excavation, construction, or infrastructure improvements for the project, resulting in a significant impact. The project would implement the City's standard conditions of approval related to the discovery of archaeological resources and human remains identified in the Precise Plan FEIR and in compliance with General Plan Policies LU-11.5 and LU-11.6[8], should they be encountered on the site to reduce impacts to a less than significant level. The standard conditions are identified below and include halting work if resources or human remains are discovered, notifying and consulting appropriate parties, and implementing measures to avoid significantly impacting the resource or human remains. The project would result in the same less than significant impact disclosed in in the Precise Plan EIR. For this reason, the proposed project would not result in a new or substantially more severe significant environmental impact than disclosed in the Precise Plan FEIR.

Standard Conditions of Approval:

- DISCOVERY OF ARCHAEOLOGICAL RESOURCES. If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and wall, filled wells or privies, and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery.
- DISCOVERY OF HUMAN REMAINS. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the NAHC, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

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

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

3.4.3 Conclusion

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

3.5 ENERGY

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

The discussion in this section is based in part on air quality calculations completed for the project using the California Air Pollution Control Officers Association's California Emissions Estimator Model (CalEEMod). These calculations are attached to this checklist as Appendix A.

3.5.1 Existing Setting

The existing energy setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. The site uses energy in the form of electricity and natural gas for building operations, lighting, heating, and cooling. Vehicle trips by employees and visitors use gasoline and diesel fuel.

3.5.2 Discussion

The Precise Plan FEIR found that energy-related impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

a. Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the project site (e.g., demolition and grading), and the construction of the residential building, including the below ground parking structure. The Precise Plan FEIR determined that construction processes are generally designed to be efficient in order to avoid excess monetary costs. In addition, consistent with the Precise Plan FEIR, the project would implement BAAQMD BMPs as a standard condition of approval (as identified in Section 3.2 Air Quality) of this report. The BMPs include restricting equipment idling times and requiring the applicant to post signs on the project site reminding workers to shut off idle equipment, thus reducing energy waste. The project would also comply with the City's requirements to reuse a minimum of 65 percent of nonhazardous construction and demolition waste, minimizing energy impacts from the

creation of excessive waste. For these reasons, the Precise Plan FEIR determined that future projects (including the proposed project) would not use fuel or energy in a wasteful manner during construction activities.

Occupation and operation of the project would consume energy for building heating and cooling, lighting, and appliance use. Energy consumption for the proposed project was estimated using CalEEMod standard assumptions. As shown in Appendix A, the project would use approximately 2,668,850 kWh of electricity, 3,524,900 kBtu of natural gas, and 171,7158 gallons of gasoline annually.[9]

New residential construction participating in the Bonus FAR Program (including the proposed project) are required to achieve a minimum of 120 points (Gold Certification) on the GreenPoint Rated System or equivalent. Compliance with this standard would meet or exceed state-required Title 24 energy efficiency requirements and would further decrease the potential for energy waste and increase building efficiency. For the reasons described above and consistent with the Precise Plan FEIR, the proposed project would not result in the inefficient or wasteful use of energy or resources.

b. As required under the City of Mountain View GHG Reduction Program and Precise Plan, TDM plans are required to be prepared and implemented for residential uses. As discussed in Section 2.2 Project Description, the project proposes TDM measures including shared workspace on-site, bicycle storage, and TDM monitoring. The project would obtain electricity from Silicon Valley Clean Energy, which is 100 percent GHG-emission free energy from renewable and hydroelectric sources, consistent with the state's Renewables Portfolio Standard program and SB 350. In addition, the Precise Plan includes building standards that meet or exceed state mandated Title 24 energy efficiency standards, California Green Building Standards Code (CALGreen) standards, and Mountain View Green Building Code standards; especially with the inclusion of water efficiency and GreenPoint Rated (or equivalent) requirements. Thus, consistent with the Precise Plan FEIR, the proposed project would not obstruct a state or local plan for renewable energy or energy efficiency.

3.5.3 Conclusion

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

[9] Energy use estimates shown are conservative in that they do not net out the existing energy use at the site.

3.6 GEOLOGY, SOILS, AND MINERALS

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	Precise Plan Draft EIR (2019) Page 101-102	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Precise Plan Draft EIR (2019) Page 102-103	No	No	No	N/A
d. Be located on expansive soil, as defined in the current CBC creating substantial risks to life or property?	Precise Plan Draft EIR (2019) Page 102-103	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Precise Plan Draft EIR (2019) Page 102-103	No	No	No	N/A
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A
g. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A
h Result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?	Precise Plan Draft EIR (2019) Page 103	No	No	No	N/A

The discussion in this section is based in part on the Preliminary Geotechnical Investigation Report prepared by Cornerstone Earth Group in December 2018. This report is attached as Appendix C.

3.6.1 Existing Setting

The existing geology and soils setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. The project site is within a seismically active region, as well as a liquefaction hazard zone.[10] The project site is generally underlain by hard lean clay soils ranging from 12 to 22 feet below ground surface (bgs) and loose to dense sands and gravel ranging from 25 to 32 feet bgs. Approximate ground surface elevations range from 53 to 55 feet above mean sea level. The soils present at the project site exhibit moderate-shrink-swell (i.e., expansive) behavior.[11] The project site is not located within a Santa Clara County Compressible Soils Hazard Zone.[12] Groundwater levels in the Precise Plan area ranged from 15 feet to 41 feet below grade, and groundwater levels at the project site have been measured at nine to 12 feet below grade.

[10] Santa Clara County. *Geologic Hazard Zones.* Map. October 26, 2012.
[11] Cornerstone Earth Group. *Preliminary Geotechnical Investigation, 400 Logue Avenue, Mountain View, California.* Page 4. December 5, 2018.
[12] Santa Clara County. *Geologic Hazard Zones.* Map. October 26, 2012.

Based on mapping by the California Division of Mines and Geology, as well as the California Department of Conservation, there have been no mineral or aggregate sources of statewide importance identified within the Mountain View city limits.[13]

3.6.2 Discussion

The Precise Plan FEIR found that geology, soils, and minerals impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

a. (i-iv) The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map.[14] As disclosed in the Precise Plan FEIR, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The nearest active fault zones in the project vicinity are the Monte Vista-Shannon Fault, approximately six-miles southwest of the project site, and the San Andreas Fault, located approximately nine-miles west of the project site.[15] While no active faults are known to cross the project site (thus, fault rupture is not anticipated to occur), ground shaking on the site could damage structures and threaten future occupants of the proposed development. Additionally, the project site is located in a liquefaction hazard area.[16] Due to the relatively flat topography of the site and surrounding areas, the project would not be subject to substantial slope instability or landslide related hazards.

Consistent with the Precise Plan FEIR, the proposed project would be designed and constructed in accordance with CBC requirements, and General Plan Policies PSA 4.2, PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, and INC 2.3.[17] Additionally, the project is required to implement the standard condition of approval identified in the Precise Plan FEIR requiring the preparation of a design-level geotechnical investigation report and implementation of the standard engineering and design recommendations in the report to minimize seismic and seismic-related hazards (including liquefaction and lateral spreading) to a less than significant level.

Standard Condition of Approval:

- GEOTECHNICAL REPORT: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report shall be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical

[13] City of Mountain View. *East Whisman Precise Plan Draft Environmental Impact Report*. Page 101. June 2019. SCH #: 2017082051.
[14] Department of Conservation, California Geological Survey. *Earthquake Zones of Required Investigation*. Map. 2019.
[15] Ibid.
[16] Ibid.
[17] General Plan Policy PSA 4.2 state to minimize impacts of natural disasters. General Plan Policies PSA 5.1 – 5.4 state to ensure new development addresses seismically induced geologic hazards, comply with Alquist-Priolo Earthquake Fault Zoning Act, ensure City uses effective technology to inform the community about potential hazards, and ensure new underground utilities are designed to meet current seismic standards. General Plan Policy INC 2.3 requires the use of available technology and earthquake resistant materials in the design and construction of all infrastructure projects.

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

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

b. Given the site and site area's flat topography, the proposed project would not be subject to substantial erosion; therefore, the project would not expose people or structures to significant erosion-related hazards. In addition, the project would be required to implement the standard conditions of approval identified in the Precise Plan FEIR and discussed in Section 3.9 Hydrology and Water Quality to ensure that erosion and loss of topsoil would not occur during construction and operation of the project.

c-d. Soils with moderate expansion potential occur on-site, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Given the proximity of seismically active faults, seismic ground shaking could result in liquefaction, liquefaction-induced lateral spreading, or differential settlement. Implementation of the above identified standard condition of approval of preparing a design-level geotechnical investigation report and implementing the recommendations in the report would reduce the impacts of expansive soils and seismic-related hazards to a less than significant level. Furthermore, consistent with the Precise Plan FEIR, the project site does not contain steep slopes subject to landslide potential.

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

f. No paleontological resources have been identified in the City of Mountain View; however, construction and excavation could result in the disturbance of unknown resources. Consistent with the Precise Plan FEIR, the project would implement the standard condition of approval regarding the discovery of paleontological resources identified in the Precise Plan EIR to reduce impacts to unknown paleontological resources to a less than significant level. The standard condition of approval is identified and includes halting work in the event of a fossil discovery, examination of the find by a qualified paleontologist, and implementation of avoidance measures or a data recovery plan to reduce the impact to a less than significant level.

<u>Standard Condition of Approval:</u>

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

paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

g-h. There are no minerals or aggregate resources of statewide importance located in the Precise Plan area (which includes the project site). Implementation of the project, therefore, would not result in an impact to mineral resources.

3.6.3 Conclusion

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

3.7 GREENHOUSE GAS EMISSIONS

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

The discussion in this section is based in part on air quality calculations completed for the project using the California Air Pollution Control Officers Association's California Emissions Estimator Model (CalEEMod). These calculations are attached to this checklist as Appendix A.

3.7.1 Existing Setting

The existing GHG setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. The City of Mountain View adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) and certified the General Plan FEIR 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 GHG emissions reduction goals of the General Plan and serves as a programmatic GHG reduction strategy for CEQA tiering purposes.

The project site generates GHG emissions primarily from natural gas use as part of operation of the building (electricity supplied to the site is GHG-emission free from Silicon Valley Clean Energy) and fossil fuel combustion from vehicle trips by employees and visitors.

3.7.2 Discussion

The Precise Plan FEIR found that GHG emissions-related impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

a. Construction of the proposed project is estimated to result in 1,086 metric tons of carbon dioxide equivalent (CO_2e). These emissions are from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither BAAQMD nor CEQA have an adopted threshold of significance for construction-related GHG emissions, as stated in the Precise Plan FEIR. There is nothing atypical or unusual about the project's construction. In addition, the project would implement

the standard BMPs identified as a standard condition of approval in Section 3.2 Air Quality to restrict idling of construction equipment, which would in turn reduce GHG emissions. For these reasons, the project's GHG emissions are less than significant.

Operation of the proposed project would generate GHG emissions primarily from natural gas use at the residential building and fossil fuel combustion from vehicle trips to and from the project site. The Precise Plan FEIR modeled GHG emissions from buildout of the Precise Plan and determined that emissions would be below the City's GGRP 2030 threshold of 4.5 metric tons CO_2e per year per service population. The proposed project is consistent with the Precise Plan; therefore, the project would result in same less than significant GHG emission impact as disclosed in the Precise Plan FEIR.

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

3.7.3 Conclusion

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

3.8 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Precise Plan Draft EIR (2019) Page 127-128	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Precise Plan Draft EIR (2019) Page 128-132	No	No	No	Yes, MM HAZ-3.1
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Precise Plan Draft EIR (2019) Page 132	No	No	No	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Precise Plan Draft EIR (2019) Page 128-132	No	No	No	Yes, MM HAZ-3.1
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Precise Plan Draft EIR (2019) Page 132-137	No	No	No	N/A
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Precise Plan Draft EIR (2019) Page 137	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
g. Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	Precise Plan Draft EIR (2019) Page 137	No	No	No	N/A

The discussion in this section is based in part on the Phase I Environmental Site Assessment (ESA) prepared by EKI Environment & Water, Inc. in November 2020 and a Phase I ESA Peer Review prepared by Cornerstone Earth Group in November 2020. These reports are attached as Appendix D and Appendix E, respectively.

3.8.1 Existing Setting

The existing hazards and hazardous materials setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

3.8.1.1 *Site History*

Prior to 1963, the project site (and many surrounding areas throughout the Precise Plan area) were used for agricultural purposes. Soils on the project site may contain residual pesticide contamination from past agricultural activities, if the soils have not been previously excavated during construction of the existing buildings.

The existing industrial office building was constructed in 1977 and was occupied by a silk wall coverings manufacturer, machine shop, and textile importer at various times through 1999. A bioscience company (Arcturus) occupied the building from 1999 to 2006 and from 2007 to present the building is used as office space.

The bioscience company included the use and storage of a variety of laboratory related chemicals, including combustible liquids, corrosive liquids, corrosive solids, flammable liquid, infectious substances, miscellaneous liquids, miscellaneous solids, nonflammable gases, oxidizer solids, poisonous material liquids, and poisonous material solids. These chemicals may have been treated in an on-site treatment tank. The project site is listed on the California Certified Unified Program Agency (CA CUPA) as a hazardous waste generator due to the previous use by the bioscience company. The bioscience company received a closure letter for decommissioning their hazardous waste generating and holding facilities from the Mountain View Fire Department in 2006.

3.8.1.2 *Middlefield-Ellis-Whisman Superfund Study Area*

The project site is located within the Middlefield-Ellis-Whisman (MEW) Superfund Study Area. In the 1960s and 1970s, companies involved in semiconductor, electronic, and other manufacturing and

research contaminated the soil in the MEW Study Area (which overlaps with most of the Precise Plan area, including the project site) and groundwater with volatile organic compounds (VOC), primarily trichloroethylene (TCE). In 1981 and 1982, investigations in the area of these facilities indicated that significant levels of contaminants had been released to the soil and groundwater. Contaminated groundwater is considered part of the regional groundwater contamination plume. The area was deemed a Superfund site and a clean-up plan was approved by the U.S. Environmental Protection Agency (EPA) in 1989.

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

A vapor intrusion study area was designated by the EPA in 2010 to prevent site contamination from vapor intrusion. The project site is located within the vapor intrusion study area. The EPA determined that vapor intrusion response actions are necessary to protect the health of building occupants in the vapor intrusion study area from actual or threatened releases of hazardous substances into the environment via the subsurface vapor intrusion pathway. The Precise Plan FEIR found that future development projects within the MEW Superfund Study Area would be subject to the EPA's Record of Decision (ROD) Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area[18] and the Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area[19] (EPA 2011). Furthermore, according to the Precise Plan FEIR, all future projects would be required to prepare and submit the following plans and controls to the EPA for review and approval and to the City for review:

- **Air Monitoring Plan** to assess the exposure of construction workers and neighboring occupants adjoining the property to VOCs as part of the Air Monitoring Plan; this plan shall specify measures to be implemented if VOCs exceed regulatory threshold values.
- **Vapor Intrusion Control System Remedial Design Plan** describing the measures to be implemented to help prevent exposure of property occupants to VOCs in indoor air as a result of vapor intrusion. This plan shall also include a Vapor Intrusion Mitigation Plan which requires future project developers to design the proposed occupied spaces with appropriate structural and engineering features to reduce risk of vapor intrusion into buildings. At a minimum, this design would include incorporation of vapor barrier and provisions of space to accommodate active ventilation equipment to help prevent indoor air contaminant concentrations exceeding EPA's indoor air cleanup levels.
- **Additional Requirements.** The ROD Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area[20] and the Statement of Work Remedial Design and Remedial Action to

[18] U.S. Environmental Protection Agency. *Middlefield-Ellis-Whisman (MEW) Superfund Study Area, Mountain View and Moffett Field, California*. August 16, 2010.
[19] U.S. Environmental Protection Agency. *Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area.* 2011.
[20] U.S. Environmental Protection Agency. *Middlefield-Ellis-Whisman (MEW) Superfund Study Area, Mountain View and Moffett Field, California*. August 16, 2010.

Address the Vapor Intrusion Pathway, MEW Superfund Study Area[21] specify the selected remedy for all future buildings:

- Passive sub-slab ventilation with vapor barriers
- Monitoring to ensure long-term effectiveness
- Implementation of Institutional controls

3.8.2 Discussion

The Precise Plan FEIR found that hazardous material-related impacts would be less than significant with incorporation of City standard conditions of approval, mitigation measures, and Precise Plan requirements.

a. The Precise Plan FEIR concluded that projects that comply with federal, state, local requirements, City of Mountain View General Plan policies and actions, and standard City conditions of approval would reduce the potential for hazardous materials impacts to existing residents and businesses in and near the Precise Plan area to a less than significant level.

The project site is currently developed with a building that could contain lead-based paint and/or asbestos-containing materials given its age. The project would comply with local, state, and federal laws, which require a qualified professional to survey the building proposed for demolition to determine the presence of lead-based paints and asbestos and properly dispose of the material. Thus, impacts would be reduced to a less than significant level (as described in the Precise Plan FEIR).

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

b-d. Previous agricultural use of the project site and occupancy of the site by the bioscience company (a hazardous waste generator) indicates that hazardous materials such as residual pesticides and laboratory chemicals may be present in soils at the project site. Furthermore, historical groundwater monitoring data shows that the project site is underlain by the MEW Superfund Study Area VOC-affected groundwater plume. As such, the site is included on a list of hazardous materials sites with open clean up cases compiled pursuant to Government Code Section 65962.5. Contaminants of concern at the project site include residual pesticides, TCE, and other VOC vapors.

Per the EPA's 2010 Record of Decision for the MEW Superfund Study Area, 2011 Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, and as outlined in the Precise Plan and noted above, the project applicant would be required to prepare and submit an Air Monitoring Plan and Vapor Intrusion Control System Remedial Design Plan, and must meet any additional requirements set forth by the EPA to minimize potential impacts associated with the contaminated groundwater and soils on the project site during project construction and operation.

Additionally, the Precise Plan includes mitigation measure MM HAZ-3.1, requiring the preparation of a site-specific Phase I ESA and the preparation of a Site Management Plan (SMP) for all

[21] U.S. Environmental Protection Agency. *Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area.* 2011.

development projects with Recognized Environmental Conditions. Consistent with MM HAZ-3.1, the project prepared a Phase I ESA (see Appendix D). Additionally, to protect construction workers and the environment, a SMP would be prepared and submitted to the overseeing regulatory agency and City of Mountain View for review and/or approval prior to commencing construction activities. Worker training requirements, health and safety measures, and soil handling procedures would be described in the SMP.

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

c. There are no schools within 0.25-mile of the project site. The nearest school to the project site is Vargas Elementary school (approximately 0.7-mile southeast of the project site). The project proposes to construct residential uses, which would not be substantial emitters of hazardous materials or hazardous waste following construction.

e. The nearest airport to the site is Moffett Federal Airfield, which is approximately 0.5-mile north of the site. According to the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP), the project site is located within its Airport Influence Area. The project site is not located within a safety zone or the 65 dB noise contour of the Moffett Federal Airfield. The proposed development, therefore, would not expose people to a safety hazards or excessive noise from Airfield operations.

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

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

3.8.3 Conclusion

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

3.9 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Precise Plan Draft EIR (2019) Page 146-147	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Precise Plan Draft EIR (2019) Page 147	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. result in substantial erosion or siltation on- or off-site; ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows?	Precise Plan Draft EIR (2019) Page 148-149	No	No	No	N/A

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Precise Plan Draft EIR (2019) Page 149-150	No	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Precise Plan Draft EIR (2019) Page 150	No	No	No	N/A

3.9.1 Existing Setting

The existing hydrology and water quality setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

The project site has 106,480 square feet (or 96 percent) of impervious surfaces and 4,500 square feet (or four percent) of pervious surfaces consisting of mature trees and limited amounts of ornamental landscaping along the perimeter of the site.

The project site is located within Flood Zone X, which is not a Special Flood Hazard Area as identified by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM).[22] Flood Zone X is defined as an area determined to be outside the one percent and 0.2 percent annual chance floodplains, indicative of a minimal flood hazard.

3.9.2 Discussion

The Precise Plan FEIR found that hydrology and water quality-related impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

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

The project would also replace more than 10,000 square feet of impervious surfaces and would be required to meet the requirements of the Municipal Regional Stormwater NPDES Permit (MRP). The

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

MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

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

b. Water service would continue to be provided by the City of Mountain View under project conditions. The proposed project would not deplete groundwater supplies or interfere with groundwater recharge because the project would not directly use groundwater and the site does not contribute to recharge because it is mostly paved. It is anticipated that construction of the project would require excavation at a maximum depth of 33 feet below ground. Because groundwater in the project area is known to range from nine to 12 feet below ground, it is likely dewatering would be required during project construction. The short-term discharge of water produced from construction dewatering to the sanitary sewer is permitted by the Environmental Safety Section of the Mountain View Fire Department in accordance with discharge requirements. The project would comply with the design recommendations in the design-level geotechnical investigation required as a condition of approval (see Section 3.6 Geology, Soils, and Minerals), which would include design and engineering controls to minimize the volume and duration of dewatering. The Precise Plan FEIR determined that new development under the Precise Plan (such as the proposed project) would not substantially decrease groundwater supplies or interfere with sustainable groundwater management. Thus, the project would be consistent with the Precise Plan and would not result in new or substantially increased impacts than those described in the Precise Plan FEIR.

c. The proposed project would construct residential uses within an existing urban area, on a site that is currently developed. The redevelopment of the project site would not substantially alter the drainage pattern of the area and would result in a similar amount of impervious surface area pre- and post-project.[23] The project would install stormwater treatment facilities, in compliance with the MRP Provision C.3 requirements. The Precise Plan FEIR determined that the City's stormwater system would adequately convey flows from buildout of the Precise Plan.

d. The proposed project site is not located in an identified FEMA 100-year flood hazard zone or subject to tsunamis or seiches.[24] Based on the location of the project and the fact that it would not include significant amounts of pollutants, the project would not result in a release of pollutants from flooding, seiches, or tsunamis.

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

[23] Under the proposed project impervious surfaces would be reduced from 106,480 square feet to 100,975 square feet, a reduction of 5,505 square feet.
[24] Association of Bay Area Governments. "Resilience Program." Accessed: May 15, 2020. Available at: https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8

3.9.3 Conclusion

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

3.10 LAND USE AND PLANNING

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

3.10.1 Existing Setting

The existing land use setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

3.10.2 Discussion

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

a. The project site is located in the eastern portion of the Precise Plan area and is surrounded by urban development, including LRT tracks, roadways, and office uses. The project would replace the existing industrial office building with a new residential building, consistent with the Precise Plan's vision, and would not involve components that would physically divide an existing community (i.e., highways or railways).

b. The Precise Plan FEIR did not identify any significant impacts from implementing the Precise Plan due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project and land use are consistent with the Precise Plan. Further, the proposed residential project is consistent with the East Whisman Mixed-Use General Plan land use designation and General Plan Policy LUD 19.1, which calls for greater land use intensity and transit-oriented developments within a half-mile of light rail transit stations. For these reasons, the proposed project would not conflict with land use plans, policies, or regulations adopted for avoiding or mitigation environmental effects.

3.10.3 Conclusion

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

3.11 NOISE AND VIBRATION

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

3.11.1 Existing Setting

The existing noise and vibration setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

The existing noise environment in the Precise Plan area results primarily from vehicular traffic along freeway and roadways (including U.S. 101, East Middlefield Road, North Whisman Road, and Ellis Street), VTA light rail pass-bys, and aircraft associated with Moffett Federal Airfield. The project site is located outside the 65 dBA CNEL noise contour for the Moffett Federal Airfield. The nearest sensitive receptors are residential uses located southwest on Infinity Way, approximately 0.4-mile southwest of the project site.

3.11.2 Discussion

The Precise Plan FEIR found that noise and vibration-related impacts would be less than significant with incorporation of City standard conditions of approval, mitigation measures, and Precise Plan requirements.

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

Construction Noise

Construction activities for the proposed project would be completed between 7:00 a.m. and 6:00 p.m., Monday through Friday, and would adhere to the allowable hours of construction specified in the City's Municipal Code (Chapter 8). In addition, projects within the Precise Plan area would be required to implement the standard conditions of approval identified in the Precise Plan FEIR, which include implementing construction noise reduction measures and designating a disturbance coordinator to respond to and address complaints.

Standard Conditions of Approval:

- CONSTRUCTION NOISE REDUCTION: The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: a. comply with manufacturer's muffler requirements on all construction equipment engines; b. turn off construction equipment when not in use, where applicable; c. locate stationary equipment as far as practicable from receiving properties; d. use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; e. and shroud or shield impact tools and use electric powered rather than diesel-powered construction equipment.
- CONSTRUCTION PRACTICES NOTICING -DISTURBANCE COORDINATOR: The project applicant shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.

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

Traffic Noise

As identified in the Precise Plan FEIR, a significant permanent noise level increase would occur if project-generated traffic would result in a noise level increase of three dBA Ldn or greater, with a future noise level of 60 dBA Ldn or greater.

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

Mechanical Equipment Noise

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

The proposed project would include mechanical systems (i.e., HVAC, exhaust fans, intake ventilation) on the roof top of the proposed residential building. The Precise Plan FEIR includes a standard condition of approval for future development, which is identified below and requires conformance with the noise and time limitations stated above, to reduce potential noise impacts from mechanical equipment.

Standard Condition of Approval:

- MECHANICAL EQUIPMENT: The noise emitted by any mechanical equipment shall not exceed a level of 55 dBA during the day (between 7:00 a.m. and 10:00 p.m.) or 50 dBA during the night (between 10:00 p.m. to 7:00 a.m) as measured at residential land uses.

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

b. The Precise Plan FEIR identified a less than significant vibration noise impact with implementation of mitigation measure MM NOI-4.1, which calls for avoiding impact pile driving, avoiding use of vibratory rollers and tampers near sensitive uses, and completing site-specific vibration studies if activities are proximate to adjacent structures. The project would implement mitigation measure MM NOI-4.1 in the Precise Plan FEIR and, therefore, the project would result in the same less than significant impact construction-vibration impact as identified in the Precise Plan FEIR.

c. Moffett Federal Airfield is a joint civilian/military airport located approximately 0.5 miles north of the project site. According to the Moffett Federal Airfield CLUP 2022 Aircraft Noise Contour Map, the project site is outside the 65 dBA Community Noise Equivalent level (CNEL) noise contour. Therefore, noise from aircraft would not substantially increase ambient noise levels at the project site and interior noise resulting from aircraft would be compatible with the proposed project.

3.11.3 Conclusion

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

3.12 POPULATION AND HOUSING

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

3.12.1 Existing Setting

The existing population and housing setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

According to the Precise Plan FEIR, the Precise Plan area is expected to experience employment growth of approximately 12,000 new jobs over existing conditions for a total of 27,360 employees at full buildout in 2030. The growth projection for the Precise Plan disclosed in the Precise Plan FEIR is consistent with the growth projections for the area in the General Plan. Buildout of the Precise Plan would add an estimated 10,750 residents to the Precise Plan area. Currently there is one single-family residence in the Precise Plan area located on Middlefield Road. There are no residential units on or adjacent to the project site.

3.12.2 Discussion

The Precise Plan FEIR found that population and housing impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

a. The Precise Plan area is located in an urban, developed environment and it is within a designated Change Area in the General Plan. The proposed project would result in a net increase of 408 residential units on-site compared to existing conditions, generating approximately 971 net new residents, or nine percent of the total anticipated employment growth for the Precise Plan area.[25] Impacts associated with population growth would be within the limits of that previously analyzed the

[25] The number of residents was estimated assuming a citywide average 2.3 residents per household.

Precise Plan FEIR. For these reasons, implementation of the project would not contribute to substantial growth inducement in Mountain View or in the region.

b. The project site is developed with industrial uses and does not contain housing; therefore, the project would not displace existing residents or housing.

3.12.3 Conclusion

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

3.13 PUBLIC SERVICES

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a. Fire protection?	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A
b. Police protection?	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A
c. Schools?	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A
d. Parks?	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A
e. Other public facilities?	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A

3.13.1 Existing Setting

The existing public services setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

The Precise Plan area is served by the Mountain View Fire Department (MVFD). The nearest fire station to the Master Plan is Station Four (located approximately 0.6-miles southwest of the project site at 229 North Whisman Road). Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 90 sworn and 45 non-sworn personnel.

The Precise Plan area is located within the Mountain View Whisman School District, which includes seven elementary schools and two middle schools, and the Mountain View Los Altos High School District.

The Precise Plan area, including the project site, is located within the Whisman Planning Area of the City of Mountain View 2014 Parks and Open Space Plan. There are approximately 15.41 acres of open space in the Whisman Planning area located primarily at Whisman and Slater Schools and at four mini-parks: Magnolia, Chetwood, Creekside, and Devonshire Parks.

3.13.2 Discussion

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

a. The buildout of the Precise Plan (which includes the proposed project) would incrementally increase the needs for fire suppression and rescue response services, as described in the Precise Plan FEIR. The proposed project would be constructed to current Fire Code standards to increase fire safety overall. In addition, the City of MVFD does not anticipate the need to construct a new fire station to accommodate growth anticipated in the buildout of the General Plan, of which the Precise Plan is a part. Further, the Precise Plan FEIR concluded that there is existing capacity at nearby Station Four (located approximately 0.6-miles southwest of the project site at 229 North Whisman Road) to respond to additional service calls created by build-out of the Precise Plan (including the proposed project) and no new facilities or expansion of existing facilities would be required.

b. Mountain View Police Department (MVPD) maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. As noted in Section 3.12 Population and Housing, 408 new residential units are proposed, and the project would generate approximately 971 net new residents.

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

c. As noted under Section 3.12 Population and Housing, 408 new residential units are proposed and the project would generate approximately 971 new residents. The proposed project would add approximately 35 elementary school students, 16 middle school students, and 20 high school students.[26] As discussed in the Precise Plan FEIR, no new schools are proposed and no physical changes to existing school district facilities would occur with implementation of the Precise Plan.

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

[26] Based on the student generation rates K-5 = 0.085 (0.308 affordable), 6-8 = 0.039 (0.247 affordable), High School = 0.047 (0.312 affordable). City of Mountain View. *East Whisman Precise Plan Draft Environmental Impact Report*. Page 191. June 2019. SCH #: 2017082051.

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

e. The Precise Plan FEIR concluded that the growth projected in the Precise Plan (which includes the proposed project), would not trigger the City to build or operate a new library in the Precise Plan area. The proposed project is consistent with the Precise Plan; therefore, the proposed project would result in the same less than significant impact on library services as disclosed in the Precise Plan FEIR.

3.13.3 Conclusion

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

3.14 RECREATION

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Precise Plan Draft EIR (2019) Page 188-193	No	No	No	N/A

3.14.1 Existing Setting

The existing recreational setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

The City of Mountain View owns 972 acres of parks and open space facilities, including 22 urban parks and Stevens Creek Trail. The City also maintains 10 parks under joint-use agreements with local school districts. The Precise Plan area, including the project site, is located within the Whisman Planning Area of the City of Mountain View 2014 Parks and Open Space Plan. There are approximately 15.41 acres of open space in the Whisman Planning Area located primarily at Whisman and Slater Schools and at four mini-parks: Magnolia, Chetwood, Creekside, and Devonshire Parks. The Precise Plan area currently does not meet the City's standard of 3.0 acres of parkland per 1,000 residents.

3.14.2 Discussion

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

a-b. The Precise Plan includes an overall goal of adding 30 acres of publicly accessible open space to serve the projected 10,000 residents of the Precise Plan area (which would meet the City's standard of three acres per 1,000 residents). The park and open space vision for the Precise Plan area includes a central park, up to six mini-parks, a neighborhood park, a system of linear parks, and

accessible open spaces. Approximately three to eight acres would be acquired by the City with the parkland in-lieu fees paid and creation of new open space areas within non-residential developments. The project includes total of approximately 48,965 square feet of outdoor common areas would be provided on the ground-floor, third-floor, and eighth-floor. The outdoor common areas would include amenities such as a pool, lounge areas, and an outdoor kitchen. The Precise Plan FEIR concluded that the payment of park land fees by future residential development would reduce park impacts to a less than significant level. The project, consistent with state law (Quimby Act), would pay park land fees. As a result, the project would result in the same less than significant impact as disclosed in the Precise Plan FEIR.

3.14.3 Conclusion

The proposed project would incrementally increase the use of park facilities; however, it would not result in a new or substantially increased parks impact compared to the Precise Plan FEIR.

3.15 TRANSPORTATION

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A
b. For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A
d. Result in inadequate emergency access?	Precise Plan Draft EIR (2019) Page 189-193	No	No	No	N/A

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

3.15.1 Existing Setting

The City of Mountain View is preparing a nexus study and will adopt an impact fee for transportation improvements necessary to address impacts generated by development in the East Whisman Precise Plan area. The following transportation improvements were included in the Precise Plan FEIR:

- Signalize intersection of Ellis Street and Manila Drive
- Add westbound left- and southbound right-turn lanes to US 101 Northbound Ramps and Ellis Street
- Add Southbound turb lane on Fairchild Drive and Ellis Street
- Construct new interchange at Maude Avenue and SR 237 Ramps
- Add a dedicated Eastbound right turn lane to Maude Avenue and North Mary Avenue

- Add a dedicated Eastbound right turn lane to East Middlefield Road and North Whisman Road
- Add an Eastbound left turn lane to East Middlefield Road and Ellis Street
- Convert southbound right turn lane to shared southbound left/ right turn lane on Central Expressway and SR 85 Southbound Ramp
- Add westbound lane, Westbound turn lane and eastbound turn lanes to Central Expressway and North Mary Avenue
- Add Eastbound lane to West Evelyn Avenue and North Mary Avenue
- Add dedicated northbound right, southbound right, and eastbound right turn lanes to Moffett Boulevard and West Middlefield Road
- Close Castro Street between Moffett Boulevard and Central Expressway[27]

As stated in the Precise Plan, development projects will contribute funding to these transportation improvements. The project is responsible for implementing focused vehicle operational improvements at impacted intersections identified in the MTA and contributing its fair share towards the planned East Whisman area transportation improvements, through payment of a future impact fee.

3.15.2 Impact Discussion

The Precise Plan FEIR found that transportation impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

a. The Precise Plan FEIR found that development and identified improvements in the Precise Plan area would not conflict with a program plan, ordinance, or policy addressing the circulation system, roadways, bicycle lanes and pedestrian facilities. The Precise Plan did identify Impact TRA-3 (a significant and unavoidable effect on transit vehicle operations at intersections with a deficient level of service (LOS)). The proposed project would incrementally contribute to the increased congestion disclosed in the Precise Plan FEIR; however, the Mountain View City Council adopted a Statement of Overriding Considerations overriding the significant unavoidable impacts disclosed in the Precise Plan FEIR. Additionally, consistent with the 2018 amendments to the CEQA Guidelines implementing SB 743 and recent case law (*Citizens for Positive Growth & Preservation v. City of Sacramento*), project generated impacts to LOS can no longer constitute a significant impact under CEQA.

Pedestrian and Bicycle Facilities

The project would generate new bicycling and walking trips throughout the day. Bicycle trips may include residents' commute trips and dining, shopping, and recreation trips made by residents and visitors. The project includes a total of 449 bicycle parking spaces, including 408 long-term and 41 short-term bicycle parking spaces. Walking trips would be made throughout the day as well, and it is possible that some residents would choose to walk to and from work-related destinations, to walk to nearby bus stops and the Middlefield LRT station, and who walk to and from other destinations within the East Whisman area.

[27] City of Mountain View. *East Whisman Precise Plan Draft Environmental Impact Report*. June 2019.

Bicycle lanes are available on Logue Avenue, Clyde Avenue, Maude Avenue, and Middlefield Road. A future bicycle path is proposed along the north edge of the project site as part of the Precise Plan. The path would be part of the new Street B, which connects Logue Avenue and Whisman Road, starting just north of the project site. The project would construct a 10-foot multi-use path along the western property line, with screen planting separating the path from existing LRT tracks. The project would retain the existing seven-foot wide sidewalk on the east project frontage while adding an additional five feet of landscaping between the sidewalk and street. None of the proposed improvements or structures would conflict with existing or planned pedestrian facilities or conflict with policies related to bicycle or pedestrian activities. For these reasons, the project would not interfere with pedestrian accessibility to the site and adjoining areas; conflict with an existing or planned pedestrian or bicycle facility; nor conflict with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the project area.

Transit Facilities

The Precise Plan FEIR identified a significant, unavoidable impact to transit facilities (Impact TRA-4) due to the increase in transit vehicle delay at congested intersections. The Mountain View City Council adopted a Statement of Overriding Considerations overriding this significant unavoidable impact disclosed. The increase in the number of potential transit users on the various transit systems from the proposed project was considered in the Precise Plan FEIR. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability, which was described in the Precise Plan FEIR.

The nearest bus stop (VTA route 21) is located 750 feet south of the project site on Logue Avenue. Rail service also operates within walking distance of the project site at the Middlefield LRT station. In addition, the Mountain View Community Shuttle and MVgo shuttle are operated along Fairchild Drive and East Middlefield Road in the project area.

The General Plan and Precise Plan include policies to encourage an increase in the City's transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the project (estimated to be approximately four to six transit riders during the AM and PM peak hours) would be accommodated by existing and planned improvements to the transit system, such as transit access improvements and transit service improvements. Planned transit vehicle pre-emption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle time reliability. For these reasons, the project's impact to transit is consistent with that disclosed within the Precise Plan FEIR.

Intersections

The project proposes to implement a TDM plan to reduce vehicle trips, spread demand across time, and make the most efficient use of the alternative circulation system in the project vicinity. The MTA (refer to Appendix F) evaluated intersection deficiencies and improvements under Existing with Project Conditions and Background with Project Conditions. According to the MTA, the project would generate 1,636 net new daily trips, including 88 AM peak hour and 118 PM peak hour vehicle trips. The results of the LOS calculations indicate that the project would not cause deficiencies at any

study intersection under Existing with Project Conditions or Background with Project Conditions based on the significance thresholds outlined in the Precise Plan FEIR; therefore, no improvements are required, although the project would contribute fair share funding to transportation improvements necessary to address LOS deficiencies caused by the overall development in the Precise Plan area (which includes the proposed development), as noted above.

As presented in the Transportation Analysis for the Precise Plan FEIR, an Existing with Precise Plan condition deficiency was determined for one study intersection – Central Expressway and North Mary Avenue intersection (Intersection 20). The proposed project would contribute additional traffic to this intersection (see Appendix F) and although the proposed project itself does not result in a deficiency at this intersection, it contributes to the Precise Plan deficiency. The improvement identified in the Precise Plan FEIR for this intersection was an additional westbound left-turn lane, westbound through lane, and eastbound through lane, which would improve intersection operations to an acceptable LOS E. According to the Precise Plan FEIR, while these improvements would address the intersection deficiency, the improvements would be implemented by another jurisdiction (Santa Clara County) and cannot be guaranteed to occur. Thus, the intersection deficiency was considered unavoidable and no improvements were required as part of the Precise Plan FEIR.

b. The Precise Plan FEIR identified a significant and unavoidable project-level and cumulative-level VMT impact due to Precise Plan project-generated vehicle miles traveled (VMT) on both a citywide and countywide basis. As disclosed in the Precise Plan FEIR, the Precise Plan project-level VMT per service population was calculated to be 35.93 and the Precise Plan cumulative VMT per service population was calculated to be 36.27. The Mountain View City Council adopted a Statement of Overriding Considerations for this significant, unavoidable impact.

The proposed project is consistent with the Precise Plan; therefore, the VMT impact disclosed in the Precise Plan FEIR accounts for the land use and density proposed by the project on-site. For this reason, the project would result in the same VMT impact as disclosed in the Precise Plan FEIR. Further, the City's current VMT policy (which was adopted after the Precise Plan FEIR was certified) establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA and are not required to prepare further VMT analysis.[28] The project site is located within 0.5 miles of the Middlefield LRT station; therefore, the project would have a less than significant impact on VMT and is consistent with the City's VMT policy.

c. The proposed uses and design would be consistent with the uses, design, and development standards in the Precise Plan for the site and would not substantially increase hazards due to a design feature or incompatible use, as described in the Precise Plan FEIR. The project proposes uses consistent with the Precise Plan and would be designed in accordance with the standards in the Precise Plan. For this reason, the project would result in the same less than significant impact as disclosed in the Precise Plan FEIR.

[28] The proximity to transit screening criterion was developed based on the CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that lead agencies generally should presume that certain projects proposed within 0.5 miles of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less than significant impact on VMT.

d. The Precise Plan FEIR concluded that since the implementation of the Precise Plan would result in greater connectivity of the street and multimodal network and all future development would be reviewed by the MVFD for compliance with the City's fire code regarding emergency access and design requirements, the Precise Plan would not result in inadequate emergency access. The project is consistent with the Precise Plan and the final design of the project would be reviewed by the MVFD for compliance with the City's fire code. For this reason, the project would result in the same less than significant impact regarding emergency access as disclosed in the Precise Plan FEIR.

3.15.3 Conclusion

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

3.16 TRIBAL CULTURAL RESOURCES

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

3.16.1 Discussion

a-b. No tribes with a cultural affiliation to the Precise Plan area (which includes the project site) have requested notification of or consultation for projects under AB 52. No tribal cultural resources or Native American resources were identified in the Precise Plan area as a result of email and telephone consultation and outreach.

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

Standard Conditions of Approval:

- DISCOVERY OF ARCHAEOLOGICAL RESOURCES. If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and wall, filled wells or privies, and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery.
- DISCOVERY OF HUMAN REMAINS. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the NAHC, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

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

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

3.16.2 Conclusion

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

3.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	A. Where Impact Was Analyzed in Prior Environmental Documents.	B. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	C. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	D. Any New Information of Substantial Importance Requiring New Analysis or Verification?	E. Prior Environmental Documents Mitigations Implemented or Mitigations Address Impacts.
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	Yes, MM ULT-1.1
b. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A
e. Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	Precise Plan Draft EIR (2019) Page 267-279	No	No	No	N/A

The discussion within this section is based in part on a Utility Impact Study prepared by Schaaf & Wheeler in December 2020 and included with this checklist as Appendix G.

3.17.1 Existing Setting

The existing utilities and service systems setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR.

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

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

3.17.2 Discussion

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

a. Consistent with the Precise Plan FEIR, the proposed project would not result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities. The project would pay impact fees to fund stormwater drainage improvements included as part of Capital Improvement Projects (CIPs) identified in the 2030 General Plan Update Utility Impact Study (GPUUIS). The proposed project would not significantly impact the water system under existing or cumulative conditions with the implementation of the recommended CIPs identified in the Precise Plan FEIR. The implementation of the CIPs would ensure adequate storm drain and water service and the impact would be less than significant, as identified in the Precise Plan FEIR.

The sewer system has sufficient capacity under existing conditions with the estimated increase in incremental project flow. With the construction of the CIPs identified in the 2030 GPUUIS and Precise Plan, the sewer system would have sufficient capacity in the future cumulative condition under both pre- and post-project conditions. One CIP from the 2030 GPUUIS and two CIPs from the Precise Plan are located downstream of the project. The proposed project's Utilities Impact Study (Appendix G) would be used to determine the proportional utility impact fees to be paid under the future nexus study, as described in mitigation measure MM UTL-1.1 in the Precise Plan FEIR. This ensures that development projects in the Precise Plan area appropriately fund area CIPs and complete other needed utility infrastructure improvements. As a result, the impact is less than significant (consistent with the Precise Plan FEIR).

b. Implementation of the Precise Plan would result in an increase in water demand within the City of Mountain View. As described in the Precise Plan Water Supply Assessment (2018), the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under a Normal Year scenario through 2035; however, shortfalls of 11 percent are projected for single dry years and up to 13 percent in multiple dry years. To deal with anticipated shortfalls, the City has established a staged Water Shortage Contingency Plan within the Urban Water Management Plan, which can mitigate for shortfalls of up to 50 percent. In addition, new development under the Precise Plan would be required to comply with General Plan Policies INC 5.1 through INC 5.7 related to water conservation and Precise Plan standards and guidelines for water conservation and green building such as meeting CalGreen and LEED BD+C standards, installing dual plumbing for potable and recycled water use, and connections to existing City recycled water system where feasible. The proposed project is accounted for within the Precise Plan and, therefore, the project's water demand was accounted for the Precise Plan Water Supply Assessment. For these reasons, there is sufficient water supply for the proposed project.

c. As described in the Precise Plan FEIR, implementation of the Precise Plan (which includes the proposed project) would not exceed the treatment capacity at the Regional Water Quality Control Plant (RWQCP). The Utilities Impact Study for the proposed project calculated that adding the proposed project to the Precise Plan (see Table 5-3 of Appendix G) would not exceed the wastewater flows disclosed for the Precise Plan in the Precise Plan FEIR and would be within the treatment capacity of the RWQCP. Thus, the proposed project would result in the same less than significant wastewater impact as disclosed in the Precise Plan FEIR.

d-e. The project would increase the amount of development at the site and would increase the amount of solid waste generated. The project would be required to comply with the California mandated 50 percent waste diversion and CALGreen standards (including a construction waste recycling requirement and readily accessible areas for recycling). At least 65 percent of construction waste would be recycled or reused.

New development within the Precise Plan area would be required to divert and dispose of waste during operation in accordance with the state requirements and policies in the General Plan.[29] Solid waste generated within the Precise Plan area is collected by Waste Management and disposed of at Kirby Canyon Landfill. Kirby Canyon Landfill has an estimated remaining capacity of approximately 15 million tons, and a closing date of approximately January 1, 2068.[30] As discussed in the Precise Plan FEIR, Kirby Canyon Landfill has sufficient capacity to accommodate solid waste generated from the buildout of the Precise Plan (which includes the proposed project).

Based on the above discussion and consistent with the Precise Plan FEIR, the project would not adversely affect the City's compliance with the waste diversion requirements under state law and be served by a landfill with sufficient capacity.

[29] General Plan Policies INC-11.1 through INC- 11.4 call for waste diversion, recycling, and composing to ensure all municipal solid waste generated within the city is collected, transported, and disposed of in a manner that protects public health and safety.
[30] Azevedo, Becky. Waste Management Technical Manager. Personal communications. September 14, 2020.

3.17.3 Conclusion

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

SECTION 4.0 ENVIRONMENTAL CONCLUSION

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

SECTION 5.0 REFERENCES

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