

**CITY OF MOUNTAIN VIEW  
INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE**

PROJECT NAME:	<b>394 ORTEGA RESIDENTIAL PROJECT</b>	FILE NUMBER: 399-15-PCZA
SITE ADDRESS:	394 Ortega Avenue, Mountain View, CA 94040	APN: 072-0070-006
APPLICANT:	Rachel Green Anton Development Company, LLC 950 Tower Lane, Suite 1225 Foster City, CA 94404	PHONE: 650-249-6615
PROPERTY OWNER:	The Pear Family	
<b>Previously Certified EIRs:</b> <i>San Antonio Precise Plan EIR (2014), SCH #2014032001</i>		
<b>PROJECT DESCRIPTION SUMMARY:</b>  The Anton Development Company (the project applicant) proposes the development of a 144-unit residential building on a 1.6-acre site. The residential building would include residential amenity space and parking as well as open space and landscaping throughout the project site. An underground parking garage would provide two levels of parking, including 190 parking spaces for residents and guests. The site is currently developed with a single-story residential building and four accessory structures used for storage of vehicles and gardening equipment. The project would also include a public benefit component, consisting of off-site pedestrian and bicycle improvements on Escuela Avenue between Latham Street and California Street.  The 394 Ortega Avenue Residential Project (proposed project) is exempt from further environmental analysis per Section 15168(c) of the California Environmental Quality Act (CEQA), since development on the site was previously analyzed as part of the San Antonio Precise Plan FEIR (2014). The Escuela Avenue improvements are exempt from CEQA under Sections 15301 (c), which covers the proposed minor modifications to the sidewalk and street, and 15304 (h), which covers the proposed new bike lanes.		
<b>ENVIRONMENTAL SETTING:</b> The approximately 1.6-acre project site is located at 394 Ortega Avenue and is situated in the eastern portion of the San Antonio Precise Plan (SAPP) area in the City of Mountain View, Santa Clara County. The project site is located at the southwest corner of California Street and Ortega Avenue and is bounded by the Hetch Hetchy right-of-way to the north, Ortega Avenue to the east, residential buildings to the south, and commercial uses to the west.		
<b>DETERMINATION:</b> This CEQA Exemption and Streamlining Analysis Environmental Checklist determined that the proposed project would result in either no impact or a less than significant impact as addressed in the SAPP FEIR, and with implementation of the City's Standard Conditions of Approval (COAs).		

**(ADDITIONAL / NO ADDITIONAL IMPACT FINDING):** The impacts of the proposed project were previously evaluated in the SAPP FEIR, and the proposed project would not result in any new or more significant adverse impacts other than those previously evaluated and disclosed.

**Prepared by:** Eric Anderson, AICP, Associate Planner  
Community Development Department

**Date:** August 25, 2016

*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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## I. INTRODUCTION

The 394 Ortega Avenue Residential Project (proposed project) is entirely consistent with the San Antonio Precise Plan and its associated Environmental Impact Report (certified in 2014). As a project that is consistent with existing plans and zoning, the proposed project is eligible for the exemption from review under the California Environmental Quality Act<sup>1</sup> (CEQA) provided in Government Code section 65457 and CEQA Guidelines<sup>2</sup> section 15183, as well as the streamlining provisions in Public Resources Code section 21083.3. The project's proposed public benefit component, street improvements on Escuela Avenue, is eligible for categorical exemption under CEQA Guidelines sections 15301(c) and 15304(h). Due to the proposed project's exemption from CEQA, the City of Mountain View (City) is not required to provide the following CEQA analysis. Nonetheless, the City provides the following environmental checklist to address considerations raised by section 15183 and provide additional information for the decision-makers and the public regarding the City's evidence and reasoning for determining the project's consistency with the San Antonio Precise Plan (SAPP) and eligibility for the claimed CEQA exemptions.

## II. HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The City of Mountain View adopted its 2030 General Plan (General Plan) on July 10, 2012 as an update to the City's 1992 General Plan. The General Plan includes goals and polices that convey the City's long-term vision and guide for local decision making to reach that vision. As part of the 2030 Plan, the project site is designated as part of the Mixed-Use Corridor subarea. The Mixed-Use Corridor subarea allows for a broad range of commercial, office, and residential uses, as well as public spaces serving both surrounding neighborhoods and visitors from nearby areas.

The City of Mountain View Zoning Map identifies the project site as within the P (Planned Community/Precise Plan) Zoning District. More specifically, the project site is included within the San Antonio Precise Plan (SAPP or Precise Plan), which is a plan developed for the area identified in the City of Mountain View 2030 General Plan as the "San Antonio Change Area". The SAPP was adopted and its final Program EIR certified in December 2014. The SAPP provides a vision and guiding principles; circulation, land use, open space and urban design policies and plans; development standards and design guidelines; administrative processes and implementation strategies; and consolidated land use regulations for the SAPP area.

The SAPP area comprises 123 acres of primarily commercial land and serves as a primary gateway on the western edge of Mountain View. As shown on the Land Use Subareas map contained in the SAPP Final Environmental Impact Report (FEIR), the project site is located within the Use Restricted area of the SAPP. This subarea allows only residential uses at intensities consistent with the Mixed Use Corridor subarea standards and guidelines, which permits the development of residential uses and types that would serve as a buffer between the more intensive Mixed Use Center subarea and the existing residential neighborhoods surrounding the SAPP.

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<sup>1</sup> *California Environmental Quality Act*, Pub. Resources Code, § 21000 et seq. (hereafter "CEQA").

<sup>2</sup> *The Guidelines for the Implementation of the California Environmental Quality Act*, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter "CEQA Guidelines").

As noted in the SAPP FEIR, one of the City's goals is to utilize the FEIR as an "analytical superstructure" for subsequent, detailed project analyses such that the amount of new information required for project-level environmental review is streamlined (per Public Resources Code Section 21083.3). In keeping with that goal, this analysis focuses primarily on demonstrating that the proposed project is consistent with the parameters of the SAPP and that its implementation would not result in any new or more severe impacts than were analyzed in the SAPP FEIR.

### **III. PROPOSED PROJECT DESCRIPTION**

#### **A. PROJECT OVERVIEW**

The 394 Ortega Avenue Residential Project (proposed project) involves the demolition of an existing single-family residence and associated accessory structures on the site and the construction of a 144-unit apartment with associated landscaping.

#### **B. PROJECT LOCATION**

The approximately 1.6-acre project site is located at 394 Ortega Avenue and is situated on the eastern portion of the SAPP area in the City of Mountain View, Santa Clara County. The project site is located at the southwest corner of California Street and Ortega Avenue and is bounded by the Hetch Hetchy right-of-way to the north, Ortega Avenue to the east, residential buildings to the south, and commercial uses to the west. The segment of Escuela Avenue where the proposed pedestrian and bicycle improvements would occur is located outside of the SAPP area, southeast of the project site between California Street and Latham Street.

Regional vehicular access to the project site is provided by State Route (SR) 82, located approximately 0.2 miles south of the project site, and Central Expressway, north of the site. The Santa Clara Valley Transportation Authority (VTA) provides bus service to and from the site, with the 22, 32, 34, 35 and 40 lines all within two blocks of the project site. Bus stops are located at California Street and Ortega Avenue, California Street and Showers Drive, and El Camino Real and Ortega Avenue. In addition, the site is located approximately three blocks, or a half mile, from the Caltrain Station, which is located at the corner of Showers Drive and Pacchetti Way.

Figure 1 shows the site's regional and local context. Figure 2 depicts an aerial photograph of the project site and surrounding land uses.

#### **C. EXISTING SITE CONDITIONS**

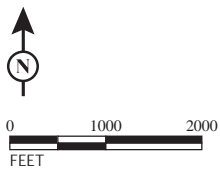
The generally level project site includes Assessor's Parcel Number (APN) 148-29-024. The site is currently developed with a single-story residential building and four accessory structures used for storage of vehicles and gardening equipment. In addition, the project site includes a gravel parking area, dirt roads, and gardens. The project site was previously used for agricultural activities from as early as 1939 to 1968. By 1982, one of the two associated residences on the property had been removed.

Onsite operations include typical residential activities, storage and minor maintenance of landscaping and gardening equipment, and the storage of vehicles. Vehicular access onto the site is currently provided by a driveway located along Ortega Avenue, and street parking is available on both sides of Ortega Avenue. Pedestrian access is provided by existing sidewalks that border the site.



LSA

FIGURE 1



SOURCE: ESRI STREETMAP NORTH AMERICA (2012).

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394 Ortega Avenue Residential Project  
Project Location and Regional Vicinity Map

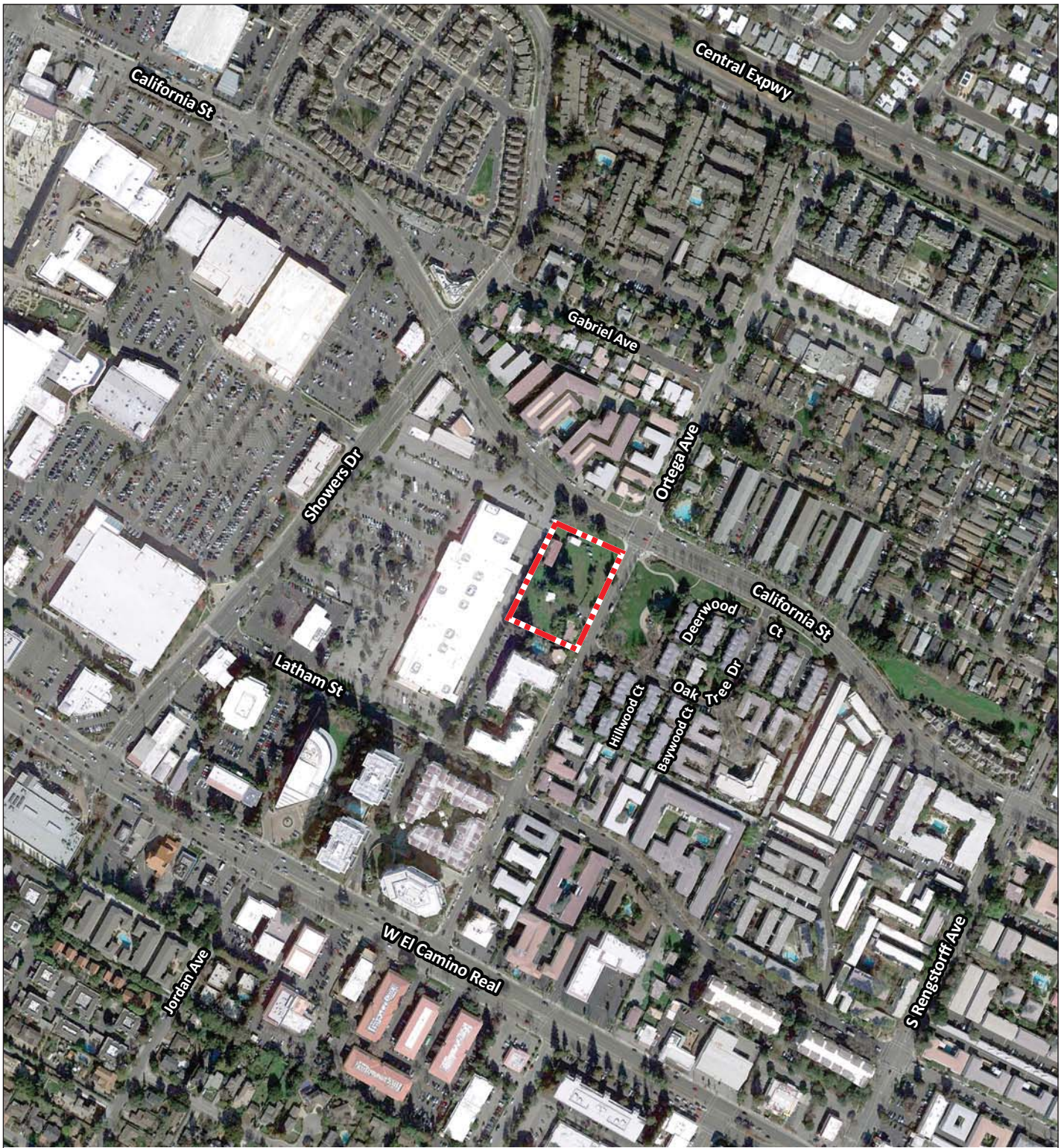
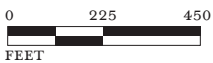


FIGURE 2

LSA



Project Site



394 Ortega Avenue Residential Project  
Project Site and Surrounding Land Uses

SOURCES: GOOGLE EARTH, JANUARY 2016; LSA, 2016.

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There are a total of 26 trees on the site, including 12 Heritage trees as defined by the City of Mountain View. Within the adjacent Hetch Hetchy right-of-way, there are an additional 9 trees, including 7 Heritage trees as defined by the City of Mountain View; however, the project is not affecting the Hetch Hetchy right-of-way.<sup>3</sup> Existing site conditions are depicted in Figure 3.

## **D. PROJECT CHARACTERISTICS**

### **1. Residential Building**

As previously discussed, the proposed project involves the construction of a 144-unit, four-story apartment complex. The building would include 36 studio units, 81 one-bedroom units and 27 two-bedroom units. Figure 4 illustrates the interior floor plans for the apartment complex. In addition to the residential units, the building would contain 5,992 square feet of community amenity space including the leasing office, club room, fitness center, bicycle repair, lounge and roof deck. The apartment complex would also feature two outdoor courtyards, pool/spa, BBQs, dog park and game lawns. The underground parking area would contain vehicle and bicycle parking and storage space for residents.

The project's architecture represents a contemporary style that is consistent with the building design guidelines of the SAPP. The stucco exteriors would be accented with plaster channels, screeds, fiber cement siding, with composite wood siding accents and metal awnings. The building would feature a setback and materials will change at the lobby to organize the building into vertical pods to break up the massing. The southeast corner will feature the leasing offices highlighted by storefront glass, awnings and signage. Ground-floor residential units would have direct connection to through raised stoops along Ortega Avenue. In addition, the building would be designed with green building features, smart landscape irrigation controls, and high efficiency materials to ensure the building meets and may exceed California energy codes and is GreenPoint rated<sup>4</sup>. The fourth floor would be stepped back to create a defined base, middle, and top of the building. Figures 5a and 5b illustrate the conceptual building elevations.

### **2. Landscaping**

The proposed project would include a total of 33,716 square feet of common usable open and private open space and landscaped areas. Private open space would consist of private patios and balconies within each residential unit. Common open space for residents would consist of a total of 30,397 square feet and would include various courtyards, pool/spa, BBQ area, dog park, lawn games, and other amenities. The building would include 5,992 square feet of community amenity space, including a leasing office, club room, fitness center, bicycle-repair area, and lounge and roof deck located at the fourth floor level. Landscaping would be incorporated throughout the site, including planting strips along Ortega Avenue and the edge of the Hetch Hetchy right-of-way.

As noted above, there are currently 26 existing trees on the site. A total of 12 trees are designated with heritage status per the City of Mountain View. The project would remove 24 trees, including 10 heritage trees, as part of construction and excavation activities. However, a total of approximately 102 new trees would be planted on the site as part of the proposed project.

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<sup>3</sup> HortScience, Inc., 2016. *Arborist Report 394 Ortega Avenue, Mountain View, CA*. March.

<sup>4</sup> GreenPoint Rated is a residential certification system developed by Build It Green, a membership supported non-profit organization whose mission is to promote healthy, energy- and resource-efficient homes in California. The system rates homes using five categories: energy efficiency, water conservation, indoor air quality, resource conservation, and community. Projects are scored on a scale of 50 to 140+ points for overall performance and for performance in each category.

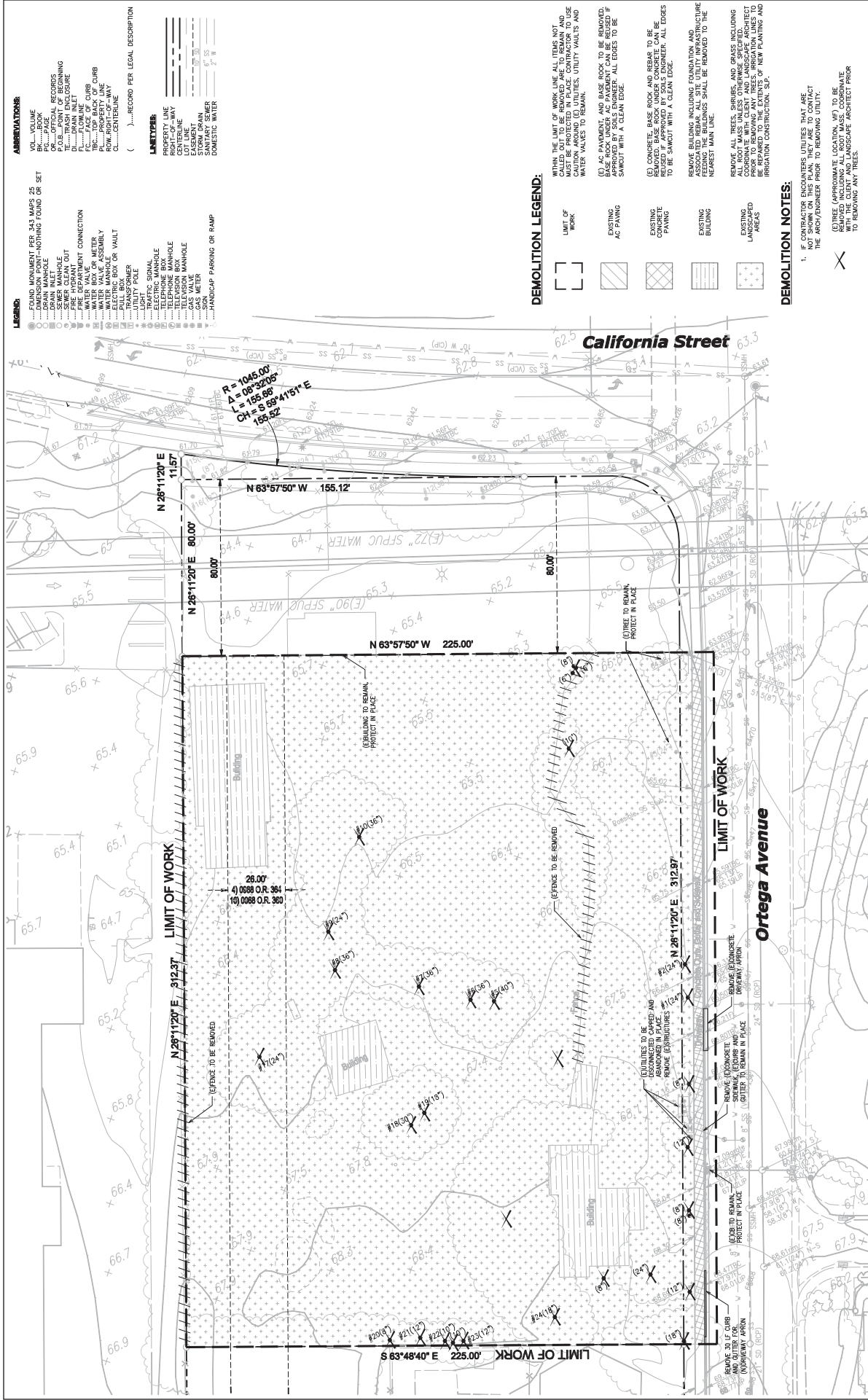


FIGURE 3

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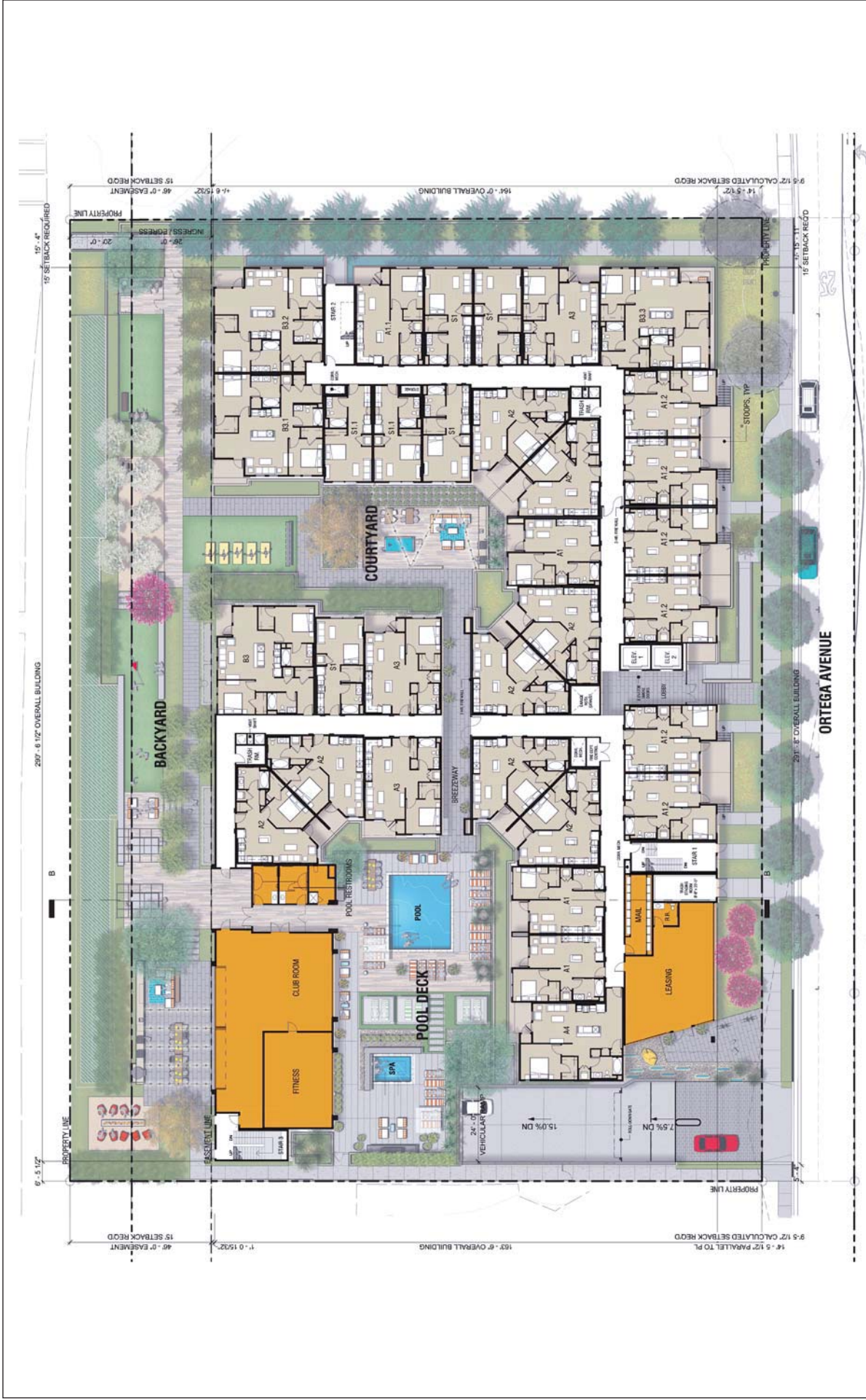


FIGURE 4



394 Ortega Avenue Residential Project  
Conceptual Site Plan

SOURCES: TGA ARCHITECTS; ANTON, AUGUST 2016.  
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FIGURE 5a

LSA

NOT TO SCALE

394 Ortega Avenue Residential Project  
 Conceptual Building Elevations - North and East

SOURCES: TGA ARCHITECTS; ANTON, AUGUST 2016.

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FIGURE 5b



NOT TO SCALE

SOURCES: TGA ARCHITECTS; ANTON, AUGUST 2016.

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394 Ortega Avenue Residential Project  
 Conceptual Building Elevations - South and West

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### 3. Circulation

The project site currently has a single driveway to allow access onto the site via Ortega Avenue. This existing driveway would be removed and a new driveway would be provided as part of site development. The new driveway would be located south of the existing driveway on Ortega Avenue and would provide access to the proposed parking garage. The proposed project does not include any new internal roadways.

As previously discussed, parking would primarily be provided through two levels of underground parking where a total of 190 parking spaces would be provided to residents and guests in the underground parking area. A portion of the curb along Ortega Avenue, in front of the project site, would be used for loading only and would accommodate fire and emergency service vehicles as well as solid waste collectors. Approximately eight parking spaces would be retained along Ortega Avenue. The project also would include approximately 159 bicycle parking spaces in the underground parking garage. In addition, bicycle parking and a repair area will be featured in the underground parking garage.

Additionally, the project would include a public access easement on the north side of the site that connects from the Ortega Avenue frontage to the west property line. The easement would be a 6-foot wide landscaped path. The outdoor amenity area on the west side of the site would be accessible from the public path. In addition, while not part of the proposed project, a future pedestrian connection from the adjacent site would connect with the public access easement.

As a public benefit, the project applicant has proposed constructing pedestrian and bicycle improvements on Escuela Avenue between Latham Street and California Street (see Figure 6, Escuela Avenue Sidewalk and Bicycle Improvements Conceptual Plan). The proposed improvements include striping bicycle lanes, building bulb-outs, striping crosswalks, and other related street improvements. These improvements, which would occur outside the boundary of the SAPP area, may require minor relocation of storm drain catchment basins.

### 4. Utilities

The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. Some of the existing utilities within the boundary of the project site would be removed and replaced. Existing and proposed utility connections are discussed below.

**a. Water.** Water service in the City of Mountain View is provided by the Santa Clara Valley Water District (SCVWD) and the San Francisco Public Utility Commission (SFPUC). The project site is currently served by an existing pump station and a 200-foot-deep groundwater well, which could be retained on the site with the proposed project. Per information provided by the City's project engineer, the site is connected to the water main on Ortega Avenue via a 6-inch water service pipe with a 3-inch meter and a 6-inch service stub<sup>5</sup>. However, while the existing water services and meter to the site from the Ortega Avenue water main are stubbed, no active connections exist to the site. The fire, domestic, and irrigation services for the proposed Project would be served by new service connections to the existing 8-inch water main in Ortega Avenue and potentially through use of the existing on-site well. If the well would continue to be used following project construction, it would be protected so that it does not become lost or damaged. If the well would not be used, the project applicant would obtain a well destruction permit from SCVWD and demolish the existing well in accordance with SCVWD Well Ordinance 90-1, SCVWD Well Standards, and State of California Well Standards.

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<sup>5</sup> A stub is the point at which home's water line is connected to the municipal water system.

**b. Wastewater.** The Palo Alto Regional Water Quality Control Plant (RWQCP) provides wastewater treatment for the City of Mountain View. The City of Mountain View maintains existing sanitary sewer lines within the vicinity of the site, including an 8-inch main on Ortega Avenue. The project site is located in a portion of the City referred to as the Alma Recorder Area. The Alma Recorder Area discharges sewage to the City of Los Altos by the Los Altos San Antonio Interceptor, which conveys sewage to treatment. The project site is currently served by a private septic system. City records indicate that saddles<sup>6</sup> were installed at the main in Ortega Ave. The existence of sewer laterals will need to be verified by potholing. Existing saddles, appurtenances, and existing laterals would be removed, if discovered, and new connections would be installed as part of the project. The proposed project includes the removal of on-site wastewater lines and the installation of new on-site wastewater lines that would connect to the City's existing 8-inch main in Ortega Avenue. Sewage flows from the project site would discharge into the 8-inch sewer main and flow into the 12-inch main in California Street, which conveys flow to the Los Altos Sewer Interceptor.

**c. Stormwater.** The existing buildings, paving, concrete and other impervious surfaces account for approximately 5,215 square-feet (7 percent) of the existing project site. The remaining 65,135 square-feet (93 percent) of the site is covered in pervious surfaces consisting of open space and landscaped areas. Current drainage of the site directs runoff across the site, over the public sidewalk and out to an existing catch basin along California Street. A small portion of existing parcel drains to an existing catch basin along Ortega Avenue.<sup>7</sup>

The project site does not currently contain any existing on-site storm drain lines. However, the proposed project would involve the installation of new storm drainage facilities. Stormwater runoff would be treated with biological methods before it enters the storm drain system. These methods include the use of bio-retention areas, including swales and basins that would be incorporated into the landscape design to provide appropriate vegetation and water quality treatment in open spaces, roofs, driveways, streets, and sidewalks. On-site drainage would be designed consistent with the C.3 requirements for Low Impact Development for Santa Clara County. In addition, the 24-inch storm drain line along Ortega Avenue would be utilized and connected to the new storm drain lines on the project site.

Upon construction of the proposed improvements, approximately 56,710 square-feet (81 percent) of the project site would be covered by impervious surfaces and approximately 13,640 square-feet (22 percent) of the project site would be covered by pervious surfaces including landscaped areas including lawns, shrubs and trees.

**d. Electricity and Natural Gas.** Electricity and natural gas services to the site are provided by Pacific Gas and Electric Company (PG&E). Existing overhead electrical lines and gas mains provide electricity and gas to the project site. The proposed project proposes the removal of all existing utilities and would require the construction of new electricity and gas connections to serve the project. New electrical lines (servicing the project only) would be installed underground.

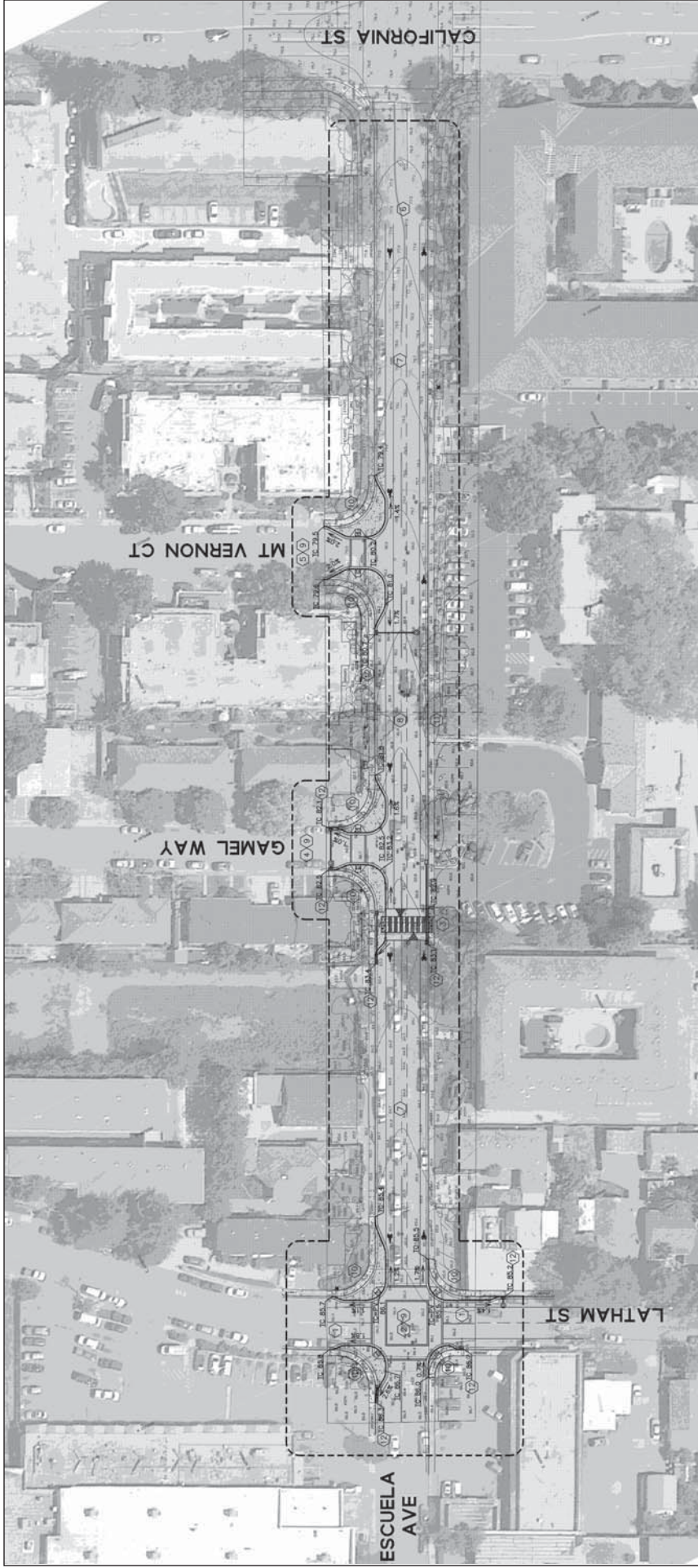
To reduce energy usage, the project would be designed with green building features, smart landscape irrigation controls, and high efficiency materials to ensure the building exceeds California energy codes for residential buildings and is GreenPoint rated.

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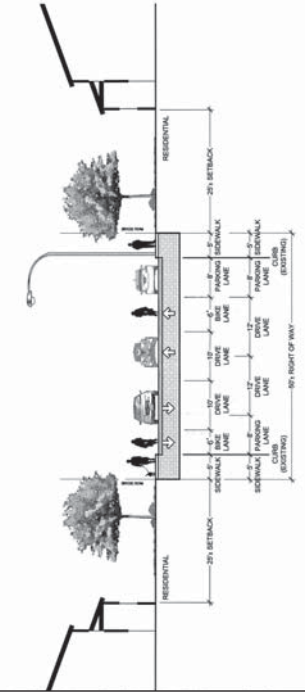
<sup>6</sup> A saddle is a pipe fitting that allows a lateral (the pipe that connects a building to the City's pipes in the street) to be connected to the City's sewer main.

<sup>7</sup> BKF Engineers, 2016. *Anton, Mountain View 394 Ortega Technical Site Data Memorandum*. February.





**CONCEPTUAL DESIGN FOR ESCUELA AVE**



**LEGEND**

- SCOPE OF WORK FOR ESCUELA AVE IMPROVEMENTS (EXACT LIMIT OF WORK IS TO BACK OF WALK)
- (N) STREET CENTER LINE
- CURB RAMP PER CITY OF MOUNTAIN VIEW STANDARD DETAILS
- CURB INLET PER CITY OF MOUNTAIN VIEW STANDARD DETAILS
- JUNCTION BOX
- 12" RCP STORM DRAIN PIPE
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- (N) CONCRETE



**FIGURE 6**

*394 Ortega Avenue Residential Project*  
 Escuela Avenue Sidewalk and Bicycle Improvements Conceptual Plan

SOURCE: BKF; CITY OF MOUNTAIN VIEW, AUGUST 2016.

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## **5. Construction Schedule**

Project construction is anticipated to occur over approximately 25 months with construction activities initiating in June 2017 and concluding June 2019. Demolition and grading activities would take one month while installation of underground utilities would take two months. Following underground utility installation, building slab/footings would be placed over two months; a two-floor podium constructed over four months; wood framing over four months; rough mechanical, electrical and plumbing over three months; finishing over six months and completion of the final punch list over three months.

## **IV. COMPARISON WITH APPROVED PROJECT**

The SAPP was adopted on December 2, 2014 (Resolution No. 17924) and provides a vision and guiding principles; circulation, land use, open space and urban design policies and plans; development standards and design guidelines; administrative processes and implementation strategies; and consolidated land use regulations for the Precise Plan area. The SAPP replaces existing development standards and zoning districts in the Plan area to conform to new policy direction from the General Plan. The EIR on the SAPP was certified on December 2, 2014.

The SAPP analyzed a total of 1,770 new residential units as part of the SAPP implementation. The proposed project includes 144 residential units, or approximately 8.1 percent of the approved increase in residential units within the SAPP area. As previously noted, the project site is located within the Use Restricted area of the SAPP. This subarea allows only residential uses at intensities consistent with the Mixed Use Corridor subarea standards and guidelines, which permits the development of residential uses and types that would serve as a buffer between the more intensive Mixed Use Center subarea and the existing residential neighborhoods surrounding the SAPP. The project proposes the type, mass, and scale of development envisioned in the SAPP. All of the proposed uses included as part of the proposed project are permitted under the San Antonio Precise Plan. As noted above, the public benefit component of the project, which would consist of pedestrian and bicycle improvements along Escuela Avenue between California and Latham Streets, would be implemented southeast of the project site, just outside of the SAPP area.

## **V. APPROVALS REQUIRED**

The proposed project would be subject to the City's site-specific design review process and would require the following City permits listed below.

- Planned Community Permit
- Heritage Tree Removal Permit
- Excavation Permit
- Demolition Permit
- Grading Permit
- Building Permit
- Improvement Agreement
- Permits from the San Francisco Public Utilities Commission, if any activity affecting their property is necessary

- Encroachment Agreement (may be required for the installation of tie-backs or earthen nails)
- Well Destruction Permit (would be required if existing on-site well is removed)

## **VI. ENVIRONMENTAL CONCLUSION**

With implementation of the SAPP standards and guidelines, state regulations, and mitigation measures identified in the SAPP FEIR, the proposed project would not result in any new environmental impacts beyond those identified in the SAPP FEIR.

The SAPP FEIR analyzed potential impacts of SAPP implementation at a programmatic level and did not analyze potential impacts at project-specific levels. As such, various issues require that a more detailed analysis be prepared to ensure that potential impacts are consistent with the conclusions of the SAPP FEIR. As part of the proposed project, a variety of technical reports were prepared for the proposed project to substantiate the findings of exemption from additional CEQA review.

The SAPP FEIR analyzed potential impacts of SAPP implementation at a programmatic level and did not analyze potential impacts at project-specific levels. For the proposed project, more detailed and project-specific analyses were prepared to ensure that project-specific effects were addressed sufficiently. The following technical reports were prepared for the proposed project to substantiate the findings of exemption from additional CEQA review.

### **Appendices Following Checklist:**

Appendix A:	Air Quality Impact Analysis
Appendix B:	Biological Resources Report
Appendix C:	Arborist Report
Appendix D:	Cultural Resources Report
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Other referenced documents and correspondence are available for review at the City of Mountain View Community Development Department, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.

The proposed pedestrian and bicycle improvements along Escuela Avenue between California Street and Latham Street, which consist of minor sidewalk modifications and restriping within the street for new bike lanes, would provide a public benefit, and would not result in any significant environmental impacts. As noted above, these improvements would qualify for exemptions under CEQA, per CEQA Guidelines Section 15301(c), which covers the minor modifications to the sidewalk and street, and Section 15304 (h), which covers the new bike lanes.

## VII. ENVIRONMENTAL CHECKLIST REVIEW: COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS ENVIRONMENTAL DOCUMENTS

The purpose of the environmental 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 or its treatment in a previous environmental document.

Significant impacts were identified in the SAPP FEIR. These impacts were reduced to a less-than-significant level by mitigation measures that apply to the proposed project. 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 findings of the SAPP FEIR.

The purpose of each column of the environmental checklist is described below.

### 1. Explanation of Environmental Checklist Evaluation Categories

- a. **Where Impact Was Analyzed.** This column provides a cross-reference to the pages of the environmental documents for the Zoning, General Plan, or SAPP where information and analysis may be found relative to the environmental issue listed under each topic. It should be noted that page references to the SAPP EIR contained in Column A refer to the SAPP Draft Environmental Impact Report (DEIR)<sup>8</sup> published in August 2014 and not the SAPP FEIR. FEIR edits to the DEIR are acknowledged where relevant.
- 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 SAPP FEIR or that the proposed project will result in substantial increases in the severity of a previously identified significant impact. A “yes” answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR.” 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 SAPP FEIR or will result in substantial increases in the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require “major revisions of the previous EIR.” 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 the SAPP FEIR 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

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<sup>8</sup> Mountain View, City of, 2014. *San Antonio Precise Plan Draft Environmental Impact Report*. August.

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 SAPP FEIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the SAPP FEIR;
- (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 SAPP FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the SAPP FEIR which might change the nature of the analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the SAPP FEIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project proponents, then such mitigation measures or alternatives should also be considered.

- e. **Prior Environmental Document Mitigation Measures Addressing Impacts.** Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents provide mitigations to address effects in the related impact category. If “NA” is indicated, a previous environmental document and this environmental checklist conclude that the impact does not occur with this project and, therefore, no mitigation is needed.

## 2. Discussion and Mitigation Sections

- **Discussion:** A discussion of the elements of the environmental 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.
- **Conditions of Approval:** Applicable Conditions of Approval (COAs) are listed under each environmental category.
- **Standard Mitigation Measures:** Applicable Standard Mitigation Measures are listed under each environmental category.
- **SAPP EIR Mitigation Measures:** Applicable mitigation measures from the SAPP FEIR 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.

# VIII. ENVIRONMENTAL CHECKLIST AND DISCUSSION

## 1. Aesthetics

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 Document's Mitigation Measures Addressing Impacts.
<b>1. Aesthetics</b>					
<b>Would the Project:</b>					
a. Have a substantial adverse effect on a scenic vista?	SAPP IS p. 15; SAPP EIR pp. 197 to 198	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	SAPP IS p. 15; SAPP EIR pp. 197 to 198	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	SAPP IS pp. 15 to 16; SAPP EIR pp. 197 to 198	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	SAPP IS p. 16; SAPP EIR pp. 197 to 198	No	No	No	N/A
<b>Discussion:</b>					
<p>The San Antonio Precise Plan (SAPP) EIR concluded that implementation of the SAPP would not result in impacts to aesthetics. Specifically, the SAPP EIR identified that new development would not affect areas with a high degree of scenic value due to the current developed nature of the area. In addition, implementation of the SAPP would further enhance the area by creating a regional and community destination with a mixture of commercial and residential uses. Design review conducted by the City would ensure that the proposed project would adhere to applicable development standards and guidelines established in the SAPP to ensure that aesthetics impacts are less than significant.</p>					
<p><b>1a.</b> The scenic quality of the City is characterized by extensive views to the Santa Cruz Mountains to the south and west and views of other natural features such as the shoreline and Mount Diablo far to the southeast, Mission Peak to the east, and Stevens Creek in the eastern portion of the City. However, the SAPP EIR found that the SAPP area is currently developed and that new development would not affect areas with a high degree of scenic value. As such, the proposed project would result in a less-than-significant impact on scenic vistas.</p>					
<p><b>1b.</b> There are no officially designated State Scenic Highways in the SAPP area, nor is the SAPP area visible from a designated State Scenic Highway. The project site is not located on a scenic view corridor. The proposed project, which is within the SAPP area would, therefore, not damage scenic resources within a State Scenic Highway. Therefore, the project would result in a less-than-significant impact on scenic resources.</p>					
<p><b>1c.</b> The proposed project is consistent with General Plan and SAPP policies designated to protect and enhance the visual character of the project area. Specifically, the SAPP includes development and streetscape standards and guidelines intended to enhance the pedestrian experience, as well as to regulate future development within the SAPP area. The project would implement General Plan Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways, and Policy LUD 9.1, which ensures that new development includes sensitive</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>1. Aesthetics</b>					
<b>Would the Project:</b>					
<p>height and setback transitions. The project would be consistent with Policies LUD 9.5, 9.6, and 16.5, which would preserve views and viewsheds, and minimize light and glare from new development. For these reasons, implementation of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.</p>					
<p><b>Id.</b> The SAPP EIR identified that implementation of the SAPP would result in an intensification of uses that could add new sources of light and glare to the area. However, the SAPP EIR also identified that potential impacts associated with increased light and glare would be less than significant due to the SAPPs consistency with applicable General Plan policies and actions. The proposed project is consistent with General Plan Policy LUD 9.6, which would minimize the amount of light and glare from new lighting sources. Implementation of the proposed project would, therefore, not create a substantial new source of light or glare.</p>					
<p>The proposed project would also be required to comply with applicable provisions of the General Plan:</p>					
<p><b>LUD 6.3: Street presence.</b> Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.</p>					
<p><b>LUD 9.1: Height and setback transitions.</b> Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.</p>					
<p><b>LUD 9.5: View preservation.</b> Preserve significant views throughout the community.</p>					
<p><b>LUD 9.6: Light and glare.</b> Minimize light and glare from new development.</p>					
<p><b>LUD 16.5: Protected views.</b> Protect views by including open areas between tall buildings.</p>					
<p><b>Conclusion:</b></p>					
<p>The proposed project would not have any new significant or substantially more severe aesthetic impacts than what was previously evaluated in the SAPP EIR. Adherence to and implementation of General Plan policies and actions and the San Antonio Precise Plan Development Standards and Guidelines would ensure that the proposed project would not result in significant aesthetic impacts.</p>					

## 2. Agricultural 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 Document's Mitigation Measures Addressing Impacts.
<b>2. Agricultural Resources</b> <b>Would the Project:</b>					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	SAPP IS p. 17; SAPP EIR p. 198	No	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	SAPP IS p. 17; SAPP EIR p. 198	No	No	No	N/A
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	SAPP IS p. 17; SAPP EIR p. 198	No	No	No	N/A
<b>Discussion:</b>  <b>2a-c.</b> Based on the SAPP EIR, there are no areas designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance, land under Williamson Act Contract, or timberland within the SAPP area. The project site is not designated by the California Resources Agency as farmland of any type and is not subject to the Williamson Act contract. No land adjacent to the project site is designated or used as farmland or timberland. The SAPP area is located in an urban developed area and is not used for agriculture or forestry purposes. The SAPP EIR concluded that the implementation of the SAPP would not impact agricultural or forestry resources or result in the loss of designated agricultural land. Therefore, the project would not result in any impacts to agricultural resources.  <b>Conclusion:</b> The proposed project is located in the SAPP area, an urban developed area that is not used for agriculture or forestry purposes. The proposed project would not have any new significant or substantially more severe impacts to agricultural resources than what was analyzed in the SAPP EIR.					



### 3. 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 Document's Mitigation Measures Addressing Impacts.
<b>3. Air Quality</b>					
<b>Would the Project:</b>					
a. Conflict with or obstruct implementation of the applicable air quality plan?	SAPP EIR pp. 128-130	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	SAPP EIR pp. 130-132	No	No	No	N/A
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	SAPP EIR p. 132	No	No	No	N/A
d. Expose sensitive receptors to substantial pollutant concentrations?	SAPP EIR pp. 132-134	No	No	No	AIR-1 AIR-2
e. Create objectionable odors affecting a substantial number of people?	SAPP EIR p. 137	No	No	No	N/A
<p><b>Discussion:</b></p> <p><b>3a-e.</b> The discussion in this section is based on the Air Quality Impact Analysis<sup>9</sup> (Appendix A) prepared for the proposed project.</p> <p><u>Construction Emissions</u>            During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO<sub>x</sub>, ROG, directly-emitted particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and TACs such as diesel exhaust particulate matter.</p> <p>Site preparation and project construction would involve grading, paving, and building activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Water or other soil</p>					

<sup>9</sup> LSA Associates, Inc., 2016. *Air Quality Impact Analysis 396 Ortega Avenue Multi-Family Apartments City of Mountain View, California*. July.

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 Document's Mitigation Measures Addressing Impacts.																				
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<p>stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM<sub>10</sub>). With the implementation of these Best Management Practice measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts. In addition to dust-related PM<sub>10</sub> emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sO<sub>2</sub>, NO<sub>x</sub>, VOCs and some soot particulate (PM<sub>2.5</sub> and PM<sub>10</sub>) in exhaust emissions. These emissions would be temporary and limited to the immediate area surrounding the construction site.</p>																									
<p>An estimated construction schedule, including construction fleet activities and duration, was provided by the applicant and used for the CalEEMod modeling analysis. Default assumptions from CalEEMod were used for equipment specifications and emission factors. For purposes of this CalEEMod modeling analysis the construction schedule for all improvements was assumed to be approximately 25 months, starting in 2017, making the operational year 2020. Additionally, the analysis assumed that a net total of 37,334 cubic yards of earthwork export would be required during the grading period. Construction emissions were estimated for the project using CalEEMod, consistent with BAAQMD recommendations. Construction-related emissions are presented below in Table 1.</p>																									
<p><b>Table 1: Project Construction Emissions in Pounds Per Day</b></p>																									
<table border="1"> <thead> <tr> <th data-bbox="245 911 532 940">Project Construction</th> <th data-bbox="532 911 704 940">ROG</th> <th data-bbox="704 911 878 940">NO<sub>x</sub></th> <th data-bbox="878 911 1062 940">Exhaust PM<sub>10</sub></th> <th data-bbox="1062 911 1255 940">Exhaust PM<sub>2.5</sub></th> </tr> </thead> <tbody> <tr> <td data-bbox="245 940 532 970">Average Daily Emissions</td> <td data-bbox="532 940 704 970">12.8</td> <td data-bbox="704 940 878 970">27.0</td> <td data-bbox="878 940 1062 970">1.4</td> <td data-bbox="1062 940 1255 970">1.3</td> </tr> <tr> <td data-bbox="245 970 532 999">BAAQMD Thresholds</td> <td data-bbox="532 970 704 999">54.0</td> <td data-bbox="704 970 878 999">54.0</td> <td data-bbox="878 970 1062 999">82.0</td> <td data-bbox="1062 970 1255 999">54.0</td> </tr> <tr> <td data-bbox="245 999 532 1024"><b>Exceed Threshold?</b></td> <td data-bbox="532 999 704 1024"><b>No</b></td> <td data-bbox="704 999 878 1024"><b>No</b></td> <td data-bbox="878 999 1062 1024"><b>No</b></td> <td data-bbox="1062 999 1255 1024"><b>No</b></td> </tr> </tbody> </table>						Project Construction	ROG	NO <sub>x</sub>	Exhaust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>	Average Daily Emissions	12.8	27.0	1.4	1.3	BAAQMD Thresholds	54.0	54.0	82.0	54.0	<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
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<p>Source: LSA Associates Inc., May 2016.</p>																									
<p>As shown in Table 1, construction emissions associated with the project would be less than significant for ROG, NO<sub>x</sub> and PM<sub>2.5</sub> and PM<sub>10</sub> exhaust emissions. The BAAQMD requires the implementation of Best Management Practices to reduce construction dust impacts to a less-than-significant level as follows:</p>																									
<ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• All visible mud or dirt tracked-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.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.</li> <li>• Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• 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.</li> <li>• A publicly visible sign shall be posted 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. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ul>																									
<p><u>Operational Impacts</u></p>																									
<p>In addition to the short-term construction emissions, the project would also generate long-term air emissions, such as those associated with changes in permanent use of the project site. These long-term emissions are primarily mobile source emissions that would result from vehicle trips associated with the proposed project. Area sources, such as natural gas heaters, landscape equipment, and use of consumer products, would also result in pollutant emissions.</p>																									

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<p>PM<sub>10</sub> emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Since much of the project traffic fleet would be made up of light-duty gasoline-powered vehicles, a majority of the PM<sub>10</sub> emissions would result from entrainment of roadway dust from vehicle travel. Energy source emissions result from activities in buildings for which electricity and natural gas are used (non-hearth). The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or natural gas) and the emission factor of the fuel source. Major sources of energy demand include building mechanical systems, such as heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or cooking equipment.</p>																																																																																
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<p>Emission estimates for the project were calculated using CalEEMod. Model results are shown in Table 2. The residential units were assumed to be mid-rise apartment units.</p>																																																																																
<p>Per the CalEEMod results, the daily emissions associated with project operational trip generation, energy and area sources are identified in Table 2 for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the project; emissions are released in other areas of the air basin. Because the resulting emissions are dispersed rapidly and contribute only a small fraction of the region's air pollution, air quality in the immediate vicinity of the project site would not substantially change compared to existing conditions or the air quality monitoring data reported in Table 2.</p>																																																																																
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<b>Exceed?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>																																																																												
<p>Source: LSA Associates Inc., May 2016.</p>																																																																																
<p>The results shown in Table 2 indicate the project would not exceed the significance criteria for daily ROG, NO<sub>2</sub>, PM<sub>10</sub> or PM<sub>2.5</sub> emissions; therefore, the proposed project would not have a significant effect on regional air quality and mitigation would not be required.</p>																																																																																
<p><u>Localized CO Impacts</u></p>																																																																																
<p>Implementation of the proposed project would not conflict with the Santa Clara Valley Transportation Authority's Congestion Management Program for designated roads or highways, a regional transportation plan, or other agency plans. The proposed project is expected to generate approximately 958 trips per day. With 89 PM peak hour trips, traffic generation would be well below the threshold of 44,000 vehicles per hour. The project site is not located in an area where vertical or horizontal mixing of air is substantially limited. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards.</p>																																																																																

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>3. Air Quality</b>					
<b>Would the Project:</b>					
<u>Exposure of Sensitive Receptors to Toxic Air Contaminants</u>					
<p>The results of the screening analyses contained in the Air Quality Impact Analysis indicated that the health risk from SR 82, stationary sources in the project vicinity, and the total cumulative health risk would be below BAAQMD significance thresholds. Therefore, future residents of the project site would not be exposed to substantial increased risks or hazards that would cause harmful effects, and health risk associated with the location of new sensitive receptors on the project site would be less than significant. Based on the ruling of the California Supreme Court in CBIA vs. BAAQMD, which found that CEQA does not require, except under certain circumstances, analysis of the effects of the environment on a project, this analysis is presented for informational purposes only.</p>					
<u>Consistency with Existing Air Quality Plans</u>					
<p>The applicable air quality plan is the BAAQMD's 2010 Clean Air Plan, which was adopted on September 15, 2010. The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. Consistency with the Clean Air Plan can be determined if the project does the following: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. As discussed below, implementation of the proposed project would not disrupt or hinder implementation of the applicable measures outlined in the Clean Air Plan, including Transportation and Mobile Source Control Measures, Land Use and Local Impact Measures, and Energy Measures.</p>					
<p><i>Transportation and Mobile Source Control Measures.</i> The BAAQMD identifies control measures as part of the Clean Air Plan to reduce ozone precursor emissions from stationary, area, mobile, and transportation sources. The Transportation Control Measures are designed to reduce emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled (VMT) in addition to vehicle idling and traffic congestion. As the project site is supported by multiple bus lines within two blocks of the project site and is within a half mile of the Caltrain station, the proposed project would not conflict with the identified Transportation and Mobile Source Control Measures of the Clean Air Plan.</p>					
<p><i>Land Use and Local Impact Measures.</i> The Clean Air Plan includes Land Use and Local Impacts Measures (LUMs) to promote mixed-use, compact development to reduce motor vehicle travel and emissions and to limit peoples' exposure to air pollution from stationary and mobile sources of emissions. The LUMs identified by the BAAQMD are not specifically applicable to the proposed project as they relate to actions the BAAQMD will take to reduce impacts from goods movement and health risks in affected communities. However, the proposed project is located in the mixed-use corridor subarea, and would be consistent with the City's development standards and design guidelines which support the BAAQMD's Land Use and Local Impact Measures.</p>					
<p><i>Energy Measures.</i> The Clean Air Plan also includes Energy and Climate Control Measures, which are designed to reduce ambient concentrations of criteria pollutants and reduce emissions of CO<sub>2</sub>. The measures include voluntary approaches to reduce the heat island effect by increasing shading in urban and suburban areas through the planting of trees. The proposed project would include paved area that could result in a heating effect. In addition, with development of the proposed project, existing trees would be removed. However, the proposed project includes landscaping with trees and shrubs throughout the site. The energy measures of the Clean Air Plan are not specifically applicable to the proposed project. Therefore, the project would not conflict with the Energy and Climate Control Measures.</p>					
<b>Standard Condition(s) of Approval:</b>					
<p>With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					
<p><u>PL-104 [CONSTRUCTION PRACTICES AND NOTICING]:</u> <i>Basic Air Quality Construction Measures.</i> The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as: (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; (b) all haul trucks transporting soil, sand, or other loose material off-site will be covered; (c) all visible mud or dirt track-out onto adjacent public roads will be removed using</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>3. Air Quality</b>					
<b>Would the Project:</b>					
<p>wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (d) all vehicle speeds on unpaved roads will be limited to 15Ih; (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and (f) post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.</p>					
<b>SAPP EIR Mitigation Measures:</b>					
<p><b>Mitigation Measure AIR-1:</b> All new development projects, associated with implementation of the SA Precise Plan, which include buildings within 1,000 feet of a residential dwelling unit shall conduct a construction health risk assessment to assess emissions from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in 1 million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM<sub>2.5</sub> increase greater than 0.3 µg/m<sup>3</sup>.</p>					
<p><b>Mitigation Measure AIR-2:</b> For residential or other sensitive use projects proposed within 500 feet of El Camino Real and Central Expressway, and/or any of the stationary sources identified in Table IV.B-6, the City of Mountain View shall require an evaluation of potential health risk exposure. The applicant for a sensitive use project within the Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk of to less than 10 in 1 million, reduce the non-cancer risk of to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient PM<sub>2.5</sub> increase is less than 0.3 µg/m<sup>3</sup>. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.</p>					
<b>Conclusion:</b>					
<p>The proposed project would not result in any new or more significant impacts related to air quality than those identified in the SAPP EIR.</p>					

#### 4. 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 Document's Mitigation Measures Addressing Impacts.
<b>4. Biological Resources</b>					
<b>Would the Project:</b>					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	SAPP IS pp. 24 to 25; SAPP EIR p. 198	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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	SAPP IS p. 25; SAPP EIR p. 198	No	No	No	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	SAPP IS p. 25; SAPP EIR p. 198	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	SAPP IS p. 25; SAPP EIR p. 198	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 Document's Mitigation Measures Addressing Impacts.
<b>4. Biological Resources</b>					
<b>Would the Project:</b>					
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	SAPP IS p. 26; SAPP EIR p. 198	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	SAPP IS pp. 26 to 27; SAPP EIR p. 198	No	No	No	N/A
<b>Discussion:</b>					
<p><b>4a.</b> Based on the Biological Resources Report<sup>10</sup> (Appendix B) prepared for the proposed project, the proposed project would have a less-than-significant impact on special-status plant species. Specifically, although several species have been recorded within the project vicinity, suitable habitat for special-status species is largely absent from the site and no special-status species were observed during the field survey conducted as part of the biological resources assessment. Special-status plants would not occur due to the lack of undisturbed native vegetation and current use of the site. All of the plants observed within the grasslands on the site are non-native, indicating that the likelihood of special-status plants to occur is very low.</p> <p>Due to the site's setting within a highly urbanized area, almost no special-status wildlife species are likely to occur at the project site. A possible exception would be the pallid bat (<i>Antrozous pallidus</i>), which is a California Species of Special Concern that has been recorded within 1 mile of the site and could use the onsite sheds, barn, and garage as night or day roosts. No ground squirrel burrows or other potential burrow sites for burrowing owls (<i>Athene cunicularia</i>), which is a California Species of Special Concern that is known to occur within 1 mile of the site, were observed during the field survey; therefore burrowing owls are unlikely to nest or seek shelter on the site. As such, the proposed project would have a less-than-significant impact on special-status species.</p> <p><b>4b-c.</b> No potential waters of the United States, wetlands, riparian vegetation, or other sensitive habitat exists on or near the site. As such, the project would not have an impact on federally protected wetlands or riparian habitat.</p> <p><b>4d.</b> As discussed in the Biological Resources Report prepared for the project, the site does not provide a significant wildlife movement corridor due to its limited habitat for wildlife and its urban location, which is isolated and surrounded by urban development. Wildlife that currently moves through the site are typically urban-adapted species that are expected to continue to move through the site after project development. The project site does not support any known nursery sites for wildlife such as a heron rookery or maternity bat roost. Birds could nest on the site and bats could roost on the site, but no evidence of prior nesting birds or roosting bats was observed. Active bird nests would normally not be considered nursery a site under CEQA, but an active maternity bat roost would be considered a nursery site. An eastern gray squirrel nest was observed in one of the trees near the residence, but this species is nonnative and its nest would not be considered a nursery site under CEQA. As such, the proposed project would have a less-than-significant impact on the movement of native or migratory wildlife species, established native resident or migratory wildlife corridors, and native wildlife nursery sites.</p>					

<sup>10</sup> LSA Associates, Inc., 2016. *Biological Resources Report for the 394 Ortega Avenue Project, City of Mountain View, Santa Clara County*. May 9.

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 Document's Mitigation Measures Addressing Impacts.
<b>4. Biological Resources</b>					
<b>Would the Project:</b>					
<p><b>4e.</b> The Arborist Report<sup>11</sup> (Appendix C) prepared for the proposed project identified that construction of the proposed project would require the removal of 10 heritage trees and 14 non-heritage trees. In accordance with the Mountain View Tree Preservation Ordinance, a tree removal permit would be obtained prior to the removal of heritage trees. The project would plant new trees to replace the trees to be removed. The project would comply with the Heritage Tree Ordinance, and accompanying tree replacement and maintenance requirements, as a condition of approval. For these reasons, the project would not conflict with any local policies or ordinances protecting Heritage trees. The removal of heritage trees, therefore, would be a less than significant impact.</p> <p><b>4f.</b> The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV) 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 SAPP area, including the project site, is located outside the SCV Habitat Plan area, and the project site is not within a SCV Habitat Plan expanded study area for burrowing owl conservation. For these reasons, the project would not conflict with an adopted habitat conservation plan.</p> <p><b>Standard Condition(s) of Approval:</b> With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p> <p>PL-79 [HERITAGE TREES]: <i>Implementation.</i> Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit is secured and the project is pursued.</p> <p>PL-81[HERITAGE TREES]: <i>Tree Protection Measures.</i> The tree protection measures listed in the arborist's report prepared by HortScience, Inc. and dated March 3, 2016 shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6' chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.</p> <p><u>PL-109 [CONSTRUCTION PRACTICES AND NOTICING]:</u> <i>Preconstruction Nesting Bird Survey.</i> To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows.</p> <p>The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet for active nests – with particular emphasis on nests of migratory birds – if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.</p> <p>GENERAL PLAN ACTION LUD 10.2.2: Protection of wildlife nursery sites. Require preconstruction surveys for nesting birds and/or roosting bats prior to any development that involves the removal of vegetation and/or demolition/restoration of abandoned structures (e.g., houses, barns, sheds, bridges).</p>					

<sup>11</sup> HortScience, Inc., 2016, op. cit.



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 Document's Mitigation Measures Addressing Impacts.
<b>4. Biological Resources</b>					
<b>Would the Project:</b>					
<p><b>Conclusion:</b></p> <p>The proposed project is located in the SAPP area, an urban developed area that does not contain any sensitive habitat and no special-status species are anticipated to occur in the area. The proposed project would not have any new significant or substantially more severe impacts to biological resources than what was analyzed in the SAPP EIR.</p>					

## 5. 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 Document's Mitigation Measures Addressing Impacts.
<b>5. Cultural Resources</b>					
<b>Would the Project:</b>					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	SAPP EIR p. 198	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	SAPP EIR p. 198	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	SAPP EIR p. 198	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	SAPP EIR p. 198	No	No	No	N/A
<b>Discussion:</b>					
<p><b>5a-d.</b> Impacts to cultural resources on the project site were previously analyzed, at a programmatic level, as part of the SAPP EIR. More specifically, the SAPP EIR concluded that the SAPP area contains numerous historic structures and unidentified archaeological and paleontological resource located within the SAPP area, and identified the potential for direct and indirect impacts to cultural resources associated with development and pedestrian improvements. However, the SAPP EIR identified City of Mountain View General Plan and the General Plan EIR policies and actions that would mitigate potential adverse impacts associated with implementation of the SAPP. Furthermore, the City would apply the standard cultural resources-related Conditions of Approval (COAs) to any development associated with implementation of the SAPP, including the proposed project.</p>					
<p>The SAPP EIR noted that cultural resource impacts must be determined on project-specific basis. As such, a Cultural Resources Study<sup>12</sup> (Appendix D) was prepared for the project that included an archaeological field review, paleontological assessment and historical resources evaluation. The Cultural Resources Study identified that the project site includes a single-family residence with an associated garage and barn built circa 1949. The Study noted that the property is associated with postwar residential development on former agricultural land in Mountain View. However, the property is one of many similar properties built statewide associated with this pattern of events, and no evidence was identified to elevate this property in associative stature. It does not possess specific, important associations within this context that distinguish it from the many other properties of similar design, construction history, and use. As such, the study concludes that the project site does not appear eligible for inclusion in the California Register of Historic Resources (CRHR).</p>					
<p>The Cultural Resource Study did not identify any prehistoric cultural resources on the project site. Debris associated with residential and agricultural land use, such as rusted metal fragments, wheels, hand tools, and lumber are located around the exterior of the barn and garage. However, the debris does not constitute a historic-period cultural resource because it is associated with a property that does not appear eligible for inclusion in the CRHR. Paleontological research indicates the project site is not likely to contain fossil resources.</p>					

<sup>12</sup> LSA Associates, Inc. 2016. *Cultural Resources Study and Historical Resource Evaluation of 394 Ortega Avenue, Mountain View, Santa Clara County, California*. April.

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 Document's Mitigation Measures Addressing Impacts.
<b>5. Cultural Resources</b>					
<b>Would the Project:</b>					
<p>The Cultural Resources Study did not identify any archaeological cultural resources on the project site; however, there is a possibility of encountering unanticipated resources during project construction. Implementation of COAs PL-106 (Discovery of Archaeological Resources) and PL-107 (Discovery of Human Remains) would ensure that potential impacts associated with the uncovering of cultural resources are reduced to less-than-significant levels.</p>					
<p>Based on the cultural resources investigation, the proposed project would not result in any impacts beyond those identified in the SAPP EIR and that adherence to applicable policies, actions and COAs would ensure that the proposed project would not result in any new significant or severe impacts than those identified in the SAPP EIR.</p>					
<p><b>Standard Condition(s) of Approval:</b></p>					
<p>With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					
<p><u>PL-106 [CONSTRUCTION PRACTICES AND NOTICING]; <i>Discovery of Archaeological Resources.</i></u> If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.</p>					
<p><u>PL-107 [CONSTRUCTION PRACTICES AND NOTICING]; <i>Discovery of Human Remains.</i></u> 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' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land-owner 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.</p>					
<p><b>Conclusion:</b></p>					
<p>Adherence to applicable policies, actions, and COAs would ensure that the proposed project would not have any new significant or substantially more severe impacts to cultural resources than what was analyzed in the SAPP EIR.</p>					

## 6. Geology and Soils

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 Document's Mitigation Measures Addressing Impacts.
<b>6. Geology and Soils</b>					
<b>Would the Project:</b>					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ol style="list-style-type: none"> <li>1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</li> <li>2. Strong seismic ground shaking?</li> <li>3. Seismic-related ground failure, including liquefaction?</li> <li>4. Landslides?</li> </ol>	SAPP IS pp. 38 to 40; SAPP EIR pp. 198 to 199	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	SAPP IS p. 39; SAPP EIR pp. 198 to 199	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?	SAPP IS pp. 40 to 41; SAPP EIR pp. 198 to 199	No	No	No	N/A
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	SAPP IS p. 41; SAPP EIR pp. 198 to 199	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 Document's Mitigation Measures Addressing Impacts.
<b>6. Geology and Soils</b>					
<b>Would the Project:</b>					
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	SAPP IS p. 41; SAPP EIR pp. 198 to 199	No	No	No	N/A
<p><b>Discussion:</b></p> <p><b>6a-b.</b> The SAPP EIR determined that with implementation of COAs, impacts related to geology and soils would be less than significant with development occurring as part of the SAPP. The SAPP area is located in an area susceptible to very strong to violent ground shaking due to its close vicinity to nearby regional faults. As such, strong to violent ground shaking could cause severe damage to buildings not engineered and constructed to comply with the California Building Code and could cause extensive non-structural damage to buildings in the SAPP area. The project site is generally level and is not located in a landslide area and or in an area of known unstable soil conditions. City of Mountain View COA PL-112 (Geotechnical Report) require all project applicants to prepare a geotechnical report and soils report to ensure that individual development projects to address potential geologic hazards. In addition, the proposed project would be required to comply with the California Building Code's current seismic standards. As such, the proposed project would result in less-than-significant impacts related to geological hazards and the project would not expose people or structures to significant erosion-related hazards.</p> <p><b>6c-d.</b> The Geotechnical Report<sup>13</sup> (Appendix E) prepared for the project site identified soils near the below-grade level as displaying moderate to high expansion potential. However, conventional grading operations, incorporating fill placement specifications tailored to the expansive characteristics of the soil, and use of a mat foundation (either post-tensioned or conventionally reinforced) are common, generally cost-effective measures to address the expansive potential of the foundation soils. Implementation of the aforementioned grading practices and the City's standard COAs would ensure that impacts associated with expansive soils, seismic and seismic-related hazards to a less-than-significant level.</p> <p><b>6e.</b> The project would connect to the existing 8-inch sewer main on Ortega Avenue. Septic tanks or alternative wastewater disposal systems for the disposal of wastewater are not proposed. Therefore, septic tanks or alternative wastewater systems would have no impact on the project site's soils.</p> <p><b>Standard Condition(s) of Approval:</b> With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p> <p><b>PL-112 [TECHNICAL REPORT]: Geotechnical Report.</b> 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 (CGS) Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for backdraining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.</p>					

<sup>13</sup> ENGEO Incorporated, 2015. *Geotechnical Exploration 394 Ortega Avenue Mountain View, California*. July.

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 Document's Mitigation Measures Addressing Impacts.
<b>6. Geology and Soils</b>					
<b>Would the Project:</b>					
<p>a. As required by the State Seismic Hazards Mapping Act, a project site-specific geotechnical investigation shall be conducted by a registered soils/geologist identifying any seismic hazards and recommending mitigation measures to be taken by the project. The applicant, through its registered soils engineer/geologist, shall certify the project complies with the requirements of the State Seismic Hazards Mapping Act. Indicate the location (page number) within the geotechnical report of where this certification is located or provide a separate letter stating such.</p>					
<b>Conclusion:</b>					
<p>The proposed project would not result in any new or more significant impacts related to geology and soils than those identified in the SAPP EIR. Implementation of COA PL-112 would ensure that potential impacts associated with geologic hazards and soil conditions would be less than significant.</p>					

## 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 Document's Mitigation Measures Addressing Impacts.
<b>7. Greenhouse Gas Emissions</b>					
<b>Would the Project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	SAPP IS pp. 44-45; SAPP EIR p. 199	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	SAPP IS pp. 44-45; SAPP EIR p. 199	No	No	No	N/A
<b>Discussion:</b>					
<p><b>7a, b.</b> The SAPP EIR identified that the implementation of the SAPP would result in less-than-significant impacts related to greenhouse gas emissions. Specifically, the SAPP would be consistent with the City of Mountain View Greenhouse Gas Reduction Program (GGRP), and would not result in a significant operational or construction-related greenhouse gas emission impact. As part of the proposed project, an Air Quality Impact Analysis<sup>14</sup> (Appendix A) was prepared to assess GHG emissions at a project-specific level. The analysis found that the project would generate 1,067 metric tons of CO<sub>2</sub>e, which would be below the BAAQMD's numeric threshold of 1,100 metric tons CO<sub>2</sub>e. The project would also result in a GHG efficiency of 3.1 metric tons CO<sub>2</sub>e per service population, which is also below the BAAQMD's threshold of 4.6. As such, the proposed project would result in GHG emissions below both the numeric and per service population thresholds and would result in less-than-significant impacts related to GHG emissions.</p>					
<b>Conclusion:</b>					
<p>The proposed office development project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					

<sup>14</sup> LSA Associates, Inc., 2016, *Air Quality Impact Analysis*, op. cit.

## 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 Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials</b>					
<b>Would the Project:</b>					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	SAPP IS pp. 49-50; SAPP EIR p. 199	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?	SAPP IS p. 50; SAPP EIR p. 199	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	SAPP IS pp. 50-51; SAPP EIR p. 199	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?	SAPP IS pp. 52-53; SAPP EIR p. 199	No	No	No	N/A
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	SAPP IS p. 53; SAPP EIR p. 199	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 Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials</b>					
<b>Would the Project:</b>					
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	SAPP IS p. 53; SAPP EIR p. 199	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	SAPP IS pp. 53-54; SAPP EIR p. 199	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	SAPP IS p. 54; SAPP EIR p. 199	No	No	No	N/A
<b>Discussion:</b>					
<p><b>8a, b, d.</b> The SAPP EIR determined that implementation of 2030 General Plan policies and actions, as well as the applicable City COAs BID-21 (Hazardous Materials), FEP-02 (Hazardous Materials), FEP-04 (Underground Storage Tank System Closure), FEP-05 (Underground Hazardous Materials Storage Tanks System Installation), PL-105 (Discovery of Contaminated Soil) and PL-113 (Toxic Assessment), would ensure that impacts related to hazards and hazardous materials would be less than significant with development occurring under the SAPP. Specifically, impacts related to the routine transport, use, or disposal of hazardous materials; accidental release of hazardous materials to the environment; use of hazardous materials near sensitive receptors; emission of hazardous materials near schools; emergency access; and impaired use of an emergency response plan would all be less than significant with implementation of General Plan policies/actions and standard COAs.</p> <p>As required by COA PL-113 (Toxic Assessment), a Phase I Environmental Site Assessment<sup>15</sup> (ESA) (Appendix F) was prepared for the project site. The Phase I ESA identified that the only Recognized Environmental Constraint (REC) associated with the proposed project was the possibility for contaminated soils due to the presence of a former 500-gallon gasoline underground storage tank (UST) on the site. Based on the findings of the Phase I ESA, it was recommended that a limited subsurface investigation be conducted to determine if petroleum-impacted soil was present on the site.</p> <p>A Phase II ESA<sup>16</sup> (Appendix G) was subsequently prepared for the project site to determine whether the site had been adversely impacted by the former agricultural uses and underground storage tank. The Phase II ESA identified metal arsenic in the soils but at concentrations that do not exceed the maximum background concentration of arsenic in</p>					

<sup>15</sup> AEI Consultants, 2015. *Phase I Environmental Site Assessment*. May.

<sup>16</sup> AEI Consultants, 2015. *Limited Phase II Subsurface Investigation*. July.

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 Document's Mitigation Measures Addressing Impacts.
<b>8. Hazards and Hazardous Materials</b>					
<b>Would the Project:</b>					
California soils. Concentrations of pesticides were detected on the site but not at levels above Environmental Screening Levels (ESLs) established by the San Francisco Bay Regional Water Quality Control Board. In addition, TPH multi-range (gasoline, diesel and motor oil) and xylenes (BTEX) were not detected in the soil samples at the project site.					
<b>8c.</b> The proposed project does not propose child care or school uses. The project involves the construction of a residential apartment building and would not be a substantial emitter of hazardous materials or hazardous waste.					
<b>8e, f.</b> The SAPP area, including the proposed project site, is not located within a protected airspace zone. As such, there would be no impacts related to public or private airports.					
<b>8g.</b> The proposed project would not interfere with an adopted emergency response or evacuation plan.					
<b>8h.</b> The project site, and greater SAPP area, are not adjacent to wildland areas. Therefore, no impact related to risk associated with wildland fires would occur.					
<b>Standard Condition(s) of Approval:</b>					
With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.					
<u>BID-21 [BUILDING INSPECTION DIVISION]: Hazardous Materials.</u> Any installation of hazardous materials will require submittal of HMIS forms for the Fire Protection Engineer and Hazardous Materials Specialist. Specification forms will also have to be provided at the time of original submittal to the Building Inspection Division.					
<u>FEP-02 [HAZARDOUS MATERIALS]: Hazardous Materials.</u> If hazardous materials will be stored or used on-site (including paints, thinners, compressed gases, propane, diesel, gasoline, etc.), complete an Environmental Compliance Plan (ECP) application. Contact the Fire and Environmental Protection Division of the Fire Department at 650-903-6378 to obtain a copy. Attach a copy of the completed ECP to your submitted building plans.					
<u>PL-105 [CONSTRUCTION PRACTICES AND NOTICING]: Discovery of Contaminated Soil.</u> If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) contractor will cover the bottom of excavated areas with sheeting when work is not being performed.					
<u>PL-113 [TECHNICAL REPORTS]: Toxic Assessment.</u> A toxic assessment report shall be prepared and submitted as part of the building permit application. The applicant must demonstrate that hazardous materials do not exist on the site, or that construction activities and the proposed use of this site are approved by: the City of Mountain View Hazardous Materials Division of the Fire Department; the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or an approved site toxics mitigation plan has been approved.					
<b>Conclusion:</b>					
The proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.					

## 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 Document's Mitigation Measures Addressing Impacts.
<b>9. Hydrology and Water Quality</b>					
<b>Would the Project:</b>					
a. Violate any water quality standards or waste discharge requirements?	SAPP IS pp. 60-62; SAPP EIR p. 200	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	SAPP IS p. 62; SAPP EIR p. 200	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	SAPP IS pp. 63-65; SAPP EIR p. 200	No	No	No	N/A
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	SAPP IS p. 65; SAPP EIR p. 200	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 Document's Mitigation Measures Addressing Impacts.
<b>9. Hydrology and Water Quality</b>					
<b>Would the Project:</b>					
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	SAPP IS p. 65; SAPP EIR p. 200	No	No	No	N/A
f. Otherwise substantially degrade water quality?	SAPP IS p. 65; SAPP EIR p. 200	No	No	No	N/A
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	SAPP IS pp. 65-66; SAPP EIR p. 200	No	No	No	N/A
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	SAPP IS pp. 65-66; SAPP EIR p. 200	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	SAPP IS pp. 65-66; SAPP EIR p. 200	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	SAPP IS p. 66; SAPP EIR p. 200	No	No	No	N/A
<b>Discussion:</b>					
<p><b>9a.</b> The proposed project would be required to comply with Regional Water Quality Control Board requirements to reduce water quality impacts during construction. These include the State of California Construction General Stormwater Permit and the Municipal Regional Permit. The project would not result in new or greater impacts to water quality standards or waste discharge requirements than those identified in the SAPP EIR, and impacts would be avoided or minimized with implementation of COAs.</p>					
<p><b>9b.</b> The proposed project would not deplete groundwater supplies or interfere with groundwater recharge. The project would be consistent with the SAPP, and would not result in new or substantially increased impacts than those described in the SAPP EIR</p>					
<p><b>9c, d.</b> The proposed project would implement stormwater treatment facilities, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements and the SAPP Stormwater Management Standards and Guidelines. The project would not result in new or substantially increased impacts than those described in the SAPP EIR.</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>9. Hydrology and Water Quality</b>					
<b>Would the Project:</b>					
<p><b>9e, f.</b> The proposed project would develop and increase the amount of impervious surfaces on the site. However, all stormwater runoff from impervious surfaces would be treated through biological methods and collected in a perforated sub-drain pipe before being discharged from the site via a subsurface storm drain system.</p>					
<p><b>9g-i.</b> The proposed project site is not located in a FEMA flood hazard zone and is not within the areas that would be affected by projected sea level rise. Based on the location of the project, the project would not result in a significant impact from flooding.</p>					
<p><b>9j.</b> The SAPP area, including the proposed project site, is not located in an area likely to be affected by seiches, tsunamis or mudflow and no policies or actions are needed to further reduce the impact.</p>					
<b>Conclusion:</b>					
<p>The proposed office development project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					

## 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 Document's Mitigation Measures Addressing Impacts.
<b>10. Land Use and Planning</b> <b>Would the Project:</b>					
a. Physically divide an established community?	SAPP EIR p. 200	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	SAPP EIR p. 200	No	No	No	N/A
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	SAPP EIR p. 200	No	No	No	N/A
<p><b>Discussion:</b></p> <p><b>10a, b.</b> The SAPP EIR identified that implementation of the SAPP would not include any large-scale infrastructure project such as new freeways or high-volume roadways that would divide established communities. In addition, critical transportation infrastructure linking one neighborhood to another would not be removed as part of SAPP implementation. Moreover, residential development of this nature was previously evaluated and accounted for as part of the SAPP EIR. The proposed project involves the construction of a 144-unit residential building that is consistent with the goals and vision of the SAPP. For these reasons, the proposed project would not result in a land use conflict.</p> <p><b>10c.</b> The SAPP is not located within any approved local, regional, or State conservation plan. Therefore, the proposed project within the SAPP area would have no impact on approved conservation plans and no mitigation measures are required.</p> <p><b>Conclusion:</b></p> <p>The proposed project would not result in any new or more significant impacts related to land use planning than those identified in the SAPP EIR.</p>					

## 11. Mineral 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 Document's Mitigation Measures Addressing Impacts.
<b>11. Mineral Resources</b>					
<b>Would the Project:</b>					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	SAPP IS p. 70; SAPP EIR p. 200	No	No	No	N/A
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	SAPP IS p. 70; SAPP EIR p. 200	No	No	No	N/A
<p><b>Discussion:</b></p> <p><b>11a-b.</b> The SAPP EIR and the State of California maps of aggregate resources identified that the SAPP area is located in a developed urban area in the City of Mountain View and that mineral exploration and extraction does not occur in the vicinity of SAPP area. More specifically, there is no natural gas, oil, or geothermal resources located in or adjacent to the SAPP area. As such, any development, including the proposed project, would have no impact on mineral resources.</p> <p><b>Conclusion:</b></p> <p>The proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					

## 12. Noise

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 Document's Mitigation Measures Addressing Impacts.
<b>12. Noise</b>					
<b>Would the Project:</b>					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	SAPP EIR pp. 152-155	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or ground-borne noise levels?	SAPP EIR pp. 156-157	No	No	No	N/A
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	SAPP EIR p. 157	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	SAPP EIR pp. 157-158	No	No	No	Noise-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 expose people residing or working in the project area to excessive noise levels?	SAPP EIR p. 150	No	No	No	N/A
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	SAPP EIR p. 150	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 Document's Mitigation Measures Addressing Impacts.
<b>12. Noise</b>					
<b>Would the Project:</b>					
<b>Discussion:</b>					
<p>The discussion in this section is based in part on the Noise Impact Analysis<sup>17</sup> (Appendix H) prepared for the proposed project.</p>					
<p><b>12a.</b> The City sets forth normally acceptable noise level standards for land use compatibility and interior noise exposure of new development. The normally acceptable exterior and interior noise levels for new multi-family residential developments are 65 dBA L<sub>dn</sub> and 45 dBA L<sub>dn</sub>, respectively.</p>					
<p>The dominant source of noise in the project vicinity is traffic noise from adjacent roadways. Per the Noise Impact Analysis, the highest future traffic noise level in the project vicinity would be 64.2 dBA L<sub>dn</sub> on California Street between Ortega Avenue and Rengstorff Avenue. However, as the proposed apartment buildings would be located approximately 84 feet from the centerline of California Street, noise levels affecting the project would be 59.7 dBA L<sub>dn</sub>. Due to proximity to the proposed apartments, the greatest noise impact would be from traffic along Ortega Avenue from Latham Street to California Street. The proposed apartments are located approximately 28 feet from the centerline of the outermost lane of this roadway segment, resulting in a noise level of 63.9 Ldn, which would be below the City's normally acceptable exterior noise level of 65 dBA L<sub>dn</sub>.</p>					
<p>Based on the Environmental Protection Agency's (EPA's) Protective Noise Levels, with a combination of walls, doors, and windows, standard construction for Northern California residential buildings would provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. With windows open, residents would not meet the City's normally acceptable residential interior noise standard of 45 dBA L<sub>dn</sub> (i.e., 63.9 dBA – 15 dBA = 48.9 dBA). The distance at which a windows-open condition would meet the interior noise standard would be approximately 80 feet. Therefore, an alternate form of ventilation, such as an air-conditioning system, would be required to ensure that windows can remain closed for a prolonged period of time for all units at the proposed project. The project proposes air conditioning for all units, which would reduce traffic noise levels for residents with windows closed to levels below the City's normally acceptable interior noise level criterion of 45 dBA for units adjacent to California Street (i.e., 63.9 dBA – 25 dBA = 38.9 dBA).</p>					
<p>While the City also requires that new multi-family residential developments shall maintain a standard of 65 dBA L<sub>dn</sub> for private and community outdoor recreation use areas, the noise standards do not apply to private decks and balconies in multi-family residential developments. Outdoor recreation use areas include the pool deck and courtyard, located in the interior of the proposed project site plan. Given the additional distance from traffic noise and shielding from the apartment units, the noise levels would be below 65 dBA L<sub>dn</sub> in these areas.</p>					
<p>Therefore, the proposed project would meet the City's land use compatibility standards for exterior land uses. Based on this analysis, no additional mitigation measures are required to reduce noise impacts in excess of standards, and the project would not result in a new or substantially increased significant impact than those described in the SAPP EIR.</p>					
<p><b>12b.</b> Based on the Noise Impact Analysis prepared for the proposed project, the nearest existing residential units located south of the project site would be approximately 50 feet from construction activities. Therefore, the existing residences would not be susceptible to significant groundborne vibration levels. The buildings surrounding the proposed project are unlikely to experience structural damage from groundborne vibration associated with construction activity. The proposed project would not result in a new or substantially increased significant impact.</p>					
<p><b>12c.</b> The proposed project would include residential uses in a developed area in the City of Mountain View. Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional trips that would be a result of the proposed project. Stationary source noise includes noise generated by the residential and commercial land uses. The two potential sources of noise are discussed further, below.</p>					

<sup>17</sup> LSA Associates, Inc., 2016. *Noise Impact Analysis 394 Ortega Avenue Multi-Family Apartments*. July.

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 Document's Mitigation Measures Addressing Impacts.
<b>12. Noise</b>					
<b>Would the Project:</b>					
<p><u>Mobile Source Noise:</u> Traffic in the project site vicinity could increase as a result of the proposed project. To assess traffic noise impacts, the traffic noise level in the project vicinity was projected based on the Traffic Analysis<sup>18</sup> prepared for the proposed project.</p> <p>As indicated in the Traffic Analysis, the proposed project would generate a net increase of 891 vehicle trips per day, including 68 more trips during the AM peak hour and 82 more trips during the PM peak hour. As indicated in the Noise Impact Analysis, there would be minor changes in the traffic noise levels associated with the implementation of the proposed project. As noted previously, the largest increase in traffic-related noise as a result of the project would be directly southeast of the project site on Ortega Avenue, between Latham Street and California Street. This segment would have a 0.7 dBA increase between Existing Plus Project conditions and Existing No Project conditions. Other increases would be 0.1 dBA or less for all road segments in the project vicinity. A significant impact would occur if the project would result in a substantial (5 dBA or greater) permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Increases of 5 dBA or more are generally considered the smallest increase in noise levels to be readily perceptible in suburban or urban outdoor environments. Therefore the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p> <p><u>Stationary Source Noise.</u> Implementation of the proposed project would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) equipment, parking lot activities, and loading dock operations. The nearest off-site sensitive receptors in the vicinity of the project are the single-family homes located approximately 65 feet east of the proposed apartment buildings, along Ortega Avenue directly south of Oaktree Drive, and the mid-rise apartments located approximately 65 feet southwest of the proposed apartment buildings on the corner of Ortega Avenue and Latham Street.</p> <p><u>HVAC Equipment.</u> HVAC condenser units would be located on the rooftop of the proposed building. Given the distance from the condenser units to sensitive receptors, HVAC equipment would not cause a significant noise impact. Additionally, HVAC equipment installed as part of the proposed project would be required to comply with City of Mountain View Municipal Code Section 21.26, which requires all stationary equipment to not exceed 55 dBA or 50 dBA during the night at any of the adjacent residences. Therefore, the proposed project would not result in a significant impact related to HVAC equipment.</p> <p><u>Parking Lot Activities.</u> Parking lot noise, including engine sounds, car doors slamming, car alarms, loud music, and people conversing, would occur as a result of the proposed project at the project site and on nearby streets. Typical parking lot activities, such as people conversing or doors slamming, generates approximately 60 dBA to 70 dBA L<sub>max</sub> at 50 feet. The primary project parking area would be located in subterranean parking garage, which would shield the adjacent residences from project-related parking lot noise. Therefore, the proposed project would not result in a significant impact related to parking lot noise.</p> <p><b>12d.</b> Short-term noise impacts would be associated with excavation, grading, and construction of buildings on site during construction of the proposed project. Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site for the proposed project, which would incrementally increase noise levels on roads leading to the site. As discussed in the Noise Impact Analysis, there would be a relatively high single-event noise exposure potential at a maximum level of 86 dBA L<sub>max</sub> with trucks passing at 50 feet.</p> <p>The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on the project site and off-site infrastructural connection areas. Typical maximum noise levels range up to 91 dBA L<sub>max</sub> at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the</p>					

<sup>18</sup> Hexagon Transportation Consultants, Inc., 2016. *394 Ortega Avenue Site Specific Transportation Analysis Report*. July.

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 Document's Mitigation Measures Addressing Impacts.
<b>12. Noise</b>					
<b>Would the Project:</b>					
<p>site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.</p>					
<p>The closest off-site residences, located approximately 50 feet east of the site, may be subject to short-term construction noise reaching 91 dBA L<sub>max</sub> when construction is occurring at the project site boundary. Construction noise is permitted by the Municipal Code when activities occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and is prohibited on Saturdays, Sundays, or holidays, unless written approval is granted by the building official. The City also requires implementation of construction noise reduction measures per COA PL-95.</p>					
<p>As discussed above, construction noise levels may reach 91 dBA L<sub>max</sub> at the nearest off-site residences. The City does not have a quantitative noise criterion during construction activities. However, because of the close proximity of the off-site residences, adherence with the COAs identified in SAPP EIR Mitigation Measure NOISE-1, listed below, would be required to ensure that construction noise impacts would be reduced at nearby sensitive receptors.</p>					
<p><b>12e, f.</b> Aircraft noise in the City of Mountain View is primarily related to aircraft operations at the Moffett Federal Airfield. Aircraft noise is occasionally audible at the project site, due to the distance to surrounding airports; however, no portion of the project site lies within the 65 dBA CNEL noise contours of any public airport nor does any portion of the project site lie within 2 miles of any private airfield or heliport. Therefore, the proposed project would not result in the exposure of sensitive receptors to the excessive noise levels from aircraft noise sources.</p>					
<p><b>Standard Condition(s) of Approval:</b></p>					
<p>With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					
<p><u>PL-90 [NOISE]: Mechanical Equipment.</u> The noise emitted by any mechanical equipment shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.</p>					
<p><u>PL-92 [NOISE]: Interior Noise Levels.</u> Construction drawings must confirm that measures have been taken to achieve an interior noise level of 45 dB(A)L<sub>dn</sub> that shall be reviewed and approved by a licensed acoustical engineer prior to building permit submittal.</p>					
<p><u>PL-95 [NOISE]: Construction Noise Reduction.</u> The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.</p>					
<p><b>SAPP EIR Mitigation Measures:</b></p>					
<p><b>Mitigation Measure NOISE-1:</b> The following language shall be included as a Condition of Approval for new projects associated with implementation of the SA Precise Plan:</p>					
<ul style="list-style-type: none"> <li>In the event that pile driving would be required for any proposed project within the SA Precise Plan area, all residents within 300 feet of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions.</li> </ul>					

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 Document's Mitigation Measures Addressing Impacts.
<b>12. Noise</b>					
<b>Would the Project:</b>					
<ul style="list-style-type: none"> <li>• To the extent feasible, the project contractor shall phase high-vibration generating construction activities, such as pile-driving/ground-impacting operations, so they do not occur in the same period with demolition and excavation activities in locations where the combined vibrations would potentially impact sensitive areas.</li> <li>• The project controller shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops).</li> <li>• The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.</li> </ul>					
<b>Conclusion:</b>					
<p>The proposed development project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					

### 13. 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 Document's Mitigation Measures Addressing Impacts.
<b>13. Population and Housing</b> <b>Would the Project:</b>					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	SAPP IS pp. 72 to 74; SAPP EIR p. 201	No	No	No	N/A
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	SAPP IS p. 74; SAPP EIR p. 201	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	SAPP IS pp. 74 to 75; SAPP EIR p. 201	No	No	No	N/A
<b>Discussion:</b>  <p><b>13a:</b> The SAPP EIR determined that impacts related to population and housing would be less than significant with development occurring as part of the SAPP. No mitigation measures or COAs would be required. Implementation of the SAPP is projected to increase the population of the area by 2,490 people and the number of housing units by 1,235 units. General Plan policies and actions support the intensification of the SAPP area. The project site currently includes a single-family residence that would be demolished and replaced with the proposed 144-unit residential building. As such, the project would displace a minimal amount of existing housing and people and would add population and housing units to the SAPP area.</p> <p><b>13b-c:</b> The SAPP EIR concluded that adverse impacts associated with displacement of existing housing and people would be minimized due to the overall increase in the area's housing stock. The proposed project would contribute to the increase in housing and associated population within the SAPP area; such growth was anticipated and analyzed in the SAPP EIR. Therefore, the proposed project would not result in any new or more significant impacts related to population and housing.</p> <p><b>Conclusion:</b></p> <p>The proposed project would not result in any new or more significant impacts related to population and housing than those identified in the SAPP EIR.</p>					

## 14. 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 Document's Mitigation Measures Addressing Impacts.
<b>14. Public Services</b>					
<b>Would the Project:</b>					
a. 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 the public services: Fire protection?	SAPP EIR pp. 167 to 171	No	No	No	N/A
Police protection?	SAPP EIR pp. 167 to 168	No	No	No	N/A
Schools?	SAPP EIR pp. 168 to 179	No	No	No	N/A
Parks?	SAPP IS pp. 78 to 80; SAPP EIR p. 171 and 201 (in Parks and Recreation chapter of IS, not the Public Services chapter)	No	No	No	N/A
Other public facilities?	SAPP EIR p. 171	No	No	No	N/A
<b>Discussion:</b>					
<p>The SAPP EIR determined that due to increased population and employment within the SAPP area, an increase in demand for public service such as fire protection, police protection, and schools associated with implementation of the SAPP would occur. However, impacts to public services would be reduced to less-than-significant levels with the implementation of applicable General Plan policy and COAs.</p>					
<u>Fire Protection</u>					
<p>The Mountain View Fire Department (MVFD) provides fire protection services to the SAPP area, including the project site. The SAPP EIR identified that increased population and employment associated with implementation of the SAPP would increase demand for fire protection services but would not result in the need for expansion of existing fire facilities. However, emergency access to the SAPP area could be affected during construction of future projects, including the proposed project. Specifically, temporary lane closures and construction-related traffic could delay or</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>14. Public Services</b>					
<b>Would the Project:</b>					
obstruct the movement of emergency vehicles. This impact could be significant; however, implementation of COA SD-28 (Off-Site Improvement Plans), which requires the submittal of traffic control plan prior to construction, would ensure that adequate emergency access is available at all times and would reduce the impact to less than significant.					
<u>Police Protection</u>					
The Mountain View Police Department (MVPD) provides police protection services to the plan area, including the project site. The SAPP EIR identified that increased population and employment associated with implementation of the plan would increase demand for police services. Specifically, the population and employment growth associated with the SAPP would increase the number of calls to MVPD requesting emergency assistance and could increase the emergency response times. As such, the MVPD would likely be less effective at meeting its response time goals. However, the SAPP EIR determined that potential impacts to police services would be reduced to less-than-significant levels through implementation of General Plan policies and actions and City COA FD-41 (Emergency Responder Radio Coverage) which requires all buildings to have approved radio coverage for emergency responders within the building.					
<u>Schools</u>					
The SAPP EIR determined that Los Altos High School, which would serve the SAPP area, is under capacity by 187 students and that implementation of the SAPP would generate 57 students and would not exceed the capacity at the school. However, local elementary and middle schools that serve the SAPP area are cumulatively over capacity by 216 students. Implementation of the SAPP would generate approximately 370 new elementary and middle school students creating a deficit in capacity of 586 students. Development associated with implementation of the SAPP, including the proposed project, would be required to pay applicable District fees to fund necessary school service and facility improvements to accommodate anticipated school growth within the school districts. The SAPP EIR identified the student generation rate of 0.046 students per unit of housing for the Mountain View-Los Altos Union High School District and a rate of 0.300 students per units of housing for the Los Altos School District. Based on the 144 units proposed as part of the project, a total of 7 students attending Los Altos High School and 43 students in the Los Altos School District would be generated. Therefore, through the payment of associated development fees, compliance with applicable State and local regulations, implementation of the SA Precise Plan would have a less-than-significant impact on school facilities.					
<u>Parks and Recreation</u>					
Parks and recreational facilities are discussed in Section 15, Recreation.					
<u>Other Public Facilities (Libraries)</u>					
Implementation of the SAPP, including the proposed project, would incrementally increase demand on libraries. As previously analyzed in the SAPP EIR, implementation of the SAPP would likely result in the development of new or improved libraries within lands already designated for City facilities. In addition, implementation of General Plan Policy POS 7.5, which requires that high-quality library services and resources that address community needs and goals are provided, would ensure that new residents in the SAPP area have access to library facilities. As such, the proposed project would not result in any impacts to libraries beyond those previously identified in the SAPP EIR.					
<b>Standard Condition(s) of Approval:</b>					
With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.					
<u>FD-41 [OTHER]: Emergency Responder Radio Coverage.</u> All buildings shall have approved radio coverage for emergency responders within the building. (California Fire Code, Section 510.)					
<b>Conclusion:</b>					
The proposed project would not result in any new or more significant impacts related to fire protection, police protection, schools or other public services than those identified in the SAPP EIR. Implementation of COA FD-41 would ensure impacts would remain less than significant.					

**15. 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 Document's Mitigation Measures Addressing Impacts.
<b>15. Recreation</b>					
<b>Would the Project:</b>					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	SAPP IS pp. 78 to 80; SAPP EIR p. 201	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?	SAPP IS p. 80; SAPP EIR p. 201	No	No	No	N/A
<b>Discussion:</b>					
<p><b>15a-b.</b> The SAPP EIR determined that due to increased population and employment within the SAPP area, there would be an increase in demand for park and recreation services with implementation of the SAPP. However, the SAPP EIR identified that impacts to recreational facilities would be less than significant with implementation of the SAPP.</p>					
<p>The City's open space standards require new development, including the proposed project, to provide usable open space for project residents. Per City standards, the proposed project would be required to provide 40 percent of the lot area or 28,140-square-feet of open space and landscaping. The proposed project would provide approximately 30,397 square-feet of on-site open space for use by residents in the form of a roof deck located at the 4<sup>th</sup> level, courtyard, pool deck, backyard area and frontage along Ortega Avenue. Specifically, a 522-square-foot roof deck would be provided on the third level. The proposed project also includes a 4,237-square-foot courtyard, 6,012-square-foot pool deck and 14,644-square-foot backyard on the ground level. In addition, 4,237-square-feet of the Ortega Avenue frontage will be utilized as usable common open space.</p>					
<p>Therefore, the proposed project would not result in a substantial increase in the use of existing recreational facilities, nor does it include or require construction of new recreational facilities.</p>					
<p><b>Standard Condition(s) of Approval:</b></p>					
<p>With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.</p>					
<p><b>PW-12 [FEES]: Park Land Dedication Fee.</b> Prior to issuance of any building permits, the applicant shall pay the Park Land Dedication Fee (approximately \$15,000 to \$30,000 per unit) for each new residential unit in accordance with Chapter 41 of the City Code prior to the issuance of the building permit. No credit against the Park Land Dedication Fee will be allowed for private open space and recreational facilities. Provide the most current appraisal or escrow closing statement of the property with the following information to assist the City in determining the current market value of the land: (1) a brief description of the existing use of the property; (2) square footage of the lot; and (3) size and type of each building located on the property at the time the property was acquired.</p>					



Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>15. Recreation</b>					
<b>Would the Project:</b>					
<b>Conclusion:</b>					
<p>The proposed project would not result in any new or more significant impacts related to parks and recreation services beyond those previously identified in the SAPP EIR. Implementation of 2030 General Plan policies and actions related to the provision of recreation and park lands within the SAPP area would ensure that potential impacts related to parks and recreation facilities remain at less-than-significant levels.</p>					

## 16. Transportation/Traffic

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 Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic</b>					
<b>Would the Project:</b>					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	SAPP EIR pp. 88-89	No	No	No	N/A
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	SAPP EIR pp. 100-107	No	No	No	N/A
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	SAPP EIR p. 87	No	No	No	N/A
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	SAPP EIR p. 87	No	No	No	N/A
e. Result in inadequate emergency access?	SAPP EIR p. 87	No	No	No	N/A
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	SAPP EIR pp. 108-109	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 Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic</b>					
<b>Would the Project:</b>					
<b>Discussion:</b>					
<p>The SAPP EIR determined that implementation of the SAPP would add traffic to the local roadway network. Specifically, the SAPP EIR identified a potentially significant impact at the San Antonio Road and California Street intersection. While the proposed project would not directly impact this intersection, it would incrementally add trips to this intersection. The SAPP EIR identified mitigation that would ensure this impact would remain less than significant. In addition to the analysis previously conducted for the SAPP EIR, a Site Specific Transportation Analysis<sup>19</sup> (Appendix I) was conducted for the proposed project.</p>					
<p><b>16a-f.</b> The traffic analysis prepared for the proposed project evaluated the project's consistency with the SAPP EIR and assessed potential impacts with development of the proposed project. The results of the traffic analysis are discussed below.</p>					
<p><u>Trip Generation</u></p>					
<p>Trip generation rates from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9<sup>th</sup> Edition, were used to estimate the daily and peak-hour trip generation from the proposed 394 Ortega Avenue Residential Project.</p>					
<p>Project trip generation was estimated by applying the size and uses of the development to the appropriate trip generation rates obtained from ITE Trip Generation Manual, 9th Edition. The trips generated by the proposed uses were estimated using the average trip generation rates per unit for Apartment (Land Use 220). According to ITE trip generation rates, the proposed project would generate 958 daily trips with 73 trips during the AM peak hour and 89 trips during the PM peak hour.</p>					
<p>The project trip estimates were adjusted to reflect the project's proximity to the San Antonio Transit Center, a major bus stop served by six different bus routes and located less than 2000 feet from the project site. VTA guidelines permit a reduction of 2 percent for a project's proximity to a major bus stop. In addition, VTA guidelines permit an additional reduction for projects with effective Transportation Demand Management (TDM) programs that include a monitoring program, financial incentives, and parking cash-out. The proposed project has developed a comprehensive TDM plan, which includes the following measures:</p>					
<ul style="list-style-type: none"> <li>• Designate an on-site transportation coordinator to manage the TDM program and be a point of contact for residents. This person would also be responsible for hosting or arranging educational workshops, ensuring tenants receive information packets, and general promotion and marketing for alternative transportation options in the City.</li> <li>• Provide information packets to tenants upon move-in outlining the bike, pedestrian, and transit travel options in the area as well as information on trip planning, car-sharing, and on demand services.</li> <li>• Encourage car-sharing and explore options to locate Zipcar stations within the project site.</li> <li>• Encourage the use of traditional taxi services and discounted on-demand vehicle services.</li> <li>• Offer unbundled parking to allow tenants to lease parking separately.</li> <li>• Offer free trial Bay Area Bike Share memberships.</li> <li>• Provide a transit kiosk on-site for residents to access schedules, routes, and identify points of interest accessible via transit and bike.</li> <li>• Provide free VTA Eco Passes for each resident for the first three years of building operation.</li> </ul>					
<p>Based on the VTA guidelines, a 5 percent reduction for TDM program implementation was assumed. After the TDM reduction and transit approximate reduction, the proposed project is estimated to generate 891 daily vehicle trips, with 68 vehicle trips during the AM peak hour and 82 vehicle trips during the PM peak hour.</p>					

<sup>19</sup> Ibid.

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 Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic</b>					
<b>Would the Project:</b>					
<u>Intersection Levels of Service</u>					
<p>The results of the intersection level of service analysis are provided in the Traffic Analysis included as Appendix I of this report. The results of the level of service calculations show that under existing plus project conditions, all of the study intersections would continue to operate at an acceptable level during both AM and PM peak hours during the existing plus project LOS analysis. In addition, under background no project and background plus project conditions, all of the study intersections would also operate at an acceptable level during both AM and PM peak hours.</p>					
<u>Pedestrians, Bicycles and Transit</u>					
<p>Overall, the project is well served by the existing pedestrian, bicycle, and transit facilities and services. Sidewalks are found along virtually all previously-described local roadways in the study area and along the commercial streets and collectors near the site. There is a public park in front of the project site across Ortega Avenue. Transit facilities, stores, personal services, and restaurants are located within a third-mile radius of the project site along California Street and at the San Antonio Shopping Center. These facilities are close enough to be accessed by walking. Although most of the signalized study intersections have crosswalks, there is a gap at the unsignalized intersection of Ortega Avenue and Latham Street, which lacks crosswalk on all approaches. However, this intersection is expected to be improved based on direction in the Latham Street/Church Street Bike Boulevard Study, which is currently under development.</p>					
<p>The project site is located within the Los Altos High School and Almond Elementary School attendance areas. Both schools are located south of El Camino Real in Los Altos, which is not within walking distance of the project site. Also, there are no existing or proposed bike routes available between the project site and the schools. Therefore, it is not expected that any elementary school children would walk or bike to school. Some high school students might bike to school, and they could use the bike lanes on San Antonio Road.</p>					
<p>A primary goal of the SAPP is to create a highly pedestrian- and bicycle-friendly environment and to encourage walking and bicycling by residents and employees. The SAPP includes the development of a pedestrian promenade through San Antonio Village and continuing on the Hetch-Hetchy right of way on the northern edge of the project site. The promenade will significantly improve the pedestrian environment, as it includes pedestrian walkways between residential, office, and retail uses, as well as large open grass areas.</p>					
<p>Within the vicinity of the project, designated bike lanes are present along California Street, Showers Drive, Rengstorff Avenue and San Antonio Road. The project proposes to provide 144 long-term and 15 short-term bicycle parking spaces, for a total of 159 bicycle parking spaces, which exceeds the City's requirement for bike parking. In addition, the project will include a bike hub facility with equipment for minor repairs and maintenance of bicycles free of charge to tenants. Overall, the site is well served by bicycle facilities.</p>					
<p>The project site is well-served by transit. Existing transit service to the study area is provided by VTA, Caltrain, Mountain View Community Shuttle, and the Marguerite shuttle. The San Antonio Caltrain Stations is approximately 0.6 mile from the project site with about two trains in each direction during the AM peak hours and three trains in each direction during the PM peak hours. The San Antonio Transit Center, a major bus stop served by six different bus routes, is located approximately one third of a mile west of the project site on Showers Drive. The closest VTA bus stop is approximately 500 feet away from the project site at the intersection of Ortega Avenue and California Street serving routes 34, 35, and 40. The Mountain View Community Shuttle operates along Ortega Avenue with closest bus stop located at the intersection of Ortega Avenue and California Street. As proposed in the project TDM program, the project will provide a VTA Eco Pass for each resident for the first three years of building operation. New transit trips generated by the project can be well served by the existing transit services.</p>					
<u>Site Access and Circulation</u>					
<p><i>Pedestrian and Bicycle Access and Onsite Circulation.</i> The project would provide a sidewalk along the project's frontage on Ortega Avenue and two pedestrian entrances along the sidewalk. Within the project site, a pedestrian network would run through the project site and would provide access between Ortega Avenue, the project buildings, other on-site facilities, and the parking garage. Pedestrian access to the underground parking structure would be provided via two</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic</b>					
<b>Would the Project:</b>					
<p>elevator shafts located on the east end of the garage and two staircases, one at the southwest corner of the garage and one on the east end of the garage. The bicycle parking area is located next to the elevators at level 1 of the parking garage. Bicyclists would need to use the elevators to access the ground level because the parking ramp is too steep for bikes.</p>					
<p><i>Vehicle Site Access.</i> Vehicle site access was evaluated to determine the adequacy of the site driveway with regard to corner sight distance and traffic volumes. The proposed project has one driveway on Ortega Avenue located at the southeast corner of the project site. The driveway would provide direct access to the underground garage.</p>					
<p>Under project conditions, left-turning vehicles entering the project site would potentially disrupt traffic flow on Ortega Avenue. The project would generate 15 and 58 inbound trips during the AM and PM peak hours, respectively, which is less than one car every minute. Given the low traffic volume and low travel speed on Ortega Avenue, the entering vehicles are not expected to cause a noticeable delay for traffic on Ortega Avenue or cause queuing issues at the project driveway.</p>					
<p>The project would generate 59 and 31 outbound trips, during the AM and PM peak hours, respectively. The vehicles exiting the project site would not experience excessive delay and would be able to find sufficient gaps to exit the driveway due to the low traffic volume and low travel speed on Ortega Avenue.</p>					
<p>The project driveway should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Ortega Avenue. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site.</p>					
<p>Sight distance generally should be provided in accordance with City design standards. There are no sharp roadway curves or landscaping features shown on the site plan that would obstruct the vision of exiting drivers. However, street parking is allowed on Ortega Avenue and could obstruct the vision of exiting drivers if there are cars parked next the driveways. As such, the Traffic Analysis recommends prohibiting street parking within 25 feet (north) and 5 feet (south) of the driveway by installing red curbs on either side of the driveway.</p>					
<p><i>Vehicle Onsite Circulation.</i> The proposed site plan includes one driveway on Ortega Avenue, which would provide access to the underground parking garage. The site plan shows that the slope of the parking garage access ramps would be 20 percent with transition slopes of 10 percent on either end. Ramps in multi-level garages should be designed with gradual slopes to ensure driver visibility of the pavement at all times. Based on the guidelines for parking structure design in the Dimensions of Parking, 4th Edition published by Urban Land Institute, speed ramps (nonparking ramps) should be limited to a 12.5 percent grade unless signage specifically prohibits pedestrian use of the ramps. Ramps greater than 15 percent can be psychological barriers to some drivers. The guidelines for parking structure design also suggest that the ramp transitions should not exceed 6 percent. The final garage ramp design should be reviewed and approved by the City Engineer.</p>					
<p>The ramp to the parking garage is shown to be 24 feet wide. The project would provide 90-degree parking throughout the site with 24 feet wide drive aisles, which are adequate for two-way circulation of vehicular traffic. The site plan shows good circulation through level 1 to level 2. There is a dead-end aisle on the second level of the parking garage. Although dead-end aisles are generally undesirable, extra space has been provided to allow a vehicle to turn around, which is acceptable.</p>					
<p>As a public benefit, the project would implement pedestrian and bicycle improvements on Escuela Avenue between California and Latham Streets. These improvements would include adding bike lanes on both sides of Escuela.</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>16. Transportation/Traffic</b>					
<b>Would the Project:</b>					
<p><b>Conclusion:</b></p> <p>The proposed project would not result in any new or more significant impacts related traffic and transportation than those previously identified in the SAPP EIR. Implementation of the City's applicable COAs would ensure that potential impacts related to traffic and transportation remain at less-than-significant levels.</p> <p>The project's proposed public benefit, street improvements on Escuela Avenue, are eligible for categorical exemption under CEQA Guidelines sections 15301 (c), minor alteration to existing streets and sidewalks, and 15304 (h), new bicycle lanes.</p>					

## 17. Utilities

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 Document's Mitigation Measures Addressing Impacts.
<b>17. Utilities</b>					
<b>Would the Project:</b>					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	SAPP EIR pp. 179 to 180	No	No	No	N/A
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	SAPP EIR pp. 179 to 181	No	No	No	UTL-1 UTL-2
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	SAPP EIR pp. 181 to 182	No	No	No	UTL-3
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	SAPP EIR p. 182	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	SAPP EIR p. 182	No	No	No	N/A
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	SAPP EIR p. 183	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 Document's Mitigation Measures Addressing Impacts.
<b>17. Utilities</b>					
<b>Would the Project:</b>					
g. Comply with federal, state, and local statutes and regulations related to solid waste?	SAPP EIR p. 183	No	No	No	N/A
<b>Discussion:</b>					
<p><b>17a-e.</b> The discussion in this section is based in part on the 394 Ortega Avenue Utility Impact Study<sup>20</sup> (Appendix K) prepared for the proposed project. The SAPP EIR determined that impacts associated with implementation of the SAPP would result in potentially significant impacts related to utilities and services systems. Specifically, the SAPP FEIR identified that future development associated with implementation of the SAPP could result in impacts to exiting water infrastructure (Impact UTL-1), existing wastewater infrastructure (Impact UTL-2) and existing stormwater infrastructure (Impact UTL-3). Implementation of Mitigation Measures UTL-1, UTL-2 and UTL-3 and COAs FEP-23 (Construction Sediment and Erosion Control Plan), FEP-29 (Efficient Irrigation), FEP-40 (Stormwater Treatment C.3), PW-09 (Water and Sewer Capacity Charges) and PW-10 (Storm Drainage Fee) would ensure that potential impacts would be reduced to less-than-significant levels. The capacity of existing service systems including water supply, wastewater treatment, landfill and energy were all determined to meet increased service demand as a result of development under the SAPP with implementation of General Plan policies and applicable COAs.</p> <p>More specifically, per the Utility Impact Study, the City's existing water system would be able to adequately supply the increased project demand, which is expected to be approximately 27,500 gallons per day of water. Existing connections to the site would be reactivated in order to serve the project. As noted above, it is possible that the project would also utilize groundwater via the existing on-site well. If the project would utilize the existing well, the well would be protected so that it does not become lost or damaged. If the well is removed, the applicant would be required to obtain a well destruction permit from the Santa Clara Valley Water District (SCVWD) and to demolish the well in accordance with SCVWD requirements. Any required work on the well would be completed to the satisfaction of the SCVWD prior to the release of occupancy.</p> <p>Existing system conveyance, along with recommended Capital Improvement Projects (CIPs) outlined in the 2030 General Plan Update Utility Impact Study, would provide adequate sewer wastewater disposal service to the project. The proposed project's stormwater treatment plan follows the requirements in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) C.3 Stormwater Handbook and consists of collecting on-site runoff and draining to bioretention areas and a subsurface storm drain system equipped with basement pumps,</p> <p><b>17f-g.</b> The SAPP EIR previously identified that implementation of the SAPP, including the proposed project, would be adequately served by existing landfills. More specifically, implementation and compliance with General Plan policies and COAs would reduce potential impacts related to solid waste services. General Plan Policies INC 10.1 (Zero Waste), INC 10.2 (Producer responsibility), INC 11.1(Waste diversion and reduction), INC 11.2 (Recycling), and INC 11.3 (Composting) require the reduction of the waste stream to assist in meeting federal, State, and local waste diversion requirements. As such, the proposed project would comply with all applicable regulations and be served by a landfill with sufficient capacity.</p>					
<b>Standard Condition(s) of Approval:</b>					
With incorporation of the following COAs, the proposed project would not result in a new or substantially increased environmental impact compared to the SAPP EIR.					
<u>FEP-23 [URBAN RUNOFF]: Construction Sediment and Erosion Control Plan.</u> The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around					

<sup>20</sup> Schaaf & Wheeler Consulting Civil Engineers, 2016. *394 Ortega Avenue Utility Impact Study*. July.



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 Document's Mitigation Measures Addressing Impacts.
<b>17. Utilities</b>					
<b>Would the Project:</b>					
<p>the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high-erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.</p>					
<p><u>FEP-29 [URBAN RUNOFF]: Efficient Irrigation.</u> Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include: (a) setting irrigation timers to avoid runoff by splitting irrigations into several short cycles; (b) employing multi-programmable irrigation controllers; (c) employing rain shutoff devices to prevent irrigation after significant precipitation; (d) use of drip irrigations for all planter areas which have a shrub density that will cause excessive spray interference of an overhead system; and (e) use of flow reducers to mitigate broken heads next to sidewalks, streets, and driveways. Identify which practices will be used in the building plan submittal.</p>					
<p><u>FEP-40 [URBAN RUNOFF]: Stormwater Treatment C.3.</u> This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low-Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.</p>					
<p>The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.</p>					
<p><u>PW-09 [FEES]: Water and Sewer Capacity Charges.</u> Prior to issuance of any building permits, the applicant shall pay the water and sewer capacity fees for the development. The water and sewer capacity charges for residential connections are based on the number and type of dwelling units. There are separate charges for different types of residential categories so that the capacity charges reasonably reflect the estimated demand of each type of connection. The water and sewer capacity charges for nonresidential connections are based on the water meter size and the building area and building use, respectively. Credit is given for the existing site use(s) and meter size(s) as applicable.</p>					
<p><u>PW-10 [FEES]: Storm Drainage Fee.</u> Pay the off-site storm drainage fee per Section 28.51(b) and with the rates in effect at time of payment.</p>					
<p>The proposed project would also be required to comply with applicable provisions of the General Plan:</p> <ul style="list-style-type: none"> <li>• <b>INC 10.1: Zero Waste.</b> Pursue a citywide goal of zero waste.</li> <li>• <b>INC 10.2: Producer responsibility.</b> Support extended producer responsibility to reduce waste and toxicity at the manufacturing level.</li> <li>• <b>INC 11.1: Waste diversion and reduction.</b> Meet or exceed all federal, state and local laws and regulations concerning solid waste diversion and implementation of recycling and source reduction programs.</li> <li>• <b>INC 11.2: Recycling.</b> Maintain and expand recycling programs</li> <li>• <b>INC 11.3: Composting.</b> Provide productive reuse or composting services or both for all discarded organic materials in the city, including all food and green waste.</li> <li>• <b>POS 7.5: Library services.</b> Provide high-quality library services and resources that address community needs and goals.</li> </ul>					

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 Document's Mitigation Measures Addressing Impacts.
<b>17. Utilities</b>					
<b>Would the Project:</b>					
<b>SAPP EIR Mitigation Measures:</b>					
<p><b>Mitigation Measure UTL-1:</b> As private properties within the Plan area are developed, project-specific capacity and condition analyses of applicable water infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the water system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water infrastructure, as necessary.</p>					
<p><b>Mitigation Measure UTL-2:</b> As private properties within the Plan area are developed, project-specific capacity and condition analyses of applicable wastewater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the wastewater system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's wastewater infrastructure, as necessary.</p>					
<p><b>Mitigation Measure UTL-3:</b> As private properties within the Plan area are developed, project-specific analyses of stormwater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary.</p>					
<b>Conclusion:</b>					
<p>The proposed project would be served by existing utilities and would not result in any new or more significant impacts than those already identified in the SAPP EIR. With implementation of the above mitigation measures identified in the SAPP EIR and COAs FEP-23, FEP-29, FEP-40, PW-09, and PW-10, the proposed project would not have any new significant or substantially more severe utilities and service systems impacts, nor would it result in any new significant impacts that are peculiar to the project or its site.</p>					

## 18. Mandatory Findings of Significance

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 Document's Mitigation Measures Addressing Impacts.
<b>18. Mandatory Findings of Significance</b>					
<b>Does the Project:</b>					
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	SAPP EIR p. 198	No	No	No	No
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	SAPP EIR p. 5 and pp. 42-43	No	No	No	No
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	SAPP EIR p. 41-186	No	No	No	No

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 Document's Mitigation Measures Addressing Impacts.
<b>18. Mandatory Findings of Significance</b>					
<b>Does the Project:</b>					
<b>Discussion:</b>					
<p><b>18a.</b> As discussed in Section 4, development of the proposed project would not: 1) substantially reduce the habitat of a fish or wildlife species; 2) cause a fish or wildlife species population to drop below self-sustaining levels; 3) threaten to eliminate a plant or animal community; or 4) reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 5, the proposed project would not impact or eliminate important examples of the major periods of California history or prehistory, including archaeological or paleontological resources. As such, the proposed project would not result in any impacts beyond those identified in the SAPP EIR.</p>					
<p><b>18b.</b> Implementation of SAPP EIR mitigation measures and standard COAs, specified, as appropriate, within this document, would ensure that potential impacts would be individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects. Project related impacts would be typical of redevelopment projects in the SAPP area, and would be reduced to less-than-significant levels through implementation of applicable mitigation measures and standard COAs. As part of the SAPP EIR, cumulative impacts associated with buildout of the SAPP area were analyzed. Potential cumulative impacts associated with the proposed project as they relate to the environmental topics analyzed in the SAPP EIR are discussed below. In general, the proposed project is consistent with the SAPP EIR, and other existing and allowable land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with aesthetics. The proposed project is consistent with the SAPP EIR, and other existing and allowed land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with aesthetics.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with agricultural resources. The proposed project is consistent with the SAPP EIR, and would not result in any cumulative impacts on agricultural resources due to the developed nature of the SAPP area. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with agricultural resources.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with air quality. Specifically, the proposed project would not result in cumulatively considerable net increases of criteria pollutants associated with additional vehicles than was analyzed in the SAPP EIR. Potential project related impacts would be minimized with implementation of SAPP EIR mitigation measures and standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with air quality.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with either biological resources or cultural resources. The proposed project is consistent with the SAPP EIR, and would not result in any cumulative impacts on biological resources because the SAPP area is within an already urbanized area of the City of Mountain View. As such, the proposed project, like the SAPP, does not have the potential for cumulative biological resources. Similarly, the project would not result in any cumulative impact on cultural resources, as no prehistoric resources were identified on site, and structures to be removed as part of the project do not appear to qualify for listing on the California Register of Historic Resources. Potential project related impacts on biological and cultural resources would be minimized with implementation of standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with biological resources and cultural resources.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with geology and soils. The proposed project is consistent with the SAPP EIR and existing geologic and soil conditions on the site are the same as what was</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>18. Mandatory Findings of Significance</b>					
<b>Does the Project:</b>					
<p>studied in the cumulative analysis of the SAPP EIR. Potential project related impacts on geology and soils would be minimized with implementation of standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with geology and soils.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with greenhouse gas emissions. The proposed project is consistent with the SAPP EIR, and other existing and allowable land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR. Therefore, the cumulative analysis from the SAPP EIR, which relies on the Plan's consistency with the City of Mountain View Greenhouse Gas Reduction Program (GGRP), is still valid, and the proposed residential development would not result in a significant cumulative impact associated with greenhouse gas emissions.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with hazards and hazardous materials. The proposed project is consistent with the SAPP EIR, and potential project related impacts would be minimized with implementation of standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with hazards and hazardous materials.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with hydrology and water quality. The proposed project is consistent with the SAPP EIR and other existing and allowed land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with hydrology and water quality.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with land use and planning. The proposed project is consistent with the SAPP EIR and other existing and allowed land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with land use and planning.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with mineral resources. There are no mineral resources in the SAPP area, including the project site. As such, the proposed project is consistent with the SAPP EIR, and would not result in any cumulative effects on mineral resources. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with mineral resources.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with noise. Specifically, the SAPP EIR determined that implementation of the SAPP would not result in significant cumulative noise impacts. As such, the proposed project would not result in cumulatively considerable increase in noise associated with additional vehicular traffic. Potential project related impacts would be minimized with implementation of SAPP EIR mitigation measures and standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with noise.</p>					
<p>The SAPP EIR did not identify any significant cumulative impacts associated with population and housing. The proposed project is consistent with the SAPP EIR and other existing and allowed land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with population and housing.</p>					
<p>The SAPP EIR did not identify any significant impacts associated with public services including police protection, fire protection, schools, and libraries. The proposed project is consistent with the SAPP EIR, and other existing and allowed</p>					

Environmental Issue Area	a. Where Impact Was Analyzed in Prior Environmental Documents.	b. Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	c. Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	d. Any New Information of Substantial Importance Requiring New Analysis or Verification?	e. Prior Environmental Document's Mitigation Measures Addressing Impacts.
<b>18. Mandatory Findings of Significance</b>					
<b>Does the Project:</b>					
<p>land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR. Specifically, the proposed project would not result in cumulatively considerable net increase in demand for public services. Potential project related impacts would be minimized with implementation of standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with public services.</p> <p>The SAPP EIR did not identify any significant cumulative impacts associated with recreation. The proposed project is consistent with the SAPP EIR and other existing and allowed land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the SAPP EIR. Potential project related impacts would be minimized with implementation of standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with recreation.</p> <p>The SAPP EIR did not identify any significant cumulative impacts from traffic and transportation. As noted above, the proposed project is consistent with the SAPP EIR, and the cumulative analysis contained in the SAPP EIR remains valid. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with traffic and transportation.</p> <p>The SAPP EIR did not identify any significant cumulative impacts associated with utilities and service systems including water, wastewater, stormwater, solid waste, and energy. The proposed project is consistent with the SAPP EIR, and would not result in cumulatively considerable net increases in demand for public services. Potential project related impacts would be minimized with implementation of SAPP EIR mitigation measures and standard COAs. Therefore, the cumulative analysis from the SAPP EIR is still valid, and the proposed residential development would not result in a significant cumulative impact associated with utilities and service systems.</p> <p><b>18c.</b> As previously discussed, the proposed project would not result in any environmental effects that would cause adverse effects on human beings either directly or indirectly. Potential impacts of the proposed project were previously analyzed as part of the SAPP EIR which determined that the proposed project would not result in any significant impact. The mitigation measures and standards COAs contained throughout this report would ensure that potential impacts would be reduced to less-than-significant levels.</p> <p><b>Conclusion:</b></p> <p>The proposed project would not result in any new or more significant impacts beyond those previously identified in the SAPP EIR. Implementation of standard COAs, 2030 General Plan policies and actions, and SAPP EIR mitigation measures would ensure that potential impacts associated with the proposed project remain at less-than-significant levels.</p>					

## IX. REFERENCES

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**All appendices and hardcopies of this  
report can be viewed at:**

**Community Development Department  
First Floor, City Hall  
500 Castro Street  
Mountain View, CA 94041**

**Monday – Friday  
8 a.m. to 4 p.m.**