

Consistency Checklist

600 Ellis Street (465 Fairchild Drive) Office Project



Prepared by the



CITY OF MOUNTAIN VIEW

In Consultation with



September 2020

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE

PROJECT NAME:	600 Ellis Street (465 Fairchild Drive) Office Project	FILE NUMBER: PL2018-235
SITE ADDRESS:	600 Ellis Street (465 Fairchild Drive)	APNs: 160-54-023 and-024
APPLICANT:	The Sobrato Organization	
PROPERTY OWNER:	The Sobrato Organization 599 Castro Street Mountain View, CA 94041	
Previously Certified EIRs:		
<ul style="list-style-type: none"> • East Whisman Precise Plan Final Environmental Impact Report (Precise Plan FEIR) (2019), SCH #: 2017082051 • Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (General Plan FEIR) (2012) SCH #: 2011012069 		
<p>PROJECT DESCRIPTION SUMMARY: The project site consists of three addresses: 600 Ellis Street, 465 Fairchild Drive, and 636 Ellis Street. The project would demolish the two existing office buildings (totaling 63,216 square feet), improvements, and landscaping located at 600 Ellis Street and 465 Fairchild Drive to construct a six-story, 259,095 square foot office building and eight-level parking structure. The project would result in a net increase in 195,879 square feet of offices uses on-site. The proposed office building would be located at the northwest corner of the site, with the proposed parking structure south of the office building. The proposed office building and parking structure would be connected via a multi-level suspended pedestrian bridge. Outdoor terraces would be provided on level six of the proposed office building and level five of the pedestrian bridge.</p> <p>The existing office building at 636 Ellis Street (14,612 square feet) would be retained under the proposed project and the surface parking surrounding the existing office building at 636 Ellis Street would be reconfigured. The project would secure a transfer of development rights (TDR) from the Mountain View-Los Altos School District for 80,000 square feet of development space in order to develop at a greater FAR and maximum building height.</p> <p>Vehicle access would be provided by one driveway on Fairchild Drive and one driveway on Ellis Street. Both the proposed and existing office buildings would be served by a total of 743 vehicle parking spaces, including 698 spaces in the parking structure and 45 surface parking spaces.</p>		
<p>ENVIRONMENTAL SETTING: The project site is located in the northwest portion of the East Whisman Precise Plan (Precise Plan) area of Mountain View. The approximately 4.5-acre site is located at the southwest corner of Fairchild Drive and Ellis Street (APNs: 160-54-023 and -024) and consists of three addresses: 600 Ellis Street, 465 Fairchild Drive, and 636 Ellis Street. The project site is currently developed with three office buildings totaling approximately 77,828 square feet (including two, two-story office buildings at 600 Ellis Street and 465 Fairchild Drive totaling 63,216 square feet and one, two-story office building totaling 14,612 square feet at 636 Ellis Street), as well as landscaping and surface parking lots. Surrounding land use include one- and two-story industrial buildings to the south and west. The site has the zoning district designation of East Whisman Precise Plan and is designated as</p>		

Employment Character Area (North) in the East Whisman Precise Plan. The Mountain View General Plan land use designation for the project site is High Intensity Office.

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

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

Prepared by: Stephanie Williams
Community Development Department

Date: September 14, 2020

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.

TABLE OF CONTENTS

INITIAL STUDY OF ENVIRONMENTAL SIGNIFICANCE	1
Section 1.0 Introduction and Purpose	1
1.1 Introduction.....	1
1.2 History of Environmental Review and Project Approval.....	1
Section 2.0 Project Information	2
2.1 Existing Site Conditions	2
2.2 Proposed Project.....	2
2.3 Green Building and Emissions Reduction Features	9
2.4 Construction Activities	9
2.5 Parking.....	9
2.6 Site Access and Circulation.....	9
2.7 Heritage Trees.....	9
2.8 Transportation Demand Management	10
2.9 General Plan Designation and Zoning District.....	11
2.10 Comparison with Precise Plan	11
2.11 Approvals Required.....	11
2.12 Environmental Conclusion	12
Section 3.0 Environmental Checklist.....	13
3.1 Aesthetics.....	15
3.2 Air Quality	17
3.3 Biological Resources	21
3.4 Cultural Resources.....	27
3.5 Energy.....	30
3.6 Geology, Soils, and Minerals.....	32
3.7 Greenhouse Gas Emissions.....	36
3.8 Hazards and Hazardous Materials	38
3.9 Hydrology and Water Quality	43
3.10 Land Use and Planning.....	46
3.11 Noise and Vibration.....	47
3.12 Population and Housing.....	51
3.13 Public Services.....	53
3.14 Recreation	56
3.15 Transportation.....	58
3.16 Tribal Cultural Resources	62

3.17 Utilities and Service Systems64
Section 4.0 References..... 67
Section 5.0 Lead Agency and Consultants.....69
5.1 Lead Agency.....69
5.2 Consultants69

TABLE OF CONTENTS

Figures

Figure 2.3-1: Regional Location Map.....	3
Figure 2.3-2: Vicinity Map	4
Figure 2.3-3: Aerial Photograph	5
Figure 2.3-4: Site Plan	6
Figure 2.3-5: East and West Elevation.....	7
Figure 2.3-6: North and South Elevations	8

Tables

Table 3.2-1: Estimated Construction Period Emissions (pounds per day)	18
Table 3.2-2: Operational Period Emissions (tons/year).....	19
Table 3.7-1: Annual Project GHG Emissions (MT CO ₂ e).....	37

Appendices

Appendix A: Air Quality and Greenhouse Gas Emissions Analysis	
Appendix B: Tree Survey and Avian Risk Assessment Reports	
Appendix C: Preliminary Geotechnical Investigation Report	
Appendix D: Phase I Environmental Site Assessment	
Appendix E: Site Specific Transportation Analysis	
Appendix F: Utilities Impact Study	

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 INTRODUCTION

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

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

1.2 HISTORY OF ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

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

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

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

SECTION 2.0 PROJECT INFORMATION

2.1 EXISTING SITE CONDITIONS

The proposed project is located in the Employment Character Area of the East Whisman Precise Plan area of Mountain View at 600 Ellis Street, 465 Fairchild Drive, and 636 Ellis Street (APNs 160-52-023 and -024). The approximately 4.5-acre site is currently developed with three office buildings totaling approximately 77,828 square feet, as well as landscaping and surface parking lots. The project site is bounded by Fairchild Drive to the north, industrial/research and development (R&D) buildings to the south and west, and Ellis Street to the south. A regional map and a vicinity map of the site are shown in Figure 2.3-1 and Figure 2.3-2, and an aerial photograph of the project site and the surrounding area is shown on Figure 2.3-3.

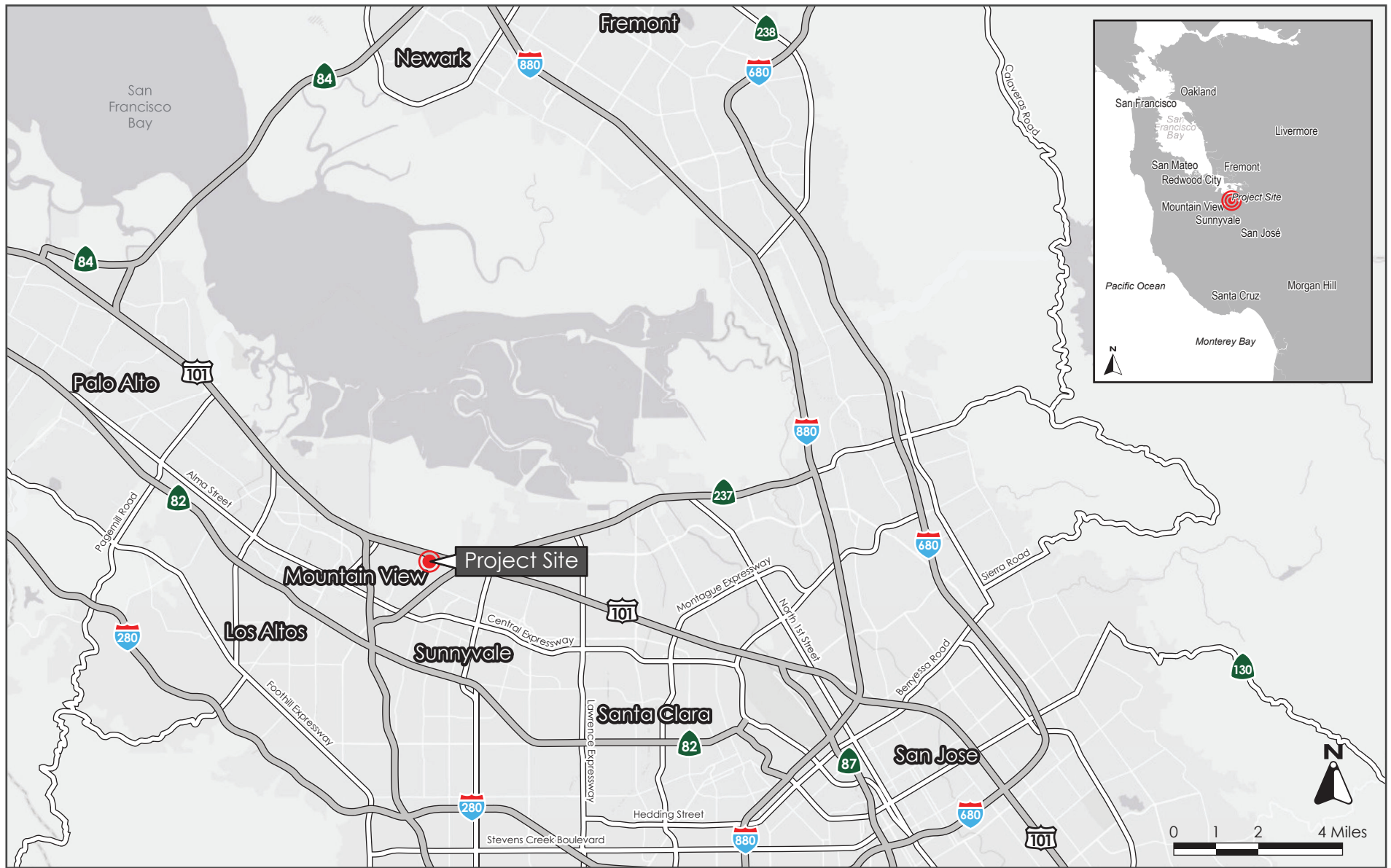
2.2 PROPOSED PROJECT

The project proposes to demolish the two existing office buildings (totaling approximately 63,216 square feet), improvements, and landscaping located at 600 Ellis Street and 465 Fairchild Drive to construct a 259,095 square foot, six-story office building and eight-level parking structure, for a net increase of 195,879 square feet of office space on-site.¹ The proposed office building would be located at the northwest corner of the site, with the proposed parking structure south of the office building. The proposed office building and parking structure would be connected via a multi-level suspended pedestrian bridge. Outdoor terraces would be provided on level six of the proposed office building and level five of the pedestrian bridge.

The proposed office building would be up to 102 feet tall (including the mechanical equipment and screening) and the proposed parking structure would be up to approximately 85 feet tall (no mechanical equipment or screening is proposed on top of the parking structure). The parking structure would provide 698 vehicle parking stalls and serve both the proposed office building at 600 Ellis Street and 465 Fairchild Drive and the existing, 14,612 square foot office building at 636 Ellis Street (to be retained). Under the proposed project, a total of 272,707 square feet of office uses would be on-site. The proposed site plan is shown in Figure 2.3-4 elevations of the proposed building are shown in Figure 2.3-5 and Figure 2.3-6 below.

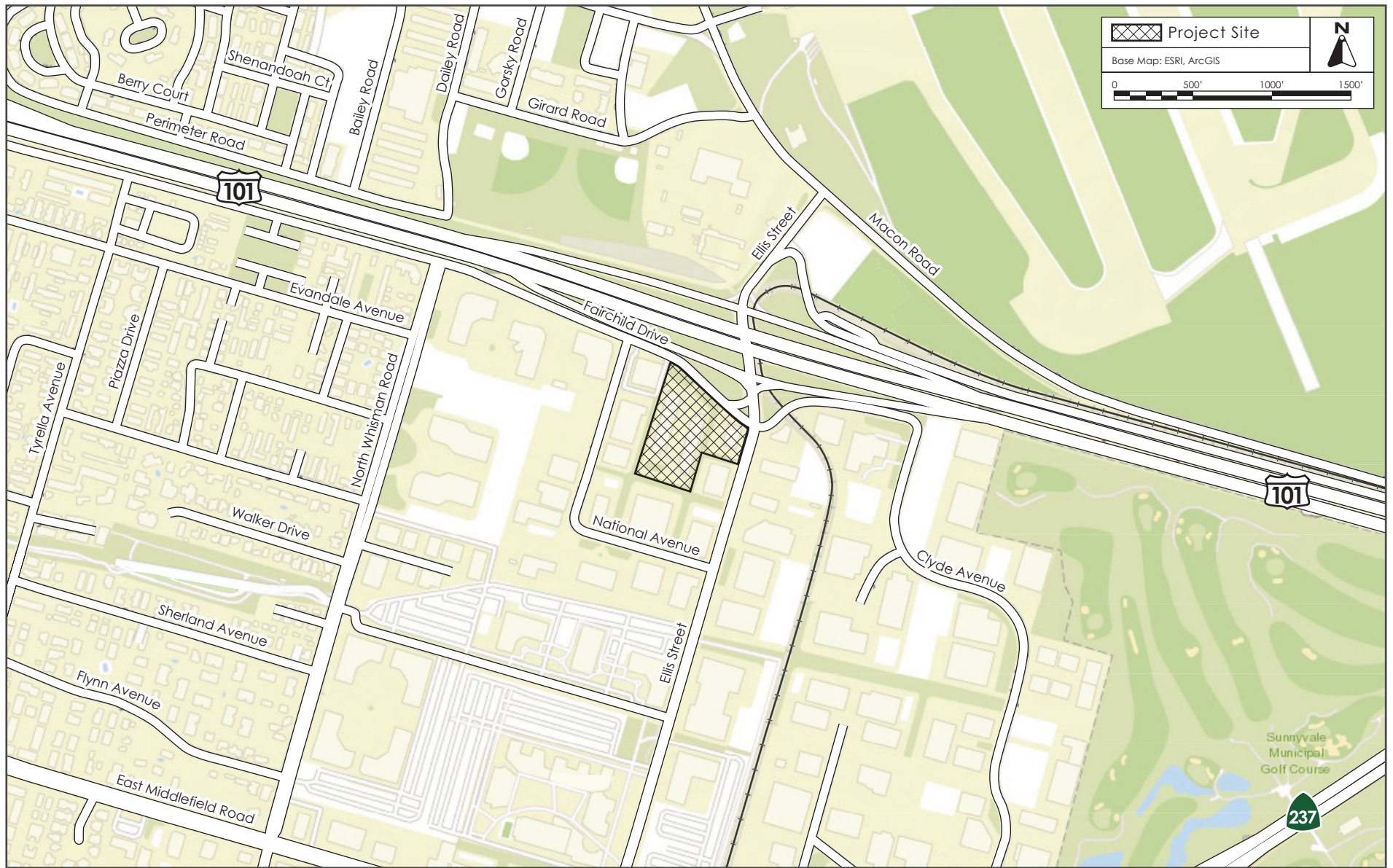
The project would utilize a transfer of development rights (TDR) from the Mountain View-Los Altos School District for an extra 80,000 square feet in excess of the maximum 1.0 floor area ratio (FAR). Additionally, due to uncertain market conditions related to the COVID-19 Pandemic, the proposed project would include a Development Agreement with the City of Mountain View to ensure conditions of approval remain effective up to seven years after project approval is granted.

¹ Net increase in office space square footage (195,879) was calculated by subtracting the office square footage proposed for demolition (63,216) from the amount of proposed office square footage to be constructed (259,095).



REGIONAL MAP

FIGURE 2.2-1



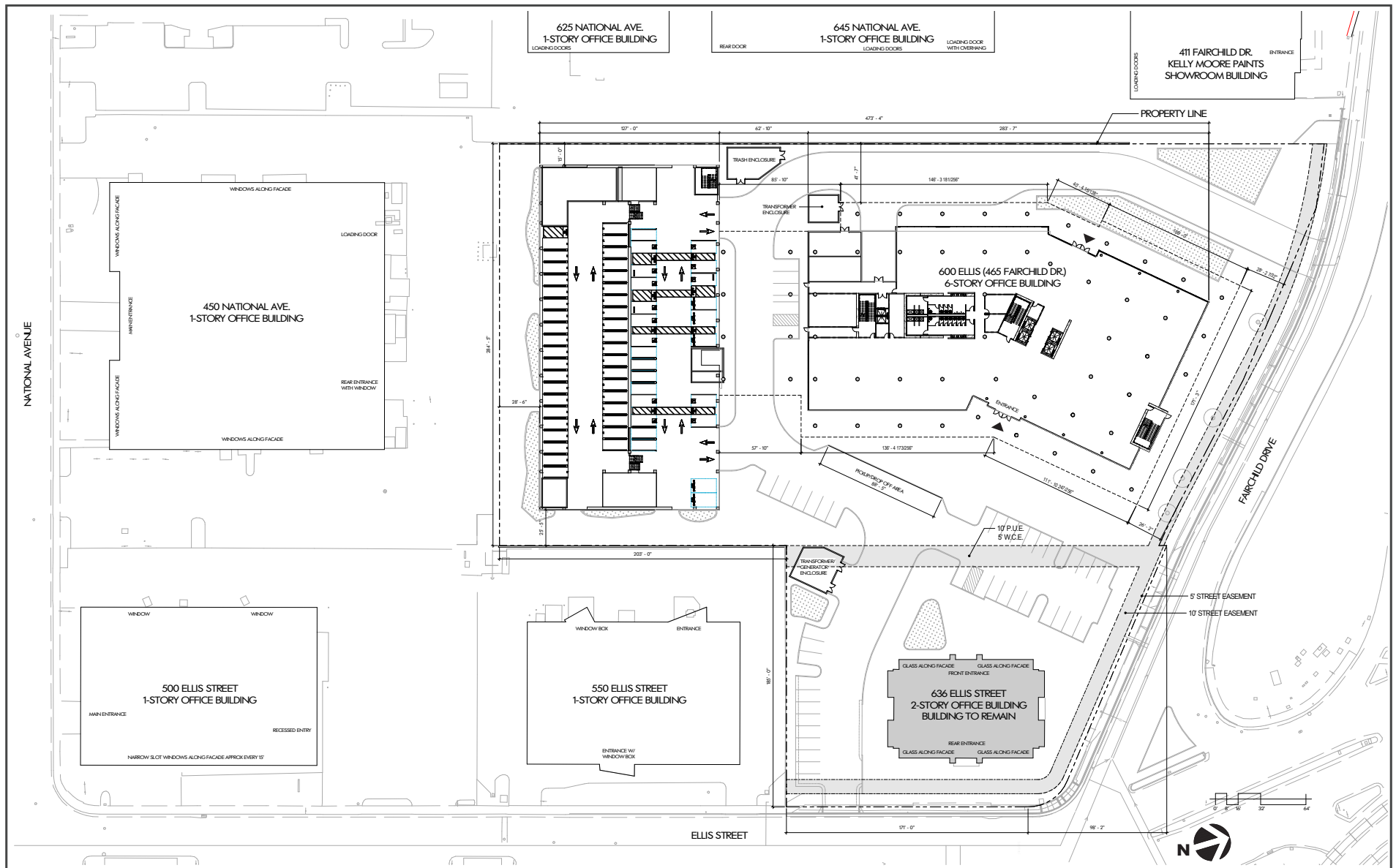
VICINITY MAP

FIGURE 2.2-2



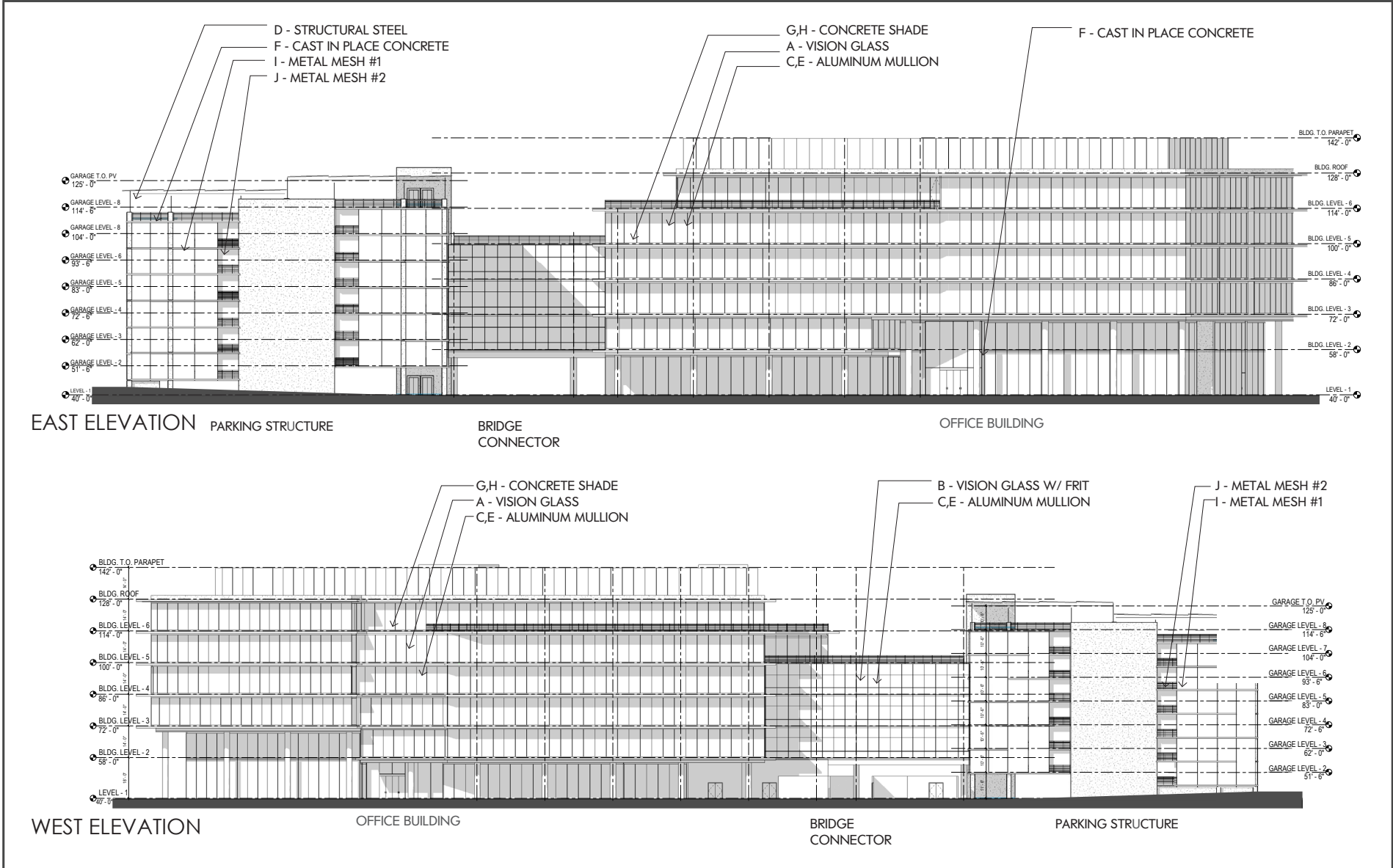
AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3



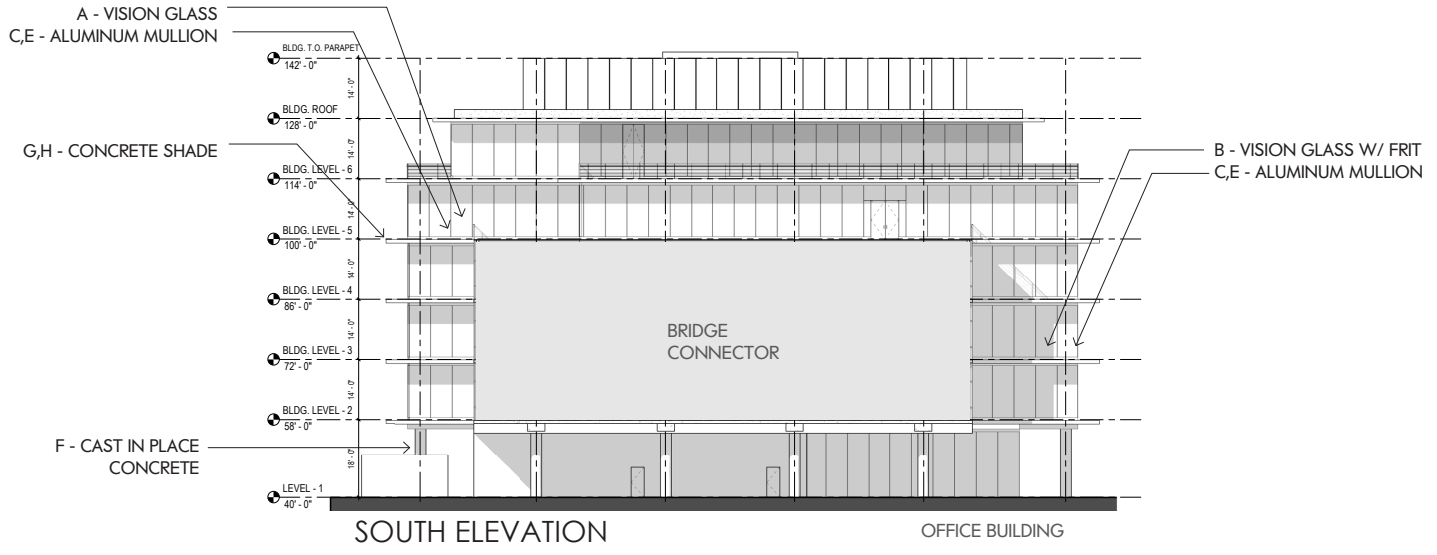
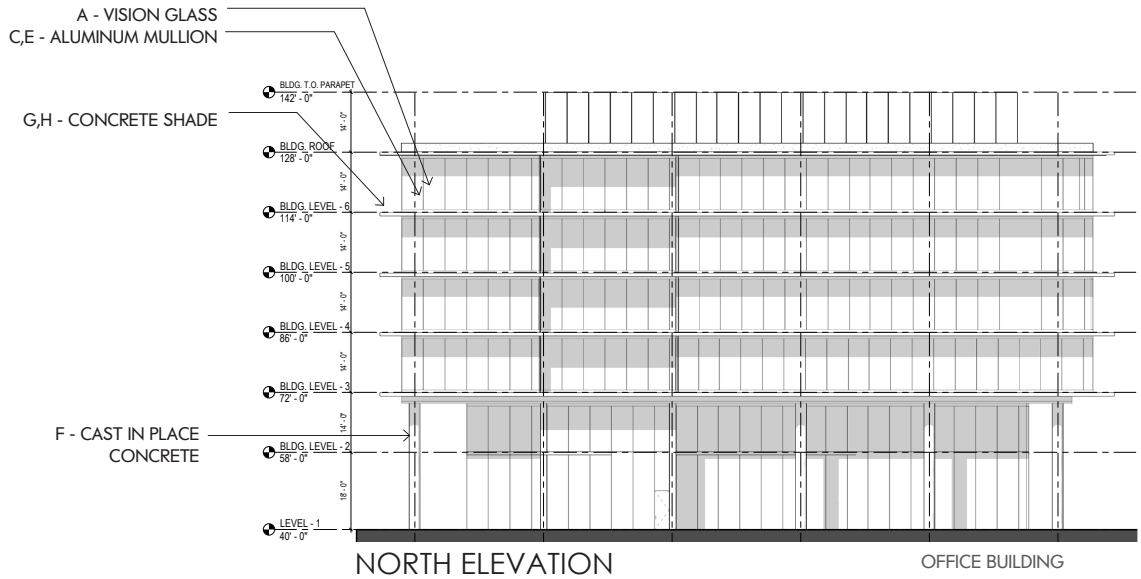
PROPOSED SITE PLAN

FIGURE 2.2-4



PROPOSED EAST/WEST ELEVATIONS

FIGURE 2.2-5



PROPOSED NORTH/SOUTH ELEVATIONS

FIGURE 2.2-6

2.3 GREEN BUILDING AND EMISSIONS REDUCTION FEATURES

Consistent with the Development Standards for non-residential development projects within the Precise Plan area, the project would meet the intent of Leadership in Energy and Environmental Design (LEED) Platinum or equivalent and implement all mandatory CALGreen requirements in order to satisfy the Precise Plan Bonus FAR program. In addition, the project would also incorporate the following green building features:

- **Water Use Performance:** All new construction would meet the baseline indoor and outdoor water performance standards defined by LEED BD+C prerequisites and mandatory CALGreen requirements.
- **Dual-Plumbed Buildings:** The project would install dual plumbing for potable and recycled water use per City's current codes. In addition, the proposed office building will be equipped with a potable back-up system in the event of recycled water outages.
- **Connection to Recycled Water System:** Because the project site is not located adjacent to an existing City recycled water line, the project would construct on-site irrigation to be recycled water conversion ready, per the City's standards.

2.4 CONSTRUCTION ACTIVITIES

Project construction activities include demolition, site preparation, grading and excavation, building construction, architectural coatings, and paving. Project construction would take a total of 22 months, including 20 months for construction of the proposed parking structure. Excavation and removal of approximately 9,707 cubic yards of soil would be necessary to accommodate the proposed building foundations and footings. It is assumed that construction of the office building and parking structure would be completed in 2023.

2.5 PARKING

The project would be served by the proposed eight-level parking structure containing 698 spaces and 45 surface parking spaces for a total of 743 spaces. The total area of the parking structure would be 229,200 square feet. The proposed parking structure would be adjacent to the south of the proposed office building and would be connected to the building by a multi-story aerial pedestrian bridge.

2.6 SITE ACCESS AND CIRCULATION

Vehicle access would be provided by one driveway on Fairchild Drive and one driveway on Ellis Street. Pedestrian access to the proposed and existing office buildings would be provided via a new pedestrian path from Fairchild Drive. Existing pedestrian access to the existing office building at 636 Ellis Street would be preserved and enhanced.

2.7 HERITAGE TREES

The project site contains 68 trees, including 36 Heritage trees as defined in the City's Municipal Code. The project proposes the removal of 39 on-site trees (including 23 Heritage trees) and would plant 100 new trees on the project site and along the project site frontages on Fairchild Drive and Ellis Street.

The Precise Plan specifies that office and R&D projects with new construction or additions greater than 10,000 square feet are required to provide a transportation demand management (TDM) plan with programs and measures to reduce vehicle trips. According to the Precise Plan, the proposed project is required to incorporate the following TDM measures:

- **TDM Plan Site Requirements:** The following site design features shall be incorporated into the project to reach the required trip cap:
 - Priority parking for carpools and vanpools
 - Bicycle parking and shower and changing facilities as defined by Chapter 3 of the Precise Plan
 - Maximum parking and carshare parking as defined by Chapter 3, of the Precise Plan
 - Site design that supports alternative modes, such as orienting building entrances toward sidewalks, transit stops, and bicycle facilities
- **TDM Plan Operational Requirements:** The TDM plan shall include the following minimum operational measures though other measures may be needed to reach the required trip caps:
 - The property owner shall join the Mountain View Transportation Management Association. Tenants may join in lieu of property owners, but if a tenant is unable to maintain membership, the property owner shall be responsible.
 - Monetary incentives for alternative modes, such as subsidized transit passes, bike-share or carpools
- **TDM Plan Alternative Requirements:** The TDM plan may include other measures to reach required trip targets, including but not limited to:
 - Shared bicycles if a bikeshare service is not available nearby
 - Parking cash-out, paid parking or other parking monetization
 - Guaranteed ride home program
 - Telecommute support
 - Alternative work schedules
- **Trip Cap:** The Precise Plan established a long-term vehicle trip cap across the entire East Whisman area of 0.95 a.m. and 0.88 p.m. peak-hour trips per 1,000 square feet across all office, R&D, and industrial sites. This area wide trip cap shall be implemented through a site-specific trip cap, as established through the Office Trip Cap Phasing Program and Administrative Guidelines. The proposed project would implement a trip cap of 216 a.m. peak hour trips and 187 p.m. peak hour trips.
- **Monitoring and Enforcement:** Annual monitoring of the TDM plan shall be conducted through a third party and paid for by the property owner or their representative. It shall include driveway counts and a survey of employee travel modes.

2.9 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

2.9.1 General Plan

The project site is designated High Intensity Office in the City’s General Plan and identified as being within the Employment Character Area of the East Whisman Precise Plan. The General Plan High-Intensity Office designation supports major commercial operations, such as corporations, financial and administrative offices, high-technology industries, and other scientific facilities, as well as supporting retail and other service use. Similarly, the Precise Plan defines the Employment Character Area as an area where a mix of moderate- to high-intensity office uses, with hotels and neighborhood commercial uses along Ellis Street and U.S. 101.

A maximum height of 100 feet and a “Base” FAR of 0.40 – 1.0 is allowed by the Precise Plan. The project proposes a FAR of 1.33 and a maximum building height of 128 feet. The proposed project would exceed the allowed “Base” FAR, which is the highest allowed FAR within a project or master plan area with minimum Precise Plan and Citywide requirements. The proposed project is requesting “Bonus” FAR in order to develop at the highest allowed FAR within a project or master plan area, as described in Chapter 6 of the Precise Plan.

As noted above, with project implementation, office uses on the site would total 273,707 square feet, resulting in a net increase of 195,879 square feet of office space. In order to be granted the Bonus FAR and additional building height, the applicant would secure a TDR from the Mountain View-Los Altos School District for an additional 80,000 square feet of developable space. Therefore, no exception to the building height is necessary.

2.9.2 Zoning

The project site is zoned East Whisman Precise Plan. This designation allows a mix of low-to moderate-intensity office, R&D, and light industrial or similar employment uses.

2.10 COMPARISON WITH PRECISE PLAN

The project proposes to construct approximately 195,879 square feet of net new office space, or approximately 8.5 percent of the approved increase in office/industrial R&D development within the Precise Plan. The site is located within the Employment Character Area of the Precise Plan. The project proposes the type and scale of development envisioned in the Precise Plan and would be required to comply with the applicable standards and guidelines in the plan.

2.11 APPROVALS REQUIRED

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

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

2.12 ENVIRONMENTAL CONCLUSION

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

SECTION 3.0 ENVIRONMENTAL CHECKLIST

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

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

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES:

A. Where an Impact Was Analyzed in Prior Environmental Documents

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DISCUSSION AND MITIGATION SECTIONS

Discussion

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

Standard Conditions of Approval

Applicable Standard Conditions of Approval are listed under each environmental category.

EIR Mitigation Measures

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

Special Mitigation Measures

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

3.1

AESTHETICS

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

3.1.1 Existing Setting

The existing aesthetics setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. Based on the Precise Plan FEIR completed in November 2019, the build-out of the Precise Plan (which includes the development proposed) would not result in a significant impact to aesthetic resources.

The project site is located in the Employment Character area of the East Whisman Precise Plan where the maximum allowed height for non-residential buildings is 100 feet (with an additional four feet above the maximum height allowed for equipment and screening). The project proposes two non-residential buildings, a 102-foot tall office building (88 feet plus 14 feet of equipment and screening) and an approximately 85-foot tall parking structure.

3.1.2 **Discussion**

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

Nonetheless, the project would be subject to the City’s development review process which would ensure the proposed building design and construction materials would not adversely affect the East Whisman Precise Plan area’s visual quality or create new sources of light and glare. As noted above, the proposed building heights would not exceed the maximum allowed in the Employment Character area of the East Whisman Precise Plan area. Furthermore, the proposed lighting would be required to comply with the California Building Standards Code (CBC), which minimizes light pollution that is disruptive to the environment by reducing the amount of backlight, uplight, and glare produced by luminaries. This conclusion is consistent with the conclusion in the Precise Plan FEIR.

3.1.3 **Conclusion**

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

3.2

AIR QUALITY

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

The discussion in this section is based in part on a project-specific Air Quality and Greenhouse Gas (GHG) Assessment prepared by Illingworth & Rodkin, Inc. in May 2020. This report is attached to this checklist as Appendix A.

3.2.1 Existing Setting

The project site generates air quality emissions from operations of the on-site buildings and vehicle trips by employees and visitors. The closest sensitive receptors to the project site are the single- and multi-family residential units approximately 0.24-mile (or 1,270 feet) west on North Whisman Road.

3.2.2 Discussion

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

a. Incorporation of policies and measures identified in the Precise Plan EIR by the proposed residential project would ensure consistency with the 2017 Clean Air Plan (CAP). As described in

the Precise Plan FEIR, implementation of projects under the Precise Plan would not disrupt or hinder implementation of any CAP control measures. Further, the Precise Plan FEIR includes mitigation measure MM AQ-3.1 to reduce the impacts related to increases in criteria air pollutants, as described below under the response to Checklist Question b.

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

Construction Period Emissions

The California Air Pollution Control Officers Association’s California Emissions Estimator Model (CalEEMod) provides annual emissions for construction of the proposed project. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activities include worker and truck traffic. The CalEEMod modeling of project-generated construction emissions was based on the applicant-provided schedule and equipment usage assumptions. The construction period would run continuously for approximately 22 months.

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

Table 3.2-1: Estimated Construction Period Emissions (pounds per day)				
Scenario	ROG	NOx	PM₁₀	PM_{2.5}
Parking Annual Total Construction Emissions (tons)	1.2	3.7	0.2	0.1
Parking Average Daily Emissions	5.8	18.1	0.8	0.7
Office Annual Total Construction Emissions (tons)	3.6	3.7	0.1	0.1
Office Average Daily Emissions	15.8	16.3	0.6	0.5
Total Average Daily Emissions	21.6	34.4	1.4	1.1
<i>BAAQMD Thresholds</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>
Exceed Threshold?	No	No	No	No

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

Standard Conditions of Approval:

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

Operational Period Emissions

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

Table 3.2-2: Operational Period Emissions (tons/year)				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
2023 Project Operational Emissions	1.9	1.3	1.6	0.5
<i>BAAQMD Thresholds</i>	<i>10</i>	<i>10</i>	<i>15</i>	<i>10</i>
Exceed Threshold?	No	No	No	No

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

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

As noted in Section 2.1 above, the project site is bordered by existing commercial and industrial development. There are no sensitive receptors within 1,000 feet of the project site; therefore, a Construction Health Risk Analysis is not required, and impacts are considered less than significant. For these reasons, the project would not result in significant community risk impacts as a single-source or by cumulative-sources.

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

3.2.3 Conclusion

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

3.3

BIOLOGICAL RESOURCES

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

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

The discussion in this section is based in part on a project-specific Tree Survey prepared by McClenahan Consulting in May 2019 and Avian Risk Assessment by H.T. Harvey & Associates in September 2019. These reports are attached to this checklist as Appendix B.

3.3.1 Existing Setting

The project site is within an urban area and provides habitat and foraging opportunities for urban-adapted birds. No rare, threatened, endangered, or special-status species are known to inhabit the project site, as described in Appendix B and the Precise Plan FEIR. The primary biological resource on-site are trees. The project site contains 68 trees, including 36 Heritage trees as defined in the City’s Municipal Code.²

3.3.2 Discussion

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

a. Based on the Precise Plan FEIR, the proposed project would have a less than significant impact on special-status species. The project site features buildings, mature trees, and vegetation that provide foraging and nesting opportunities for a variety of bird species. The proposed project would remove 39 existing on-site trees (including 23 heritage trees) and demolish two of the three existing buildings. Raptors (birds of prey) and nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and the CDFW code requirements. Urban-adapted raptors or other avian nests present on or adjacent to the site could be disturbed by project construction activities and result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment

² Mountain View Municipal Code Chapter 32, Article II defines a “Heritage Tree” as a tree with any of the following characteristics: a tree trunk with a circumference of forty-eight inches or more, measured at fifty-four inches above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Any of the following three species of trees with a circumference of twelve inches or more, measured at fifty-four inches above natural grade: Quercus (oak), Sequoia (redwood), Cedrus (cedar), and groves of trees designated as “heritage” by the City Council.

and/or loss of reproductive effort is considered a taking by the CDFW and would constitute a significant impact.

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

Standard Condition of Approval

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

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

An Avian Collision Risk Assessment report was prepared for the project by H.T. Harvey & Associates in September 2019. The report noted several project design features would increase the likelihood of bird collision including glass railings, transparent glass building corners, and transparent glass walls adjacent to the proposed green roof.

Bird Safe Design measures included in the Precise Plan are intended to help diminish the likelihood of building collision fatalities through façade treatments and light pollution reduction. The proposed project would be required to incorporate the following standard conditions to reduce bird collision risk. Additional details regarding these standards can be found in Chapter 4 of the Precise Plan.

Standard Conditions of Approval

1. **Façade Treatments.** No more than 10 percent of the surface area of a building's total exterior façade shall have bird-friendly glazing between the ground and 60 feet above ground. Examples of bird-friendly glazing treatments include opaque glass, covering of clear glass surface with patterns, use of paned glass with fenestration patterns, and use of external screens over non-reflective glass.

2. **Occupancy Sensors.** For non-residential development, occupancy sensors or other switch control devices shall be installed on non-emergency lights. These lights should be programmed to shut off during non-work hours and between 10:00 p.m. and sunrise.
3. **Funneling of Flight Paths.** New construction shall avoid funneling of flight paths along buildings or trees towards a building façade.
4. **Skyways, Walkways, or Glass Walls.** New construction and building additions shall avoid building glass skyways or walkways, freestanding glass walls, transparent building corners, or landscaping behind glass (such as in atriums). New construction and building additions should minimize the use of glass at tops of buildings, especially when incorporating a green roof into the design.
5. **Exceptions to the Bird Safe Design Requirements.** The City may waive or reduce any of this chapter’s bird safe design requirements based on analysis by a qualified biologist indicating that proposed construction would not pose a collision hazard to birds. Alternatively, additional design measures may be required based on an analysis by a qualified biologist.

With incorporation of the above conditions for bird safe design, as well as project specific recommendations included in the Avian Collision Risk Assessment (see Appendix B) prepared for the project such as treatment of transparent glass railings, corners, and glass adjacent to the green roof be treated to minimize bird collision, the proposed project would have a less than significant impact to nesting and migratory birds. The lighting plan for the buildings would minimize artificial night lighting (both on the exterior and interior) through use of occupancy sensors and timers that control the lighting. These features have would be incorporated into the final development plans for the project, which would be reviewed by the Planning Division at the time of building permit to ensure proper implementation (consistent with the Precise Plan).

b, c. There is no riparian habitat or wetland on or adjacent to the site. The nearest wetlands to the project site are freshwater ponds in Sunnyvale Municipal Golf Course, approximately 0.5-mile southeast and Stevens Creek riverine habitat approximately 0.8-mile west of the project site.³ Therefore, the project would not have an impact on state or federally protected riparian habitat, sensitive natural community, or wetlands.

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

e. The proposed project would remove 33 trees, including 23 Heritage trees, from the project site. The project would plant 100 new trees. The City of Mountain View regulations require a permit to

³ United States Fish and Wildlife Service. *National Wetlands Inventory, Surface Waters and Wetlands*. Map. November 2019.

remove or move any tree over 48-inches in circumference or any *Quercus*, Sequoia, or *Cedrus* over 12-inches in circumference (measured at 54-inch above grade). A City of Mountain View Heritage tree removal permit is required before any Heritage trees are removed. The proposed project would implement the following measures as standard City conditions of approval, and not result in a new or substantially more severe significant impact to trees or conflicts with the City's compared to the Precise Plan FEIR.

Standard Conditions of Approval

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

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

Nitrogen deposition contribution estimates of impacts on serpentine habitat in Santa Clara County were made as a part of the development of the Habitat Plan. On pages 68 to 69 of the Precise Plan FEIR, the City of Mountain View concluded that the nitrogen emissions (based on existing and future vehicle emissions) that would result from build-out of the Precise Plan were found less than cumulatively considerable (given that buildout of the Precise Plan is a small portion of Santa Clara County's overall emissions). The Habitat Plan accounts for the indirect impacts of nitrogen deposition (existing and future) and identifies measures to conserve and manage serpentine areas

over the term of the Habitat Plan, such that cumulative impacts to this habitat and associated special-status species would not be significant and adverse. For these reasons, the project would not conflict with an adopted habitat conservation plan.

3.3.3 Conclusion

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

3.4

CULTURAL RESOURCES

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

3.4.1 Existing Setting

On-site structures were constructed within the last 50 years (between 1979 and 1980), and are therefore, not eligible for listing in the national, state, or City of Mountain View register of historic resources.⁴ According to the Precise Plan FEIR, there are no known cultural resources within the Precise Plan area, including the project site.⁵ Areas that are near natural water sources (e.g., riparian corridors and tidal marshland) would be considered highly sensitive for prehistoric archaeological deposits and human remains. The project site is approximately 1.6-miles from the San Francisco Bay and approximately 0.8-mile east of Stevens Creek. There are no known historic resources located within the Precise Plan area (including the project site) and no properties listed on federal, state, or local registers.

3.4.2 Discussion

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

a. Based on the Precise Plan FEIR, there are no historic resources in the Precise Plan area listed in the National Register of Historic Places or the California Register of Historical Resources, and the Precise Plan area does not contain property or parcels listed on the City’s Register of Historic

⁴ According to the U.S. Department of Interior National Register Bulletin 16, structures built within the last 50 years are generally not considered historic resources; PES Environmental. Inc. *Phase I Environmental Site Assessment 465 Fairchild Drive and 636 Ellis Street Mountain View, California. August 16, 2018.*

⁵ City of Mountain View. East Whisman Precise Plan Draft Environmental Impact Report. June 2019.

Resources; therefore, the proposed project would not result in a significant impact on historic resources.

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

With incorporation of the following standard conditions of approval, the proposed office development project would not result in a new or substantially more severe significant environmental impact than disclosed in the Precise Plan FEIR.

Standard Conditions of Approval

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

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

3.4.3 Conclusion

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

3.5

ENERGY

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

The discussion in this section is based in part on a project-specific Air Quality and GHG Assessment prepared by Illingworth & Rodkin, Inc. in May 2020. This report is attached to this checklist as Appendix A.

3.5.1 Existing Setting

The site uses energy in the form of electricity and natural gas for building operations, lighting, heating, and cooling. Vehicle trips by employees and visitors use gasoline and diesel fuel.

3.5.2 Discussion

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

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

Occupation and operation of the project would consume energy for building heating and cooling, lighting, and appliance use. Energy consumption for the proposed project was estimated using CalEEMod standard assumptions and project-specific data provided by the applicant. As shown in Appendix A, the project would use approximately 5,070,520 kWh of electricity, 4,240,400 kBtu of natural gas, and 173,780 gallons of gasoline annually.⁶

New office/R&D/industrial construction participating in the Bonus FAR Program (including the proposed project) are required to achieve LEED Platinum or equivalent. Compliance with this standard would meet or exceed state-required Title 24 energy efficiency requirements and would further decrease the potential for energy waste and increase building efficiency. For the reasons described above and consistent with the Precise Plan FEIR, the proposed project would not result in the inefficient or wasteful use of energy or resources.

b. As required under the City of Mountain View GHG Gas Reduction Program and Precise Plan, TDM Plans are required to be prepared and implemented for office/R&D uses. As discussed in Section 2.8 above, the project proposes TDM measures including a trip cap of 216 a.m. peak hour trips and 187 p.m. peak hour trips. The project would obtain electricity from Silicon Valley Clean Energy, which is 100 percent GHG-emission free energy from renewable and hydroelectric sources, consistent with the state's Renewables Portfolio Standard program and SB 350. In addition, the Precise Plan includes building standards that meet or exceed state mandated Title 24 energy efficiency standards, California Green Building Standards Code (CALGreen) standards, and Mountain View Green Building Code standards; especially with the inclusion of water efficiency and LEED (or equivalent) requirements. Thus, consistent with the Precise Plan FEIR, the proposed project would not obstruct a state or local plan for renewable energy or energy efficiency.

3.5.3 Conclusion

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

⁶ Energy use estimates shown are conservative in that they do not account for the existing energy use at the site.

3.6

GEOLOGY, SOILS, AND MINERALS

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

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

The discussion in this section is based in part on the Preliminary Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services, Inc. in April 2018. This report is attached as Appendix C.

3.6.1 Existing Setting

As described in the Precise Plan FEIR, the project site is generally underlain by silt and silty clay loam alluvium soils with approximate ground surface elevations ranging from 38 to 43 feet above mean sea level. The soils present at the project site exhibit moderate- to high-shrink-swell (i.e., expansive) behavior.⁷ The project site is not located within a Santa Clara County Compressible Soils Hazard Zone.⁸ Groundwater levels in the Precise Plan area ranged from 15 feet to 41 feet below grade, and groundwater levels at the project site have been measured at 30 feet below grade. The project site is within a seismically active region, as well as a liquefaction hazard zone.⁹

⁷ Langan Engineering and Environmental Services, Inc. *Preliminary Geotechnical Investigation, 465 Fairchild Drive, Mountain View, California*. April 13, 2018.

⁸ Santa Clara County. *Geologic Hazard Zones*. Map. October 26, 2012.

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

3.6.2 Discussion

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

a. As disclosed in the Precise Plan FEIR, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The project site is not located within the Alquist-Priolo special study zone on the California Geological Survey fault zone map.¹⁰ The nearest active fault zones in the project vicinity are the Monte Vista-Shannon Fault, approximately nine-miles southwest of the project site, and the San Andreas Fault, located approximately 13-miles west of the project site.¹¹ While no active faults are known to cross the project site and fault rupture is not anticipated to occur, ground shaking on the site could damage structures and threaten future occupants of the proposed development. Additionally, consistent with the conclusions of the Precise Plan FEIR, the project site is located in a liquefaction hazard area.¹² Due to the relatively flat topography of the site and surrounding areas, the project would not be subject to substantial slope instability or landslide related hazards.

As identified in the Precise Plan, the proposed project would be designed and constructed in accordance with CBC requirements, and General Plan policies PSA 4.2, PSA 5.1, PSA 5.2, PSA 5.3, PSA 5.4, and INC 2.3.¹³ Additionally, the following standard conditions of approval would be required.

Standard Condition of Approval:

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

¹⁰ Department of Conservation, California Geological Survey. *Earthquake Zones of Required Investigation*. Map. 2019.

¹¹ Ibid.

¹² Ibid.

¹³ General Plan Policies PSA 4.2, Minimize impacts of natural disasters; PSA 5.1 – 5.4: Ensure new development addresses seismically induced geologic hazards, complies with Alquist-Priolo Earthquake Fault Zoning Act, ensure City uses effective technology to inform the community about potential hazards, ensure new underground utilities are designed to meet current seismic standards. Policy INC 2.3 requires the use of available technology and earthquake resistant materials in the design and construction of all infrastructure projects.

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

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

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

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

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

Standard Condition of Approval

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

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

3.6.3 Conclusion

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

3.7

GREENHOUSE GAS EMISSIONS

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

The discussion in this section is based in part on a project-specific Air Quality and GHG Assessment prepared by Illingworth & Rodkin, Inc. in May 2020. This report is attached to this checklist as Appendix A.

3.7.1 Existing Setting

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

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

3.7.2 Discussion

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

a. Construction of the proposed project is estimated to result in 1,107 metric tons of carbon dioxide equivalent (CO₂e). These emissions are from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither BAAQMD nor CEQA have an adopted threshold of significance for construction-related GHG emissions, as stated in the Precise Plan FEIR. There is nothing atypical or unusual about the project’s construction. In addition, the project would implement standard BMPs identified in Section 3.2 Air Quality to restrict idling of construction equipment,

which would in turn reduce GHG emissions. For these reasons, the project’s GHG emissions are less than significant.

Operation of the proposed project would generate GHG emissions primarily from natural gas use at the office building and fossil fuel combustion from vehicle trips to and from the project site. The Precise Plan FEIR modeled GHG emissions from buildout of the Precise Plan and determined that emissions would be below the City’s GGRP 2030 threshold of 4.5 metric tons CO₂e per year per service population. In addition, GHG emissions for the proposed project were modeled (see Appendix A) and are shown in Table 3.7-1 below. The proposed project would not exceed BAAQMD’s threshold of 2.8 metric tons CO₂e per year per service population based on an assumed office population of 1,036. For these reasons, the project would not result in significant GHG emissions.

Table 3.7-1: Annual Project GHG Emissions (MT CO₂e)		
Source Category	Proposed Project	
	2023	2030
Area	<0.1	<0.1
Energy Consumption	716	716
Mobile	1,477	1,231
Solid Waste Generation	121	121
Water Usage	62	62
Total	2,376	2,130
Service Population Emissions (MT CO ₂ e/year/service population)	2.3	2.1
BAAQMD Assembly Bill 32 Adjusted Significance Threshold	2.8 CO ₂ e/year/service population	
City GGRP 2030 Threshold 4.5 MT CO ₂ e/year/service population	4.5 MT CO ₂ e/year/service population	
Exceed Threshold?	No	No

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

3.7.3 Conclusion

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

3.8

HAZARDS AND HAZARDOUS MATERIALS

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

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

The discussion in this section is based in part on the Phase I Environmental Site Assessment (ESA) prepared by PES Environmental, Inc. in August 2018. This report is attached as Appendix D.

3.8.1 Existing Setting

3.8.1.1 *Site History*

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

Beginning in the early 1960s, the project site was occupied by a gas station and restaurant, which operated facilities at 636 Ellis Street until the 1980s and 1990s, respectively. Although no significant concerns regarding hazardous material use associated with these past uses were identified, there is potential for Methyl tert-butyl ether (MTBE) contamination in on-site soils if soils have not been previously excavated during construction of the existing buildings. The existing buildings at 600 Ellis Street and 465 Fairchild Drive were constructed between 1979 and 1980 and the building at 636 Ellis Street was constructed in 2000. Previous tenants of the three existing buildings primarily included offices and restaurants. No significant concerns regarding hazardous material use associated with past tenants of the existing buildings have been identified.

3.8.1.2 *Middlefield-Ellis-Whisman Superfund Study Area*

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

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

A vapor intrusion study area was designated by the EPA in 2010 to prevent site contamination from vapor intrusion. The project site is located within the vapor intrusion study area. The EPA determined that vapor intrusion response actions are necessary to protect the health of building occupants in the vapor intrusion study area from actual or threatened releases of hazardous substances into the environment via the subsurface vapor intrusion pathway. The Precise Plan FEIR found that future development projects within the MEW Superfund Study Area would be subject to the EPA's Record of Decision (ROD) Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area¹⁴ and the Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area¹⁵ (EPA 2011). Furthermore, according to the Precise Plan, all future projects would be required to prepare and submit the following plans and controls to the EPA for review and approval and to the City for review:

- **Air Monitoring Plan** to assess the exposure of construction workers and neighboring occupants adjoining the property to VOCs as part of the Air Monitoring Plan; this plan shall specify measures to be implemented if VOCs exceed regulatory threshold values.
- **Vapor Intrusion Control System Remedial Design Plan** describing the measures to be implemented to help prevent exposure of property occupants to VOCs in indoor air as a result of vapor intrusion. This plan shall also include a Vapor Intrusion Mitigation Plan which requires future project developers to design the proposed occupied spaces with appropriate structural and engineering features to reduce risk of vapor intrusion into buildings. At a minimum, this design would include incorporation of vapor barrier and provisions of space to accommodate active ventilation equipment to help prevent indoor air contaminant concentrations exceeding EPA's indoor air cleanup levels.
- **Additional Requirements.** The ROD Amendment for the Vapor Intrusion Pathway, MEW Superfund Study Area¹⁶ and the Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area¹⁷ specify the selected remedy for all future buildings:
 - Passive sub-slab ventilation with vapor barriers
 - Monitoring to ensure long-term effectiveness
 - Implementation of Institutional controls

¹⁴ U.S. Environmental Protection Agency. *Middlefield-Ellis-Whisman (MEW) Superfund Study Area, Mountain View and Moffett Field, California*. August 16, 2010.

¹⁵ U.S. Environmental Protection Agency. *Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area*. 2011.

¹⁶ U.S. Environmental Protection Agency. *Middlefield-Ellis-Whisman (MEW) Superfund Study Area, Mountain View and Moffett Field, California*. August 16, 2010.

¹⁷ U.S. Environmental Protection Agency. *Statement of Work Remedial Design and Remedial Action to Address the Vapor Intrusion Pathway, MEW Superfund Study Area*. 2011.

3.8.2 Discussion

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

a. The Precise Plan FEIR concluded that projects that comply with federal, state, local requirements, City of Mountain View 2030 General Plan policies and actions, and standard City conditions of approval would reduce the potential for hazardous materials impacts to existing residents and businesses in and near the Precise Plan area to a less than significant level.

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

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

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

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

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

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

c. There are no schools within 0.25-mile of the project site. The nearest schools to the project site include Carnegie Mellon University Silicon Valley (approximately 0.5-mile northwest of the project site), German International School of Silicon Valley (approximately 0.7-mile southwest of the project site), and Vargas Elementary school (approximately one-mile southeast of the project site). The project proposes to construct office uses, which would not be substantial emitters of hazardous materials or hazardous waste following construction.

e. The nearest airport to the site is Moffett Federal Airfield, which is approximately 0.2-miles southwest of the site. According to the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP), the project site is located within its Airport Influence Area. The project site is not located within a safety zone or the 65 dB noise contour of the Moffett Federal Airfield. The proposed development, therefore, would not expose people to a safety hazards or excessive noise from Airfield operations.

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

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

3.8.3 Conclusion

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

3.9

HYDROLOGY AND WATER QUALITY

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

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

3.9.1 Existing Setting

The project site is approximately 85 percent impervious, with 164,652 square feet of impervious surfaces and 24,495 square feet of pervious surfaces consisting of limited amounts of ornamental landscaping along Fairchild Drive and around the existing buildings.

The project site is located within Flood Zone X, which is not a Special Flood Hazard Area as identified by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM).¹⁸ Flood Zone X is defined as an area determined to be outside the one percent and 0.2 percent annual chance floodplains, indicative of a minimal flood hazard.

3.9.2 Discussion

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

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

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

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

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

b. Water service would continue to be provided by the City of Mountain View under project conditions. The proposed project would not deplete groundwater supplies or interfere with groundwater recharge because the project would not directly use groundwater and the site does not contribute to recharge because it is mostly paved. The Precise Plan FEIR determined that new development under the Precise Plan would not substantially decrease groundwater supplies or interfere with sustainable groundwater management. Thus, the project would be consistent with the Precise Plan and would not result in new or substantially increased impacts than those described in the Precise Plan FEIR.

c. The proposed project would construct office uses within an existing urban area, on a site that is currently developed. The redevelopment of the project site would not alter the drainage pattern of the area and would result in a similar amount of impervious surface area pre- and post-project.¹⁹ The project would install stormwater treatment facilities, in compliance with the MRP Provision C.3 requirements. The Precise Plan FEIR determined that the City's stormwater system would adequately convey flows from buildout of the Precise Plan.

d. The proposed project site is not located in an identified FEMA 100-year flood hazard zone or subject to tsunamis or seiches.²⁰ Based on the location of the project and the fact that it would not include significant amounts of pollutants, the project would not result in a release of pollutants from flooding, seiches, or tsunamis.

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

3.9.3 **Conclusion**

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

¹⁹ Under the proposed project impervious surfaces would be reduced from 164,652 square feet to 122,583 square feet.

²⁰ Association of Bay Area Governments. "Resilience Program." Accessed: May 15, 2020. Available at: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8>

3.10

LAND USE AND PLANNING

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

3.10.1 Existing Setting

The existing land use setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. Based on the Precise Plan FEIR, the build-out of the Precise Plan (which includes the development proposed) would result in less than significant impacts with regard to land use and planning.

3.10.2 Discussion

a. The project site is located on the northern edge of the Precise Plan area and is surrounded by roadways and office uses. The project would replace two existing office buildings with a new office building, consistent with the Precise Plan’s vision, and would not involve components that would physically divide an existing community (i.e., highways or railways).

b. The Precise Plan FEIR did not identify any significant impacts from implementing the Precise Plan due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project and land use are consistent with the Precise Plan. Further, the proposed office project is consistent with the East Whisman Mixed-Use General Plan land use designation and General Plan Policy LUD19.1 which calls for greater land use intensity and transit-oriented developments within a half-mile of light rail transit stations. For these reasons, the proposed project would not conflict with land use plans, policies, or regulations adopted for avoiding or mitigation environmental effects.

3.10.3 Conclusion

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

3.11

NOISE AND VIBRATION

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

3.11.1 Existing Setting

The existing noise environment in the Precise Plan area results primarily from vehicular traffic along freeway and roadways (including US 101, East Middlefield Road, North Whisman Road, and Ellis Street), VTA light rail pass-bys, and aircraft associated with Moffett Federal Airfield. The project site is located within the 70 dBA CNEL noise contour for the Moffett Federal Airfield. The nearest sensitive receptors are residential uses located west on North Whisman Road, approximately 0.25-mile west of the project site.

3.11.2 Discussion

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

a. As described in the Precise Plan FEIR, a significant noise impact would be identified if the project would generate a substantial temporary or permanent noise level increase over ambient noise levels at existing noise-sensitive receptors surrounding the project site and that would exceed ambient noise standards presented in the General Plan or Municipal Code at existing noise-sensitive receptors surrounding the project site. The following thresholds are used to determine if the project would result in a significant noise impact.

- A significant temporary noise impact would be identified if the hourly average noise levels exceed 60 dBA Leq, and the ambient by at least five dBA Leq, for a period of more than one year at adjacent residential land uses.
- A significant permanent noise level increase would occur if project-generated traffic would result in: a) a noise level increase of five dBA Ldn or greater, with a future noise level of less than 60 dBA Ldn, or b) a noise level increase of three dBA Ldn or greater, with a future noise level of 60 dBA Ldn or greater.
- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan (normally acceptable exterior noise level for office buildings is 67 dBA).

Construction Noise

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

Standard Conditions of Approval:

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

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

Traffic Noise

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

Mechanical Equipment Noise

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

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

Standard Conditions of Approval:

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

With implementation of the above standard condition of approval, the Precise Plan EIR determined that mechanical equipment noise would be less than significant.

b. The Precise Plan FEIR identified a less than significant vibration noise impact with implementation of mitigation measure MM NOI-4.1 which calls for the use of drilled piles instead of driven piles whenever geologically feasible. Consistent with the Precise Plan FEIR, project construction activities would generate vibration from operation of heavy equipment and impact tools (e.g., jackhammers, hoe rams). Thus, with incorporation of Precise Plan mitigation measure MM NOI-4.1, impacts would be less than significant.

c. Moffett Federal Airfield is a joint civilian/military airport located approximately 1,200 feet northeast of the project site. According to the Moffett Federal Airfield CLUP 2022 Aircraft Noise Contour Map, the project site is located within the 70 dBA Community Noise Equivalent level (CNEL) noise contour. According to the CLUP noise compatibility policies and the City of Mountain View Outdoor Noise Acceptability Guidelines, aircraft noise levels of 70 dBA are considered

conditionally acceptable for office uses. According to the CLUP, all new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

CALGreen requires that commercial/office interior noise levels be maintained at 50 dBA Leq (1-hr) or less during hours of operation. As part of the City's building permit review process, construction drawings must confirm that measures have been taken to achieve a maximum interior noise level of 50 dBA Ldn for commercial/office tenant space. To ensure the 50 dBA standard is met, a qualified acoustical specialist would prepare a detailed analysis of interior noise levels. Therefore, noise from aircraft would not substantially increase ambient noise levels at the project site and interior noise resulting from aircraft would be compatible with the proposed project.

3.11.3 Conclusion

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

3.12

POPULATION AND HOUSING

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

3.12.1 Existing Setting

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

3.12.2 Discussion

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

a. The Precise Plan area is located in an urban, developed environment and it is within a designated Change Area in the General Plan. The proposed project would result in a net increase of 195,879 square feet of office uses on-site compared to existing conditions, generating approximately 784 net new employees, or one percent of the total anticipated employment growth for the Precise Plan area.²¹ The employment growth associated with the proposed project is included in the growth projections of the General Plan and Precise Plan. Impacts associated with population growth would be within the limits of that previously analyzed the Precise Plan FEIR and General Plan FEIR. For

²¹ The number of employees was estimated assuming approximately 4 employees per 1,000 square feet.

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

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

3.12.3 Conclusion

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

3.13

PUBLIC SERVICES

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

3.13.1 Existing Setting

The existing public services setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. Based on the Precise Plan FEIR, the build-out of the Precise Plan (which includes the development proposed) would result in less than significant impacts with regard to public services.

3.13.2 Discussion

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

Fire Protection Services

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

Police Protection Services

Mountain View Police Department (MVPD) maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. As noted in Section 3.12 Population and Housing above, no new residential units are proposed, and the project would not directly induce residential population growth.

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

School Impacts

As noted under Section 3.12 Population and Housing above, no new residential units are proposed, and the project would not directly induce residential population growth. The proposed project includes a request for a TDR from the Mountain View-Los Altos School District, which would allow for an increase of 80,000 square feet of developable space at the project site. No new schools are proposed and no physical changes to existing school district facilities would occur with implementation of the proposed project.

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

Library Impacts

The Precise Plan FEIR concluded that the growth projected in the Precise Plan (which includes the proposed project), would not trigger the City to build or operate a new library in the Precise Plan area.

Parks Impacts

Project-related impacts to parks are discussed in Section 3.14 Recreation below and concluded to be less than significant.

3.13.3 Conclusion

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

3.14

RECREATION

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

3.14.1 Existing Setting

The existing recreational setting, including regulatory framework, has not substantially changed since the certification of the 2019 Precise Plan FEIR. Based on the Precise Plan FEIR, the build-out of the Precise Plan (which includes the development proposed) would result in less than significant impacts with regard to recreational facilities.

The City of Mountain View owns 972 acres of parks and open space facilities, including 22 urban parks and Stevens Creek Trail. The City also maintains 10 parks under joint-use agreements with local school districts. The East Whisman Precise Plan area, including the project site, is located within the Whisman Planning Area of the City of Mountain View 2014 Parks and Open Space Plan. There are approximately 15.41 acres of open space in the Whisman Precise Plan area located primarily at Whisman and Slater Schools and at four mini-parks: Magnolia, Chetwood, Creekside, and Devonshire Parks.

3.14.2 Discussion

a. b. The Precise Plan area currently does not meet the City’s standard of 3.0 acres of parkland per 1,000 residents. The Precise Plan includes an overall goal of adding 30 acres of publicly accessible open space to serve the projected 10,000 residents of the Precise Plan area (which would meet the City’s standard of 3.0 acres per 1,000 residents). The park and open space vision for the Precise Plan area includes a central park, up to six mini-parks, a neighborhood park, a system of linear parks, and accessible open spaces. Approximately three to eight acres would be acquired by the City with the

parkland in-lieu fees paid and creation of new open space areas within non-residential developments, such as the proposed project.

The project would include open space areas (including a green roof), outdoor terraces, trees, and landscaping which would reduce project employees' demand on existing parks in the area. Given that the Precise Plan includes sufficient future parkland facilities to meet future demand and that the project includes on-site open space amenities, project-related parks impacts would be less than significant, consistent with the Precise Plan FEIR.

3.14.3 Conclusion

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

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

The discussion within this section is based in part on a Site-Specific Traffic Analysis (SSTA), prepared by Fehr & Peers in September 2020. The SSTA is included with this checklist as Appendix E. The SSTA was prepared to determine if the proposed project would have new or substantially more severe impacts (requiring new mitigation) than what was previously disclosed in the Precise Plan FEIR, and to determine if there has been a change in circumstances as compared to the Precise Plan FEIR. The Precise Plan FEIR found that impacts would be less than significant with incorporation of City standard conditions of approval and Precise Plan requirements.

3.15.1 Existing Setting

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

- Signalize intersection of Ellis Street and Manila Drive
- Add westbound left- and southbound right-turn lanes to US 101 Northbound Ramps and Ellis Street
- Add Southbound turb lane on Fairchild Drive and Ellis Street

- Construct new interchange at Maude Avenue and SR 237 Ramps
- Add a dedicated Eastbound right turn lane to Maude Avenue and North Mary Avenue
- Add a dedicated Eastbound right turn lane to East Middlefield Road and North Whisman Road
- Add an Eastbound left turn lane to East Middlefield Road and Ellis Street
- Convert southbound right turn lane to shared southbound left/ right turn lane on Central Expressway and SR 85 Southbound Ramp
- Add westbound lane, Westbound turn lane and eastbound turn lanes to Central Expressway and North Mary Avenue
- Add Eastbound lane to West Evelyn Avenue and North Mary Avenue
- Add dedicated northbound right, southbound right, and eastbound right turn lanes to Moffett Boulevard and West Middlefield Road
- Close Castro Street between Moffett Boulevard and Central Expressway²²

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

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

3.15.2 Impact Discussion

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

Pedestrian and Bicycle Policy

The project would generate new bicycling and walking trips throughout the day. Bicycle trips may include employee commute trips and work-related, dining, shopping, and recreation trips made by employees and visitors. The project would be required to include a total of 143 bicycle parking spaces, including 13 short-term and 130 long-term bicycle parking spaces. Walking trips would be made throughout the day as well, and it is possible that some employees would choose to walk to and

²² City of Mountain View. *East Whisman Precise Plan Draft Environmental Impact Report*. June 2019.

from work-related destinations; to walk to nearby bus stops and the Bayshore/ NASA light rail station, and who walk to and from other destinations within the East Whisman area during their stay.

The project would replace the six-foot wide existing sidewalk on the east project frontage with a seven-foot wide sidewalk and a landscape area between the sidewalk and the curb. The project would also retain the existing seven-foot wide sidewalk on the south project frontage. None of the proposed improvements or structures would conflict with existing or planned pedestrian facilities or conflict with policies related to bicycle or pedestrian activities. For these reasons, the project would not interfere with pedestrian accessibility to the site and adjoining areas; conflict with an existing or planned pedestrian or bicycle facility; nor conflict with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the project area.

Transit Policy

The proposed project would increase the number of potential transit users on the various transit systems serving the Precise Plan area. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability. This impact was described in the Precise Plan FEIR.

Fixed-route bus service operates along Middlefield Road, with stops located within walking distance of the site. Rail service also operates within walking distance of the project site at the Bayshore/NASA light rail station. In addition, the Mountain View Community Shuttle and MVgo shuttle are operated along Fairchild Drive and East Middlefield Road in the project area.

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

Intersections

The SSTA (refer to Appendix E) evaluated intersection deficiencies and improvements under Existing with Project Conditions. According to the SSTA, the project would generate 1,232 net new daily trips, including 205 morning peak hour and 174 evening peak hour vehicle trips. The results of the LOS calculations indicate that the project would not cause deficiencies at any study intersection under Existing with Project Conditions based on the significance thresholds outlined in the Precise Plan FEIR; therefore, no improvements are required, although the project would contribute fair share funding to transportation improvements necessary to address impacts generated by overall development in the East Whisman Precise Plan area, as noted above.

As presented in the Transportation Analysis for the East Whisman Precise Plan and the Precise Plan FEIR, a Background with Precise Plan condition deficiency was determined for one study

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

Freeways

Freeway deficiencies and the associated improvements were evaluated under Existing with Project and Background with Project Conditions in the SSTA. Under Existing with Project Conditions, implementation of the Project would not cause the study freeway segments to operate at an unacceptable level and would not contribute traffic greater than one percent to segments projected to operate unacceptable prior to the addition of project traffic. Therefore, no freeway improvements are included as part of the project.

b. The Precise Plan FEIR identified a project-level and cumulative-level VMT impact due to Precise Plan project-generated vehicle miles traveled (VMT) on both a citywide and countywide basis. Project-level VMT per service population was calculated in the Precise Plan FEIR to be 35.93. This impact was covered by the Statement of Overriding Considerations adopted for the Precise Plan FEIR. According to the SSTA prepared for the proposed project, the project would have a project generated VMT of 24.81 on both a citywide and countywide scale, which would be less than the project-level VMT estimates included in the Precise Plan FEIR, and less than the citywide threshold of 30.86. However, it would be greater than the countywide threshold of 22.67. Furthermore, although implementation of the proposed TDM program would reduce project generated vehicle trips, spread demand across time, and make efficient use of the alternative circulation system, project generated VMT would remain significant and unavoidable. For these reasons, the project would not result in new or more severe impact than was identified in the Precise Plan FEIR.

c. The proposed uses and design would be consistent with the uses, design, and development standards in the Precise Plan for the site and would not substantially increase hazards due to a design feature or incompatible use, as described in the Precise Plan FEIR. The impact would be less than significant.

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

3.15.3 Conclusion

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

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

3.16.1 Discussion

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

While there is the potential for unknown Native American resources or human remains to be present in at the project site, impacts would be less than significant with implementation of the following standard conditions of approval related to discovery of archaeological resources or human remains.

Standard Conditions of Approval

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

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

With the implementation of standard City standard conditions of approval listed above, the proposed project would result in a less than significant impact to tribal cultural resources.

3.16.2 Conclusion

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

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

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

3.17.1 Existing Setting

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

3.17.2 Discussion

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

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

The sewer system has sufficient capacity under existing conditions with the estimated increase in incremental project flow. With the construction of the CIPs identified in the 2030 GPUUIS and Precise Plan, the sewer system would have sufficient capacity in the future cumulative condition under both pre- and post-project conditions. No recommended CIPs from the 2030 GPUUIS and one CIP from the Precise Plan are located downstream of the project. The proposed project's Utilities Impact Study (Appendix F) would be used to determine the proportional utility impact fees to be paid under the future nexus study, as described in mitigation measure MM UTL-1.1 in the Precise Plan FEIR. This ensures that development projects in the Precise Plan area appropriately fund area CIPs and complete other needed utility infrastructure improvements. As a result, the impact is less than significant (consistent with the Precise Plan FEIR).

b. Implementation of the Precise Plan would result in an increase in water demand within the City of Mountain View. As described in the Precise Plan Water Supply Assessment (2018), the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under a Normal Year scenario through 2035; however, shortfalls of 11 percent are projected for single dry years and up to 13 percent in multiple dry years. To deal with anticipated shortfalls, the City has established a staged Water Shortage Contingency Plan within the Urban Water Management Plan, which can mitigate for shortfalls of up to 50 percent. In addition, new development under the Precise Plan would be required to comply with 2030 General Plan Policies INC 5.1 through INC 5.7 related to water conservation and Precise Plan standards and guidelines for water conservation and green building such as meeting CalGreen and LEED BD+C

standards, installing dual plumbing for potable and recycled water use, and connections to existing City recycled water system where feasible. The proposed project is accounted for within the Precise Plan and, therefore, the project's water demand was accounted for the Precise Plan Water Supply Assessment. For these reasons, there is sufficient water supply for the proposed project.

c. As described in the Precise Plan FEIR, implementation of the Precise Plan (which includes the proposed project) would not prevent the Regional Water Quality Control Plant from meeting wastewater treatment requirements by generating wastewater above the capacity allocated to the City of Mountain View and concluded the impact as less than significant.

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

New development in the Precise Plan area would be required to divert and dispose of waste during operation in accordance with the state requirements and policies in the General Plan.²³ Solid waste generated within the Precise Plan area is collected by Waste Management and disposed of at Kirby Canyon Landfill. Kirby Canyon Landfill has an estimated remaining capacity of approximately 16 million tons, and a closing date of approximately January 1, 2071.²⁴ As discussed in the Precise Plan FEIR, Kirby Canyon Landfill has sufficient capacity to accommodate solid waste generated from the buildout of the Precise Plan (which includes the proposed project).

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

3.17.3 Conclusion

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

²³ General Plan Policies INC-11.1- INC- 11.4 call for waste diversion, recycling, and composting to ensure all municipal solid waste generated within the city is collected, transported and disposed of in a manner that protects public health and safety.

²⁴ Azevedo, Becky. Waste Management Technical Manager. Personal communications. January 1, 2019.

SECTION 4.0 REFERENCES

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SECTION 5.0 LEAD AGENCY AND CONSULTANTS

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