Initial Study/Draft Mitigated Negative Declaration

779 East Evelyn Avenue Family Housing Project

File Number: 101-15-R

CITY OF MOUNTAIN VIEW

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

December 2015

Amended February 2016

First Amendment to the Initial Study/Mitigated Negative Declaration for the 779 East Evelyn Avenue Family Housing Project (File Number: 101-15-R)

This First Amendment to the Initial Study/Mitigated Negative Declaration includes three parts: a public agency comment and response, minor text changes to the Initial Study document and draft Mitigated Negative Declaration circulated for public review from December 22, 2015 through January 21, 2016, and a copy of the comment letter received on the Initial Study, as follows.

PUBLIC AGENCY COMMENTS AND RESPONSES

The *779 E. Evelyn Family Housing Project Initial Study* was circulated for review by the public for a 30-day period, December 22, 2015 through January 21, 2016. One comment letter was received from the Santa Clara Valley Transportation Authority, dated January 21, 2016 and the response is provided below. The specific comment has been excerpted from the letter and is presented as "Comment" with the response directly following ("Response"). A copy of the actual letter submitted to the City of Mountain View is attached to this document.

RESPONSE TO COMMENT FROM THE SANTA CLARA VALLEY TRANPORTATION AUTHORITY, DATED JANUARY 21, 2016.

COMMENT 1: The Site Plan (Initial Study, Figure 3.3-1) shows that street trees would be provided between pedestrians and automobiles along the project's East Evelyn Street frontage, but the frontage along South Bernardo Avenue appears to include a landscaped buffer with no street trees. VTA encourages the City to work with the applicant to include street trees between pedestrians and automobiles along both frontages. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

RESPONSE 1: Three existing Southern Magnolia street trees located along the South Bernardo Avenue frontage would be retained as a part of the project. The street trees are located between the proposed development and the new separated sidewalk alignment along a 140 foot segment of South Bernardo Avenue (refer to Figure 3.3-1, *Site Plan* on page 9, Figure 3.3-6, *Proposed Landscape Plan* on page 16 and Table 4.4-1, *Existing Heritage Trees On-Site* on page 46 of the Initial Study). With the new separated sidewalk along South Bernardo Avenue and East Evelyn Avenue, as a standard project condition, the applicant is required to plant new street trees, typically 15 to 30 feet apart. The applicant will need to place the new street trees along South Bernardo Avenue, in between the existing mature trees to remain, and along East Evelyn Avenue.

TEXT CHANGES

The following corrections and clarifications to the text of the Initial Study are incorporated in the text of the amended Initial Study which follows and should be considered prior to adoption of a Mitigated Negative Declaration for the proposed project. Underlining depicts text added, while ~~strikeouts~~ depict text deleted.

The revisions and clarifications described below and included in the amended Initial Study would not change the conclusions in the Initial Study or result in the identification of new significant environmental impacts or mitigation measures. Per CEQA Guidelines Section 15073.5, recirculation of the Initial Study or Proposed Mitigated Negative Declaration, therefore, is not required.

Page	Section	Paragraph	Edit or Clarification
	Notice of Intent	4	The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **December 22, 2015** to **January 21, 2016~~5~~5** at **5:00 p.m.**
8	3.3.1	1	Two of the 45 ~~38~~ two-bedroom units would be for on-site managers and 114 of the 116 units would be affordable rental units for qualifying very-low and low income households (refer to Figures 3.3-1 and 3.3-2 for the Site Plan and Residential Floor Plans).
12	3.3.1	3	The project also includes a bicycle storage room ~~center~~ with a parts depot, washing station, and long-term bicycle storage.
	3.3.2.1	2	The project also includes bicycle lane improvements on segments of East~~/West~~ Evelyn Avenue and South Bernardo Avenue (on both sides of the streets) in the immediate vicinity to the project site in conformance with existing and planned bicycle facilities in the area.
14	3.3.2.1	Figure 3.3-5	Revisions were made to Figure 3.3-5, *Proposed Bicycle Lane Improvements: Conceptual Striping Plan*. Revisions include the removal of green bicycle lane striping on South Bernardo Avenue and East Evelyn Avenue, as well as the addition of a buffer area between the bicycle lane and the vehicle lane on South Bernardo Avenue.
15	3.3.2.1	4	New bicycle lanes would be added to the east and west sides of South Bernardo Avenue from Ayala Drive to East~~/West~~ Evelyn Avenue in Mountain View. In addition, green colored paint would be added in marked bicycle lanes and in extensions of bicycle lanes through intersections and other potential traffic conflict areas (refer to Figure 3.3-5). These locations include

Page	Section	Paragraph	Edit or Clarification
			eastbound, westbound and northbound approaches to the East Evelyn Avenue/South Bernardo Avenue intersection.
	3.3.2.1	5	Two options are shown to demonstrate bike lane improvements are feasible whether parking is retained or removed within the City of Sunnyvale city limits.
	3.3.3	1	The residential building would be setback 15 feet from East Evelyn Avenue and South Bernardo Avenue, 15 feet from the property line to the west, ~~and~~ east, and north (adjacent to the existing gas station), and 51 feet from the property line to the south.
	3.3.4	2	New trees will be planted on site along the street frontages, at the site's perimeter, and elsewhere on site at a ratio of at least two planted for every Heritage tree removed, and in conformance with the City of Mountain View's requirements.
17	3.3.6	2	Excavation and grading would be required to construct the below-grade parking garage and clear~~level~~ the site which would require removing approximately 24,500 cubic yards of soil from the site.
	3.3.7	2	The residential building is planned to be designed to a LEED Gold certified level~~building~~. In order to conserve water, the project proposes a high efficiency irrigation system, limited turf use, drought resistant plants, landscaped courtyards, roof drainage collection system via down spouts, and efficient showerheads, kitchen faucets, and toilets.
	3.3.7	3	The development would provide a bike storage room ~~center~~ with a parts depot, washing station, and long-term bicycle storage.
20	3.3.9	2	Permits (including, but not limited to, an encroachment permit) from the City of Sunnyvale would be required for the proposed modifications to bicycle lanes and roadway improvements on portions of East Evelyn Avenue and South Bernardo Avenue.
26	4.1.1.1	1	Further west on Evelyn Avenue are vacant commercial/industrial buildings and a multi-family residential rowhouse community, Mondrian.

Page	Section	Paragraph	Edit or Clarification
49	4.4.3.1	3	The project would remove 42 ~~41~~ trees from the project site, including six Heritage trees.
50	4.4.3.2	1	Based on the project site plans, six Heritage trees and 36 ~~35~~ non-heritage trees would be removed to facilitate the proposed redevelopment of the site. Based on the latest site plan, four ~~five trees, including~~ Heritage trees would be preserved onsite.
63	4.7.3.1	4	The residential building is proposed to be designed to a LEED Gold level~~certified building~~.
69	4.8.2.1	1	The dry cleaning business was likely a retail drop-off facility and dry cleaning was completed off-site.
72	4.8.3.1	1	The dry cleaning business which was in operation at the one-story commercial building in 1979, for two years or less, was likely a retail drop-off facility.
84	4.10.1.2	2	The Sylvan Dale Area Precise Plan (which was adopted in 1974 ~~1971~~), however, focuses primarily on infrastructure-related improvements and circulation/roadway networks in the area.
87	4.10.3.1	12	Additionally, the project would aide in the city meeting its allocation of housing for very-low and low income affordability levels.
	4.10.3.1	13	The decision-making body may determine ~~that~~ the proposed project is or is not consistent with these land use policies and regulations despite any conclusion regarding conflicts with land use and planning described in the CEQA document.
112	4.14.2.4	2	~~,~~ Thus, the project would have a less than significant impact on parks due to approved regulations.
126	4.16.2.5	2	The project would improve the existing pedestrian facilities by replacing and widening the sidewalks adjacent to the project site.
	4.16.2.5	4	The site would be well served by bicycle facilities, including existing and proposed bicycle lanes on East ~~/West~~ Evelyn Avenue and South Bernardo Avenue, as described below.
127	4.16.2.5	5	New bicycle lanes would be added to the east and west sides of South Bernardo Avenue from Ayala Drive to East ~~/West~~ Evelyn Avenue in Mountain View. In addition, green colored paint

Page	Section	Paragraph	Edit or Clarification
	4.16.2.5	6	would be added in marked bicycle lanes and in extensions of bicycle lanes through intersections and other potential traffic conflict areas (refer to Figure 3.3-5). These locations include eastbound, westbound and northbound approaches to the East Evelyn Avenue/South Bernardo Avenue intersection. For the northbound bicycle lane on South Bernardo Avenue, one of two options for vehicular parking would be implemented along with the proposed bicycle improvements depending on the City of Sunnyvale's preference for street parking.
149	7.0	Title	**SECTION 7.0 ~~DRAFT~~ FINAL MITIGATED NEGATIVE DECLARATION** CITY OF MOUNTAIN VIEW CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ~~DRAFT~~ FINAL MITIGATED NEGATIVE DECLARATION
149	I., D	1, 2	**D. ~~EXISTING~~ GENERAL PLAN DESIGNATION AND ZONING** Existing General Plan: *General Industrial* Existing Zoning District: *P(30): Sylvan - Dale Precise Plan* Proposed General Plan Land Use Designation: *High-Density Residential (36 to 80 du/ac)* Proposed Zoning District: *R4 (High Density Residential)*
149-150	I., E	1	Following demolition, a four ~~three and~~ story residential building would be constructed on the L-shaped, 1.93-acre parcel. The building would include 116 residential apartment units, with ~~seven~~ 11 studio units, 45 ~~39~~one-bedroom units, 45 ~~38~~ two-bedroom units, and ~~32~~15 three-bedroom units. Two of the 45 ~~38~~ two-bedroom units would be for on-site managers and 114 of the 116 units would be affordable rental units for qualifying very-low and low income households.
150	I., E	2	The project will require a General Plan Map amendment to *High-Density Residential (36 to 80 du/ac)*, a rezoning to *R4 (High Density Residential)*, and removal of the site from the *P(30): Sylvan - Dale Area Plan* zoning district.

Page	Section	Paragraph	Edit or Clarification
150	II.	1	~~**MM AQ-1.1:** The following mitigation measures shall be implemented during all phases of construction on the project site to prevent visible dust emissions from leaving the site:~~ ~~• 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 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 measure Title 13, Section 2485 of California Code of Regulations [CCR]). 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 visible emissions evaluator.~~ ~~• Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.~~
150	II.	2	**MM AQ-1.1<u>2</u>~~2~~:** The project shall develop and implement a plan to select construction equipment to minimize emissions such that DPM emissions are reduced by at least 70 percent. This may require:
153	IV.	Signature Block	<u>Randal Tsuda, Community Development Director</u> ~~Name/Title~~

COPY OF THE COMMENT LETTER RECEIVED ON THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

SANTA CLARA
Valley Transportation Authority

January 21, 2016

City of Mountain View
Community Development Department
500 Castro Street
Mountain View, CA 94039

Attention: Lindsay Hagan

Subject: 779 E. Evelyn Avenue Family Housing

Dear Ms. Hagan:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for 116 residential units at 779 East Evelyn Avenue. We have the following comments.

Pedestrian and Bicycle Accommodations

VTA commends the project sponsor for including project features to encourage walking and bicycling, such as widening the sidewalks surrounding the site from 6 feet to 10 feet, providing indoor bicycle parking and providing new bicycle lanes on South Bernardo Avenue in accordance with the City's adopted Bicycle Transportation Plan Update (Initial Study, p. 126-127).

The Site Plan (Initial Study, Figure 3.3-1) shows that street trees would be provided between pedestrians and automobiles along the project's East Evelyn Street frontage, but the frontage along South Bernardo Avenue appears to include a landscaped buffer with no street trees. VTA encourages the City to work with the applicant to include street trees between pedestrians and automobiles along both frontages. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice and Brian Brandert, Caltrans MV1601

CITY OF MOUNTAIN VIEW

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Description: The proposed project would demolish the two commercial and office buildings, parking lots, landscaping, trees, and driveways on the site. Following demolition, a four-story residential building would be constructed on the L-shaped, 1.93-acre parcel (Assessor's Parcel Number 161-15-006). The building would include 116 residential apartment units, with 11 studio units, 45 one-bedroom units, 45 two-bedroom units, and 15 three-bedroom units. Two of the 38 two-bedroom units would be for on-site managers and 114 of the 116 units would be affordable rental units for qualifying very-low and low income households. The residential building would have a variable roofline with a maximum height of 60 feet. The project also proposes a new center turn-lane for vehicles and bike lane improvements on South Bernardo Avenue (east and west sides) and bike lane improvements on East Evelyn Avenue (north and south sides).

The project site is currently designated General Industrial in the City's 2030 General Plan and is located within the *P(30): Sylvan - Dale Area Precise Plan* zoning district. The project applicant proposes a General Plan Map Amendment to *High-Density Residential (36 to 80 du/ac)* and a rezoning to *R4 (High Density Residential)* to allow for the proposed residential development.

Project Location: The project site is located at 779 East Evelyn Avenue in eastern Mountain View. The site is bordered by East Evelyn Avenue and the UPRR train tracks to the north, a gasoline station and South Bernardo Avenue to the east, multi-family residential uses to the south, and a public storage facility to the east of the site.

Initial Study/Environmental Assessment: An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and adoption of a Mitigated Negative Declaration will be recommended to the City Council. The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **December 22, 2015** to **January 21, 2016** at **5:00 p.m**.

Public Hearing: The dates for the required Environmental Planning Commission and City Council public hearings have not been set. Notices announcing the dates and times of these public hearings will be published separately.

Information: All information regarding the proposed project, the Initial Study, Draft Mitigated Negative Declaration, and all documents referenced in the environmental analysis are available for review in the City of Mountain View's Community Development Department, 500 Castro Street, First Floor, Mountain View, CA, 94041. Written comments regarding the project may be sent to Lindsay Hagan, Associate Planner, at the mailing address listed above or via email at Lindsay.Hagan@mountainview.gov.

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

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SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Mountain View. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed 779 East Evelyn Avenue Family Housing Project.

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

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

779 East Evelyn Avenue Family Housing Project
City Project File Number: 101-15-R

2.2 PROJECT LOCATION

The L-shaped, 1.93-acre parcel (APN 161-15-006) is located at 779 East Evelyn Avenue and South Bernardo Avenue in eastern Mountain View, at the city limit border of the City of Sunnyvale. Regional and vicinity maps of the site are shown on Figures 2.2-1 and 2.2-2, and an aerial photograph of the project site and surrounding area is shown on Figure 2.2-3.

The project site is currently developed with a one-story commercial building and a two-story office building. Surrounding uses include multi-family residential uses, a public storage facility, a gas station, and the UPRR/Caltrain railroad tracks north of Evelyn Avenue.

2.3 LEAD AGENCY CONTACT

Lindsay Hagan, Associate Planner
Community Development Department
City of Mountain View
500 Castro Street
P.O. Box 7540
Mountain View, CA 94039-7540
(650) 903-6306

2.4 PROJECT APPLICANT

Rob Wilkins
ROEM Development Corporation
1650 Lafayette Street
Santa Clara, CA 95050

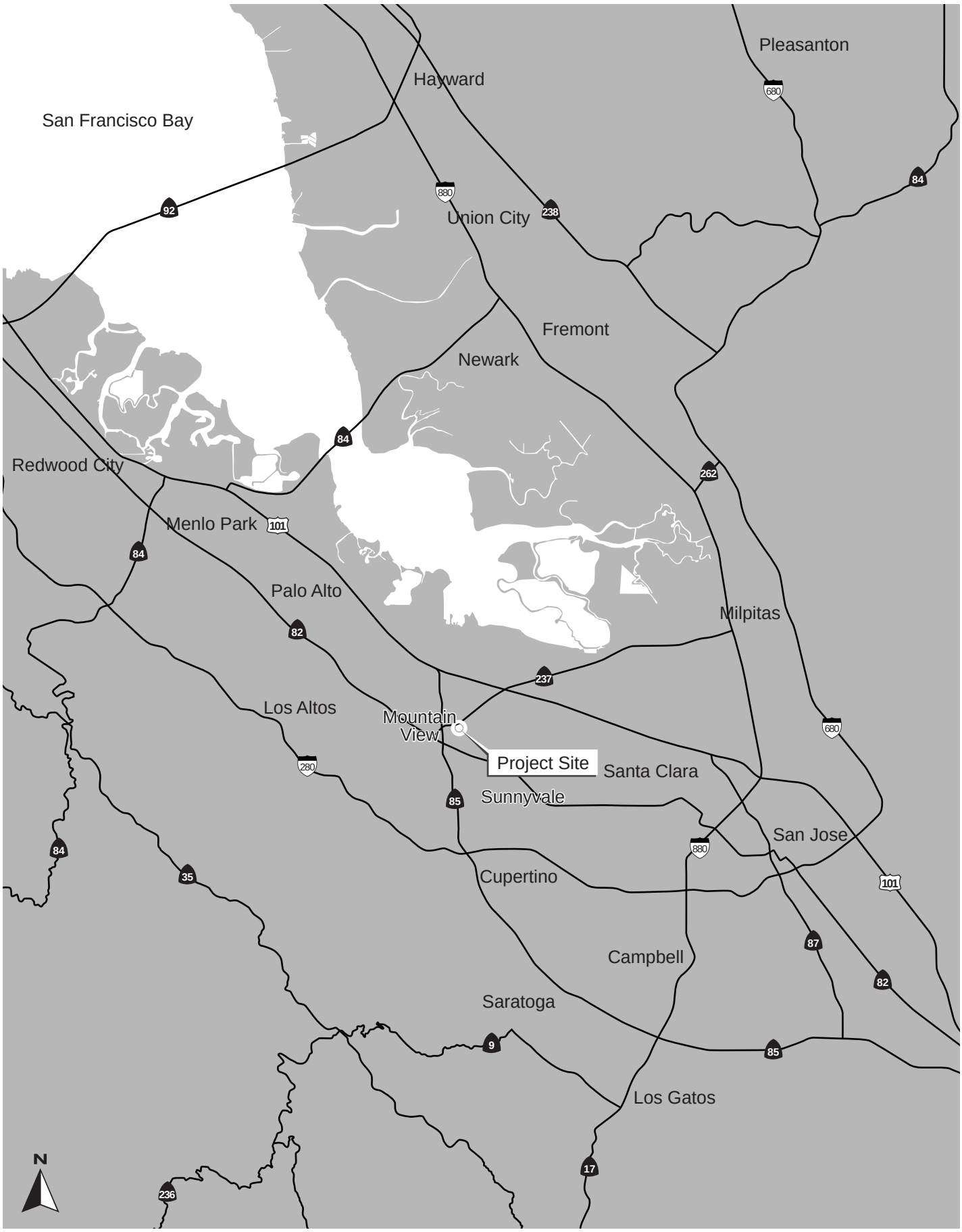
2.5 ASSESSOR'S PARCEL NUMBER

161-15-006

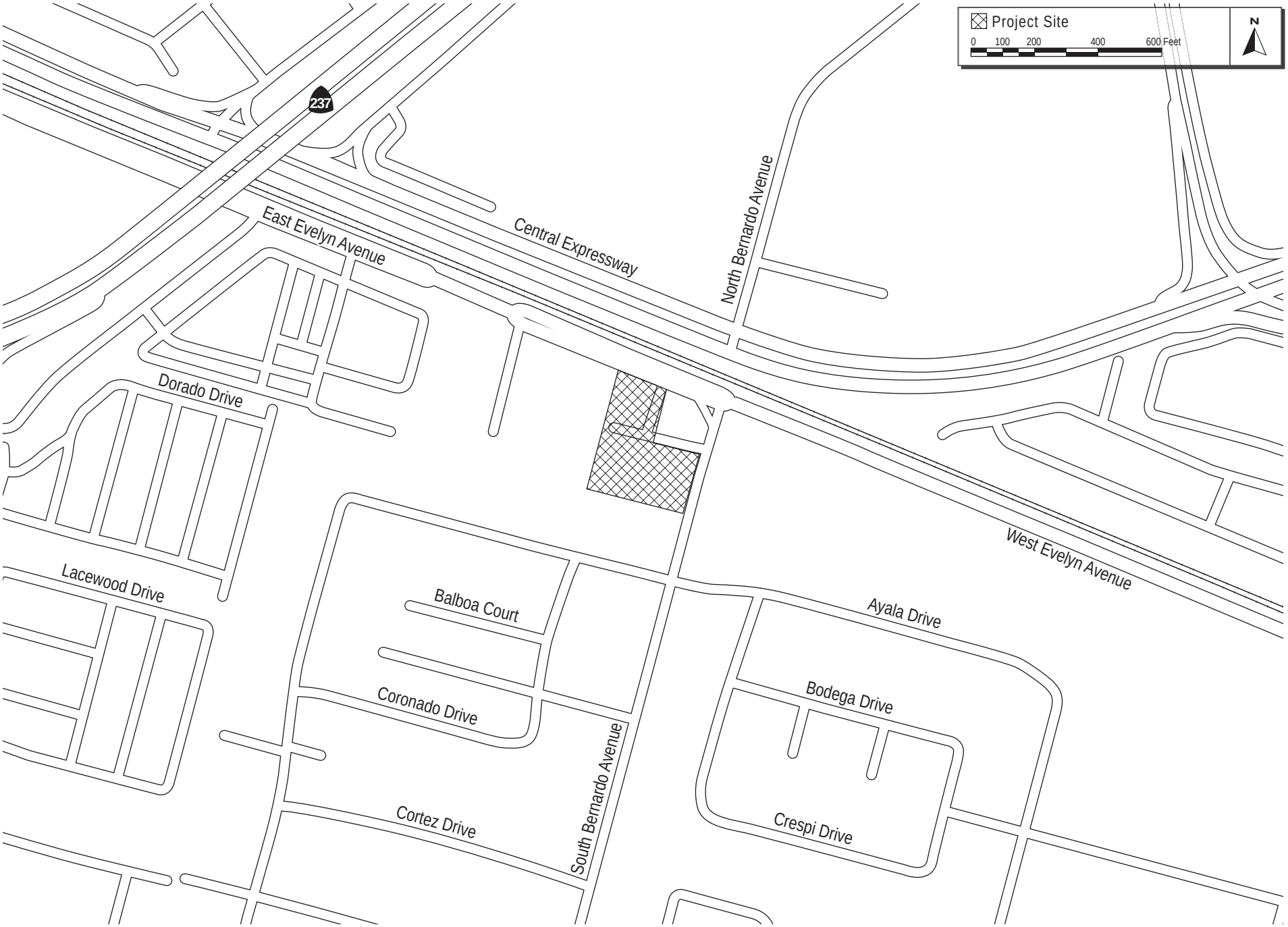
2.6 GENERAL PLAN LAND USE DESIGNATION AND ZONING DISTRICT

Existing General Plan Land Use Designation: *General Industrial*
Existing Zoning District: *P(30) Sylvan - Dale Precise Plan*

Proposed General Plan Land Use Designation: *High-Density Residential (36 to 80 du/ac)*
Proposed Zoning District: *R4 (High Density Residential)*

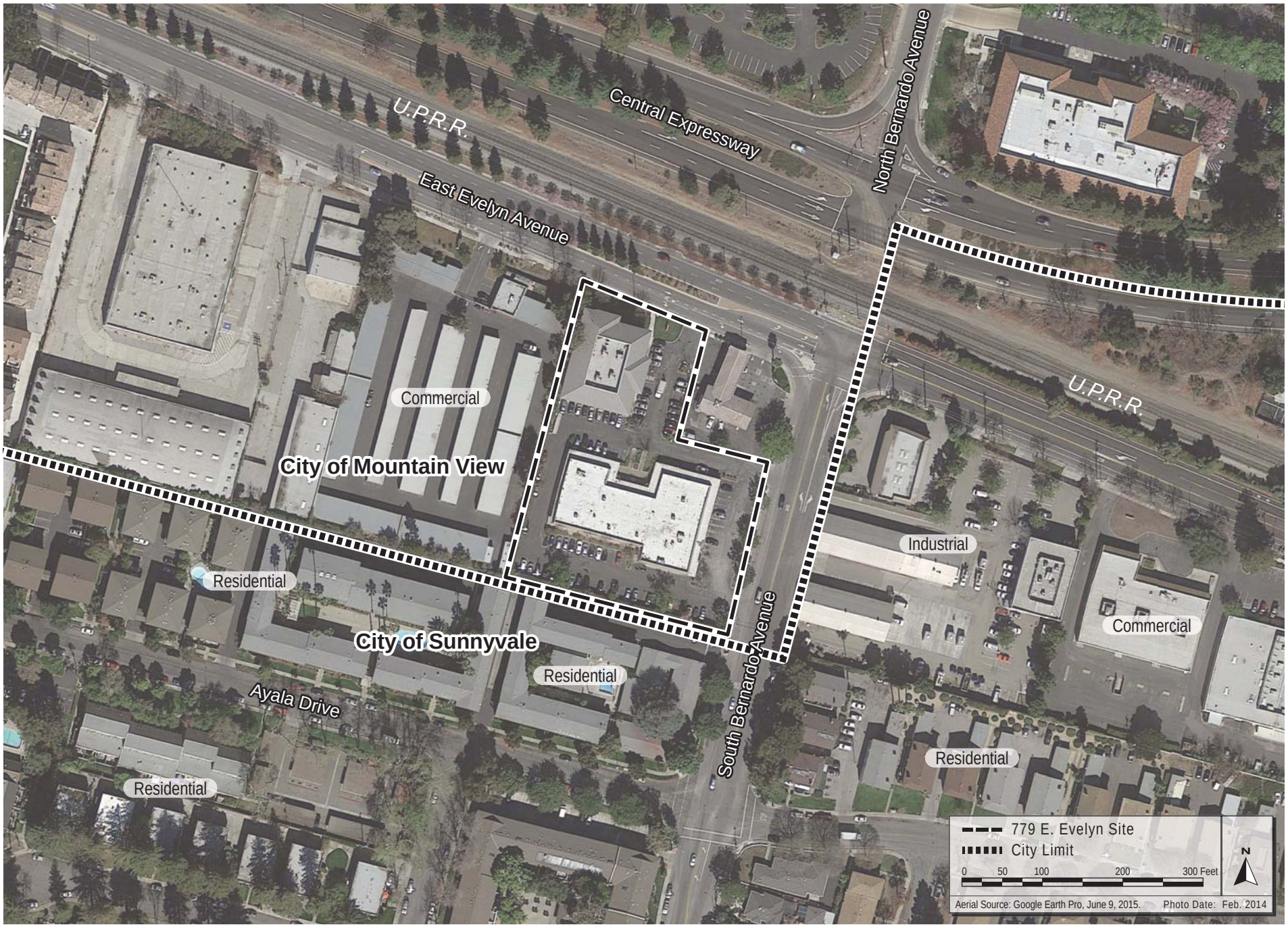


REGIONAL MAP FIGURE 2.2-1



VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The L-shaped, 1.93-acre parcel (APN 161-15-006) is located at 779 East Evelyn Avenue and South Bernardo Avenue in eastern Mountain View.

Surrounding uses include multi-family residential uses, a public storage facility, a gas station and the UPRR/Caltrain railroad tracks north of East Evelyn Avenue. Regional and vicinity maps of the site are shown on Figures 2.2-1 and 2.2-2, and an aerial photograph of the project site and surrounding area is shown on Figure 2.2-3.

3.2 EXISTING SITE CONDITIONS

The project site is currently developed with two buildings, paved surfaces and landscaping around the perimeter of the buildings and property. The building at the southern portion of the site, fronting South Bernardo Avenue, is a one-story 29,600 square foot commercial building which has vacant offices and is occupied by a convenience store. The building at the northern end of the site fronting East Evelyn Avenue is an occupied two-story 14,800 square foot office building. There is vehicular access to the site from a driveway on East Evelyn Avenue and two driveways on South Bernardo Avenue.

Landscaping on the site includes small lawn areas, shrubs, and 46 trees, 10 of which are Heritage Trees. All landscaping, including trees, are primarily located along the perimeter of the site.

3.3 SITE REDEVELOPMENT

3.3.1 Residential Buildings

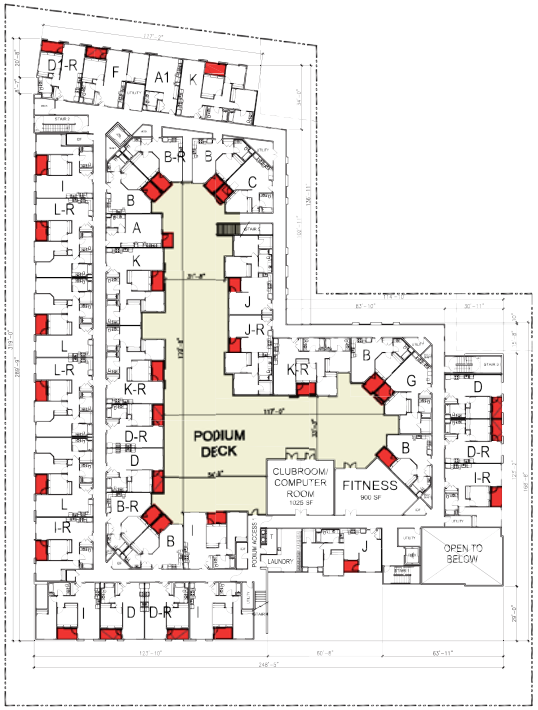
The proposed project would demolish the two commercial and office buildings, parking lots, landscaping, trees, and driveways on the site. Following demolition, a four-story residential building would be constructed on the L-shaped, 1.93-acre parcel. The building would include 116 residential apartment units, with 11 studio units, 45 one-bedroom units, 45 two-bedroom units, and 15 three-bedroom units. Two of the 45 two-bedroom units would be for on-site managers and 114 of the 116 units would be affordable rental units for qualifying very-low and low income households (refer to Figures 3.3-1 and 3.3-2 for the Site Plan and Residential Floor Plans).[1]

The residential building would have a variable roofline with a maximum height of 60 feet (refer to Figure 3.3-3 for building elevations).

[1] As defined by the City of Mountain View, very low income households have an annual income between 30 and 50 percent of the Area Median Income (AMI) and low income households earn between 51 and 80 percent AMI. Low income is an annual income up to 60% AMI, which is the maximum income for the proposed project. Based on 2015 United States Department of Housing and Urban Development (HUD) income limits, 50 percent AMI for a four person household is an annual income of $53,150 and 60 percent AMI is an annual income of $63,780.

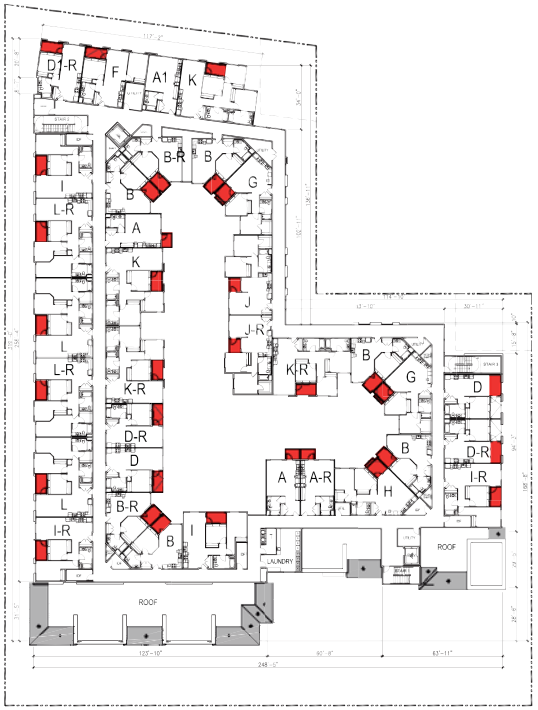
PROPOSED SITE PLAN

FIGURE 3.3-1



SECOND FLOOR - PODIUM PLAN

THIRD FLOOR PLAN



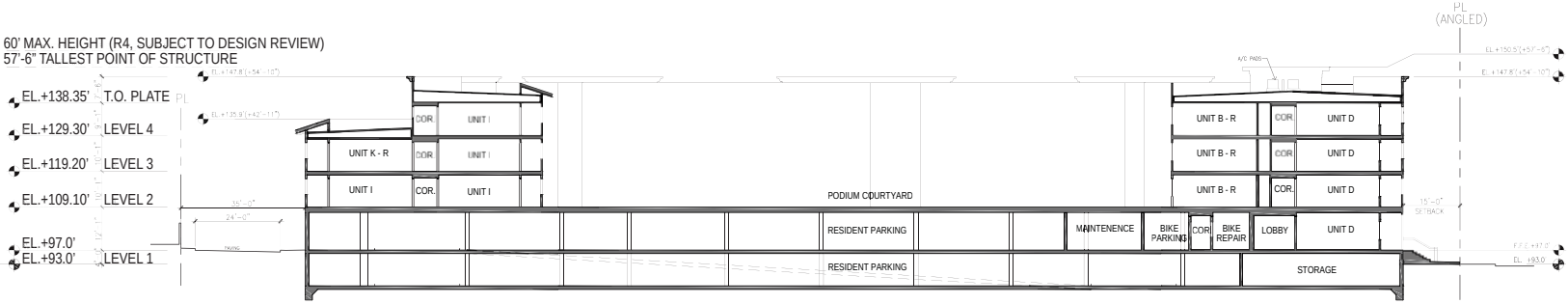
FOURTH FLOOR PLAN

A1	Studio
B,C,D,D1	1 Bedroom
F,G,H,I,J	2 Bedroom
K,L	3 Bedroom

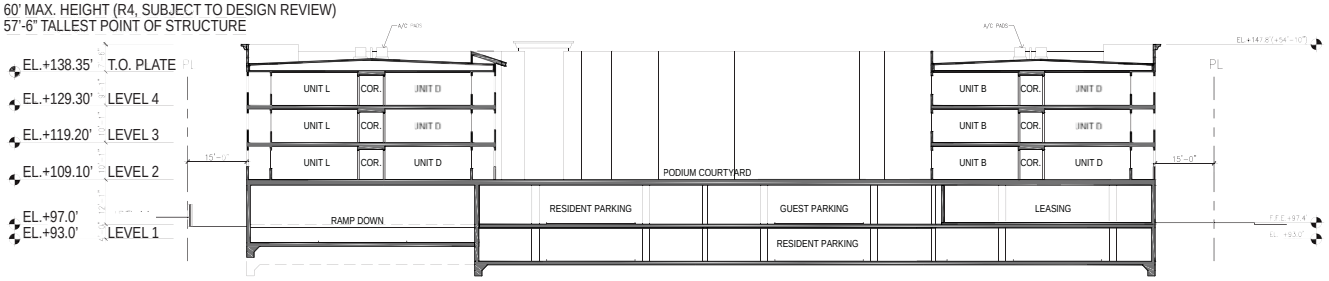
0' 20' 40' 60'

PROPOSED RESIDENTIAL FLOOR PLANS

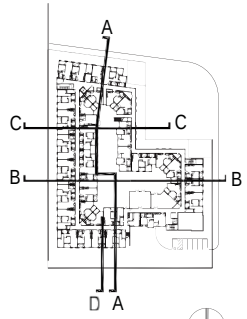
FIGURE 3.3-2



SITE SECTION A-A



SITE SECTION B-B



KEY PLAN
N.T.S.

NORTH

0 16 32 48 Feet

PROPOSED BUILDING CROSS-SECTIONS

FIGURE 3.3-3

The project proposes both indoor and outdoor common areas for residents. Outdoor amenities include an interior courtyard on a podium deck surrounded by the residential building, a surface parking lot located on the south side of the project site, as well as seating and landscaped areas along the street frontages of the building. The interior courtyard would include a play structure, barbeque stations and dining areas, seating areas, and landscaping. The indoor amenities consist of a community/computer room, lounge area, common kitchen, fitness room, laundry rooms, and storage closets for each unit. The project also includes a bike storage room with a parts depot, washing station, and long-term bicycle storage.

3.3.2 Access, Circulation and Parking

Vehicle access to an on-site parking garage would be provided via South Bernardo Avenue (refer to Figure 3.3-4). Entrance and exit lanes would be clearly marked to assist drivers when entering and exiting the garage. Pedestrian access to the residential building would be provided from one public entrance off East Evelyn Avenue and two public entrances off South Bernardo Avenue. All residential units are accessible from the building interior only, except three residential units with direct access from East Evelyn Avenue.

The apartments would be constructed over a two level parking garage (one-level of parking would be at grade and one-level of parking would be below grade). The project would include 218 total parking spaces with 184 parking spaces designated for residents and 34 spaces for guests and visitors.

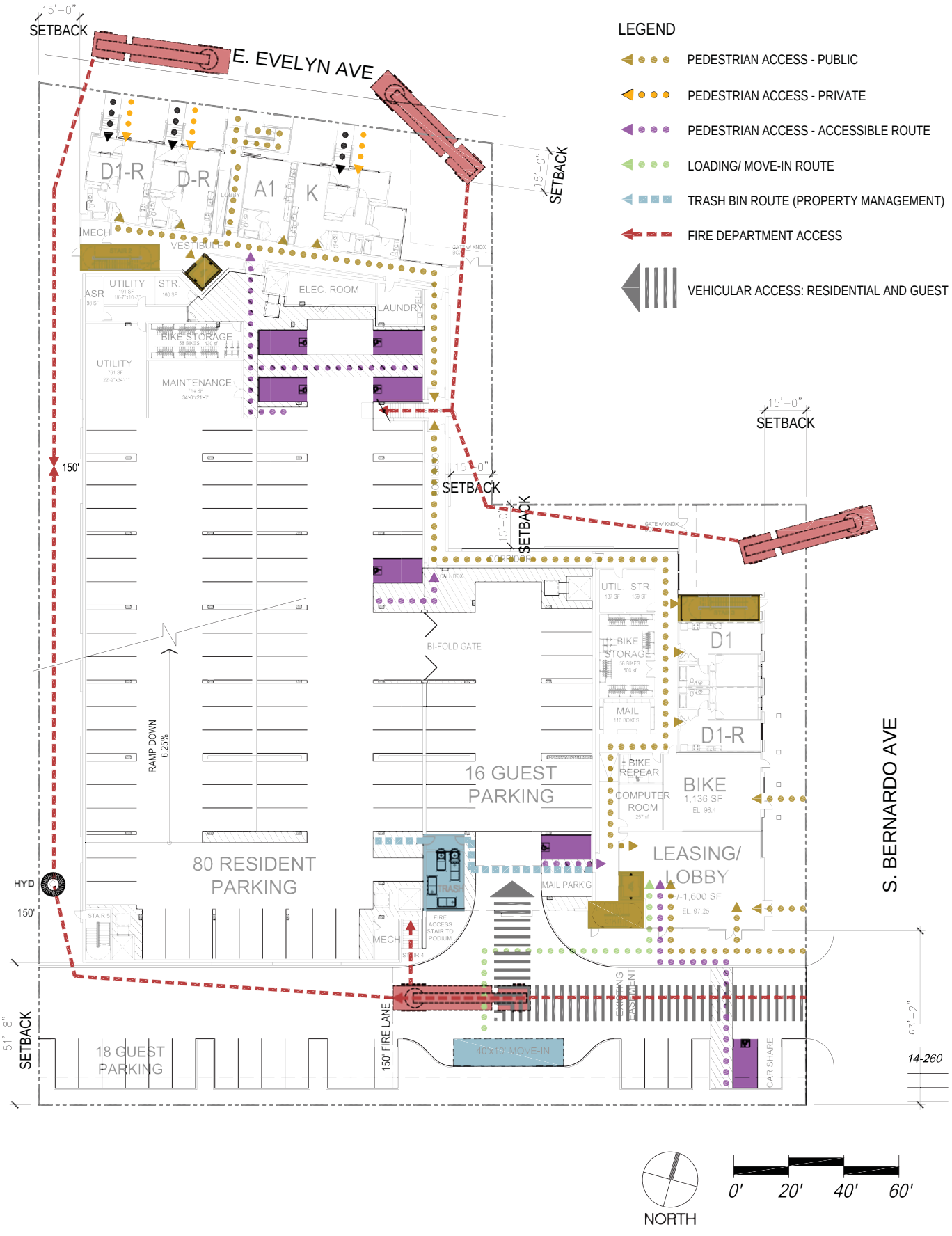
3.3.2.1 *Bicycle Access and Lane Improvements*

To accommodate both left turns out of the project driveway onto northbound Bernardo Avenue and left turns from northbound Bernardo Avenue into the project driveway, the project incorporates a center turn lane for both turning movements. Because South Bernardo Avenue is approximately 65 feet wide adjacent to the project site, there is sufficient roadway width to accommodate such a lane. The center turn lane is proposed to be provided between the existing northbound left-turn lane at Evelyn Avenue and the existing southbound left-turn lane at Ayala Drive. A conceptual drawing of the recommended center turn lane is shown in Figure 3.3-5.

The project also includes bicycle lane improvements on segments of East Evelyn Avenue and South Bernardo Avenue (on both sides of the streets) in the immediate vicinity to the project site in conformance with existing and planned bicycle facilities in the area.

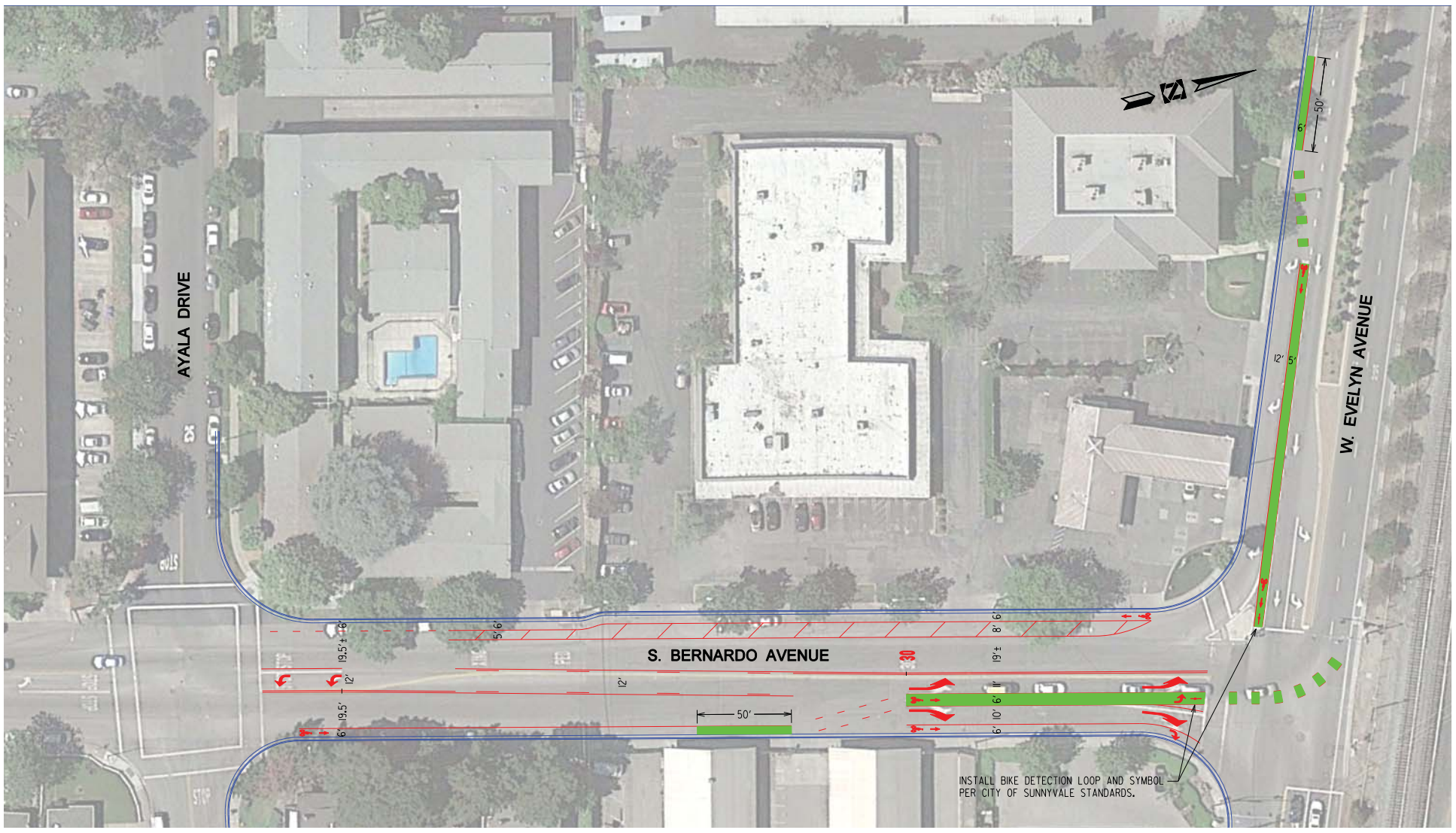
The proposed center turn lane and bicycle lane improvements would be in Mountain View and Sunnyvale city limits, with the majority of the bicycle lane improvements in the City of Mountain View.[2] One of the two options shown on Figure 3.3-5 would be implemented in coordination with both the City of Mountain View and City of Sunnyvale.

[22] The bicycle lane improvements within the City of Mountain View could be implemented independently of the improvements identified within the City of Sunnyvale. The intent is to implement the improvements at the same or similar time, in a coordinated manner.

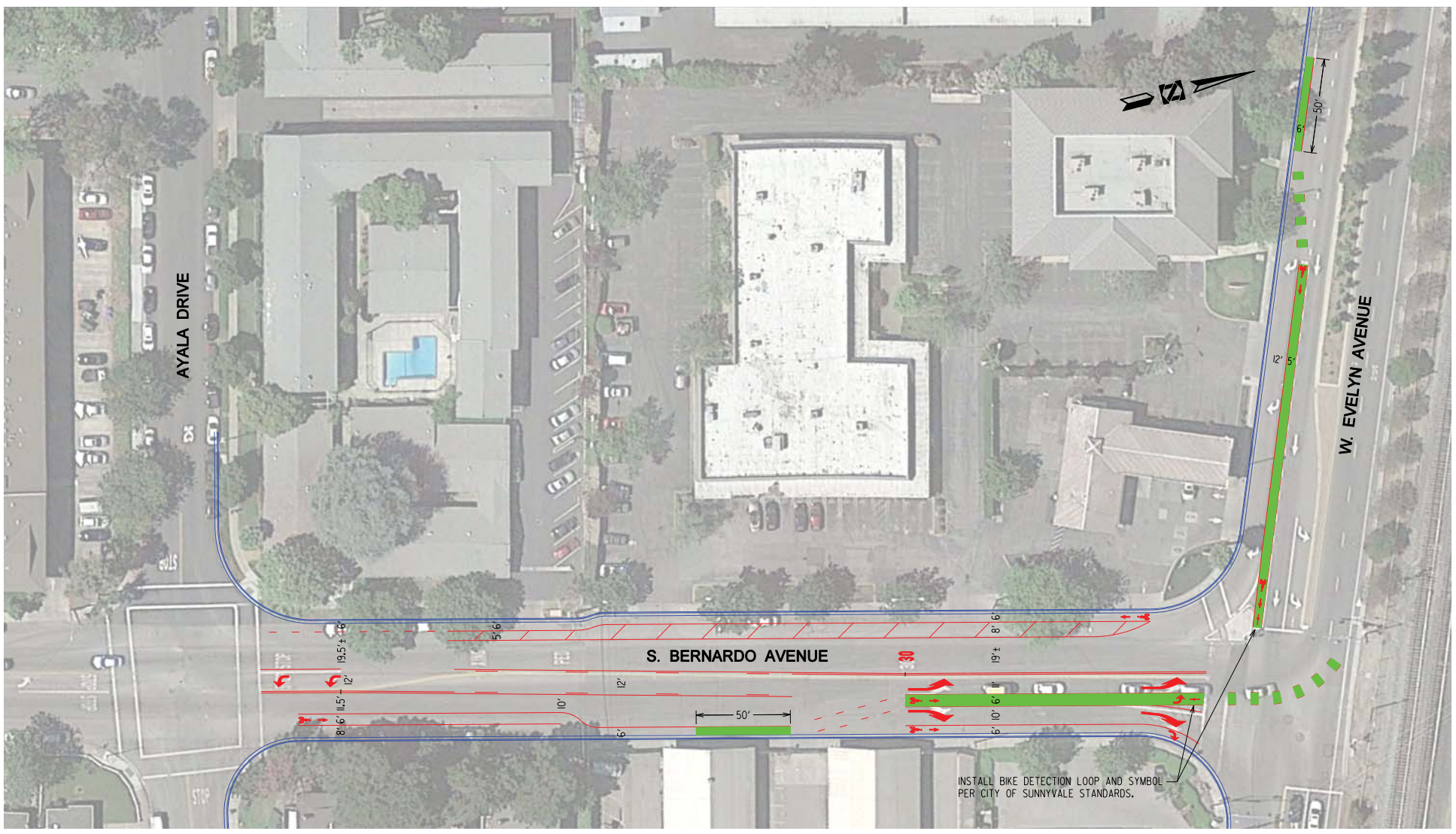


PROPOSED CIRCULATION PLAN

FIGURE 3.3-4



Option 1 – No On-street Parking



Option 2 – With On-street Parking

Bicycle Lane with Added Green-Striping

PROPOSED BICYCLE LANE IMPROVEMENTS: CONCEPTUAL STRIPING PLAN FIGURE 3.3-5

New bicycle lanes would be added to the east and west sides of South Bernardo Avenue from Ayala Drive to East Evelyn Avenue in Mountain View. In addition, green colored paint would be added in marked bicycle lanes and in extensions of bicycle lanes through intersections and other potential traffic conflict areas (refer to Figure 3.3-5). These locations include eastbound, westbound and northbound approaches to the East Evelyn Avenue/South Bernardo Avenue intersection. Bicycle detection loops would also be installed at three locations within the intersection.

There are two options for vehicular parking, one of which could be implemented along with the proposed bicycle improvements. Two options are shown to demonstrate bike lane improvements are feasible whether parking is retained or removed within the City of Sunnyvale city limits. The first option would establish a no parking zone on both sides of the street, along the entire block of South Bernardo Avenue between Ayala Drive and East Evelyn Avenue. A second option would retain on-street parking on South Bernardo Avenue from the mid-block to Ayala Drive. No street parking is proposed on either side of the street on South Bernardo from the mid-block to Evelyn Avenue.

3.3.3 Property Line Setbacks

The residential building would be setback 15 feet from East Evelyn Avenue and South Bernardo Avenue, 15 feet from the property line to the west, east, and north (adjacent to the existing gas station), and 51 feet from the property line to the south.

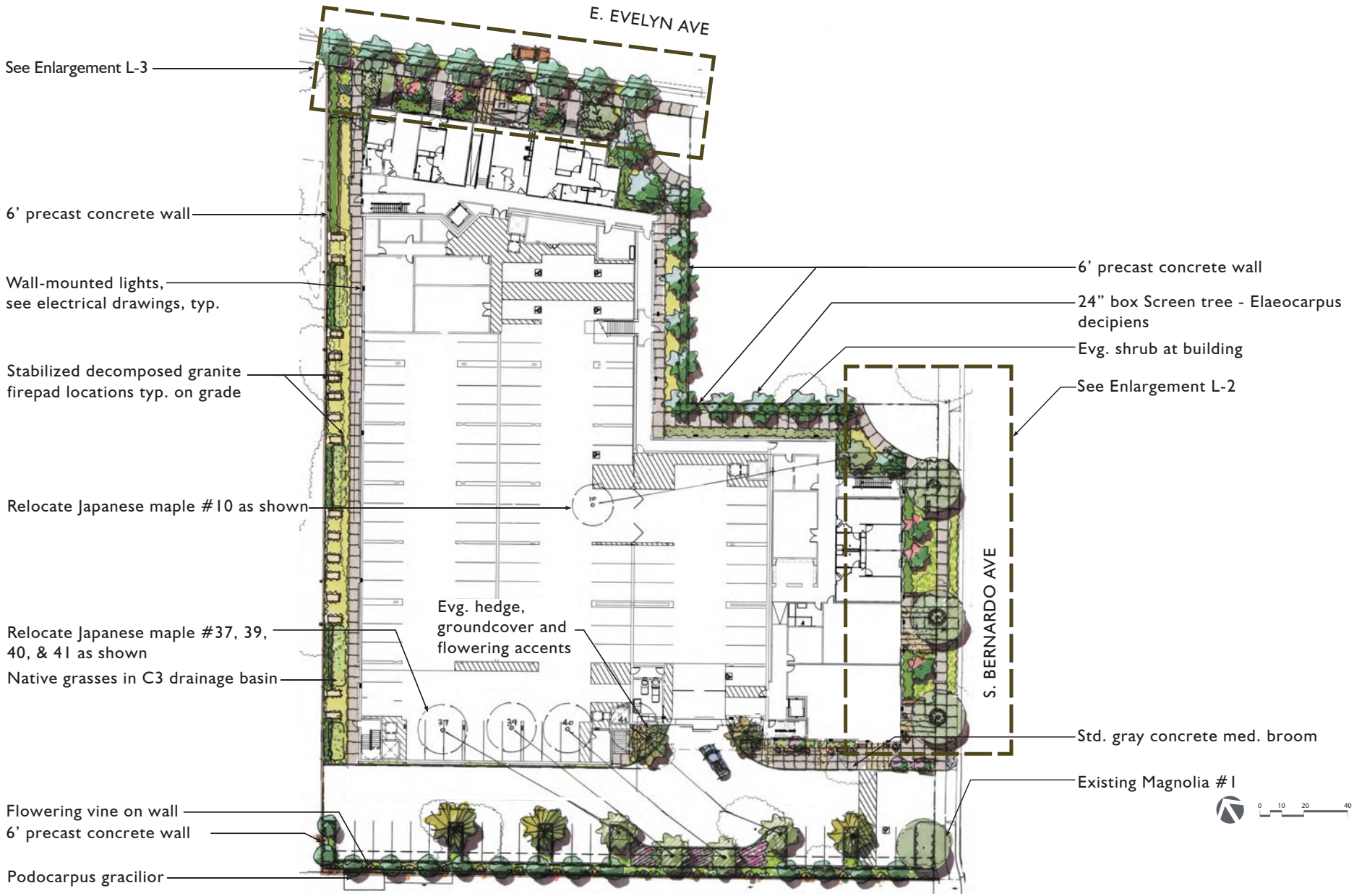
3.3.4 Landscaping and Trees

There are a total of 46 trees on the project site, 10 of which are considered Heritage trees in the City of Mountain View, as defined in the City of Mountain View Municipal Code (Chapter 32, Article 2). Four Heritage trees will be preserved onsite. Trees to be preserved will be protected during construction with construction fencing and equipment setbacks through implementation of a tree protection plan. All other trees are proposed to be removed to accommodate construction of the project.

New trees will be planted on site along the street frontages, at the site's perimeter, and elsewhere on site at a ratio of at least two planted for every Heritage tree removed, and in conformance with the City of Mountain View's requirements. The project's ground-level landscape plan is shown on Figure 3.3-6. Landscaping (e.g., small trees in raised planters) is also proposed to be located in the common outdoor area on the second floor.

3.3.5 Stormwater Drainage and Utilities

Drainage basins would be constructed around the perimeter of the site within landscaped areas. The basins would be sized so that there is no increase in stormwater flow compared to existing conditions. The project proposes to increase impervious surfaces on the site from approximately 85 to 88 percent.



PROPOSED LANDSCAPE PLAN

FIGURE 3.3-6

The site is located in an urban area and is currently served by municipal utility systems. Utility infrastructure required for the project would include new or upgraded water, sanitary, sewer, storm drain, electrical, and telecommunication connections. These improvements would be installed within the project site and would connect to existing utilities on site or in the right-of-way along South Bernardo and East Evelyn Avenues.

3.3.6 Construction, Demolition and Grading

The two existing buildings on the site, as well as other improvements such as pavement and landscaping, would be demolished prior to the start of project construction. Construction of the project is anticipated to occur over a 14-month period and would include both on-and off-site construction activities.

Excavation and grading would be required to construct the below-grade parking garage and clear the site which would require removing approximately 24,500 cubic yards of soil from the site.

3.3.7 Green Building and Emissions Reduction Features

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Residential Mandatory Measures of the 2013 California Green Building Code (CALGreen), and a score of at least 70 points using the multifamily Green Point Rated checklist established by Build-It-Green, or an equivalent LEED™ alternative.

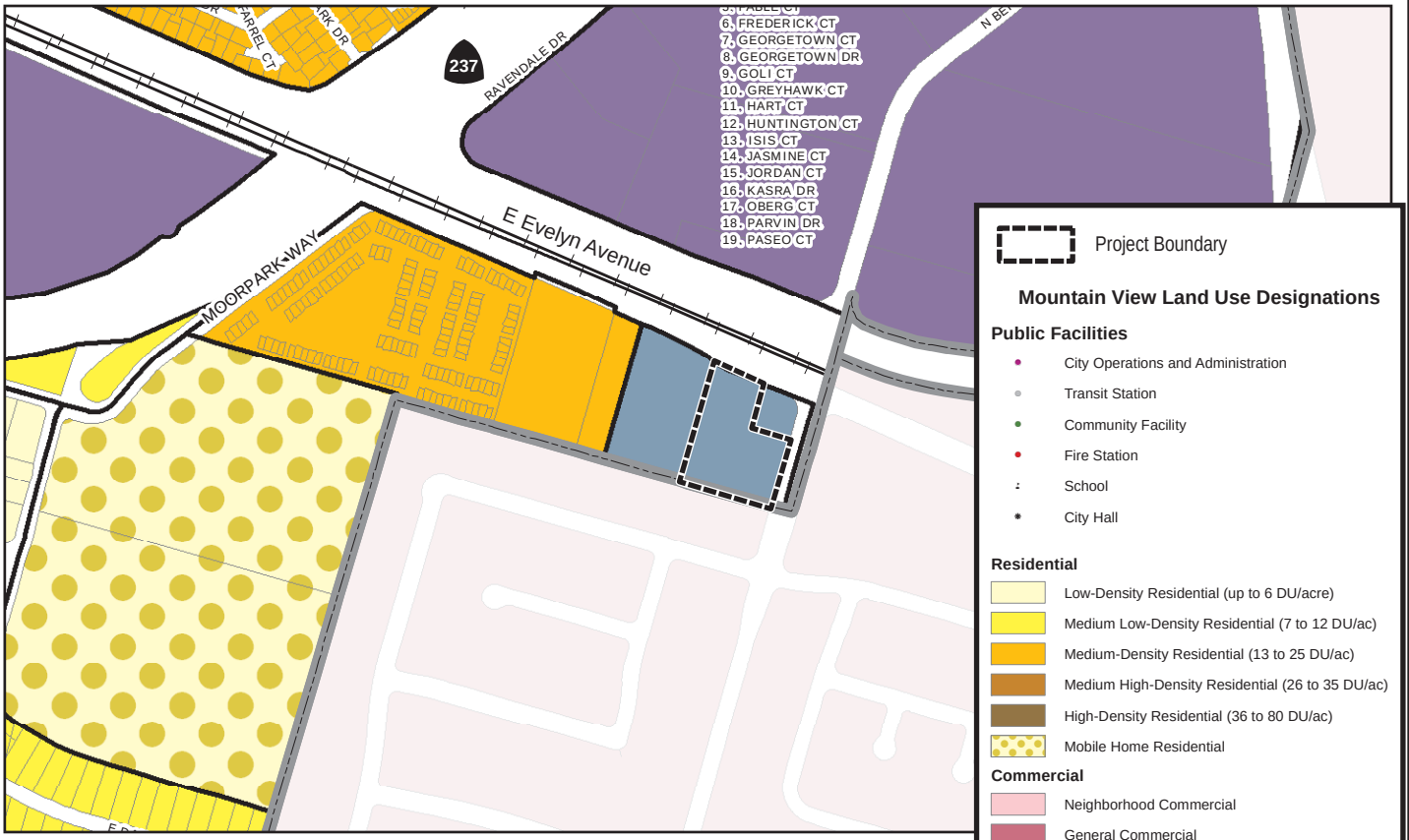
The residential building is planned to be designed to a LEED Gold certified level. In order to conserve water, the project proposes a high efficiency irrigation system, limited turf use, drought resistant plants, landscaped courtyards, roof drainage collection system via down spouts, and efficient showerheads, kitchen faucets, and toilets. Energy efficiency design components would include upgraded insulation in exterior walls and roofs, Energy Star appliances, insulated windows, and high efficiency heating and cooling equipment.

The development would provide a bike storage room with a parts depot, washing station, and long-term bicycle storage. The project will provide bicycle parking for 128 bicycles on-site.

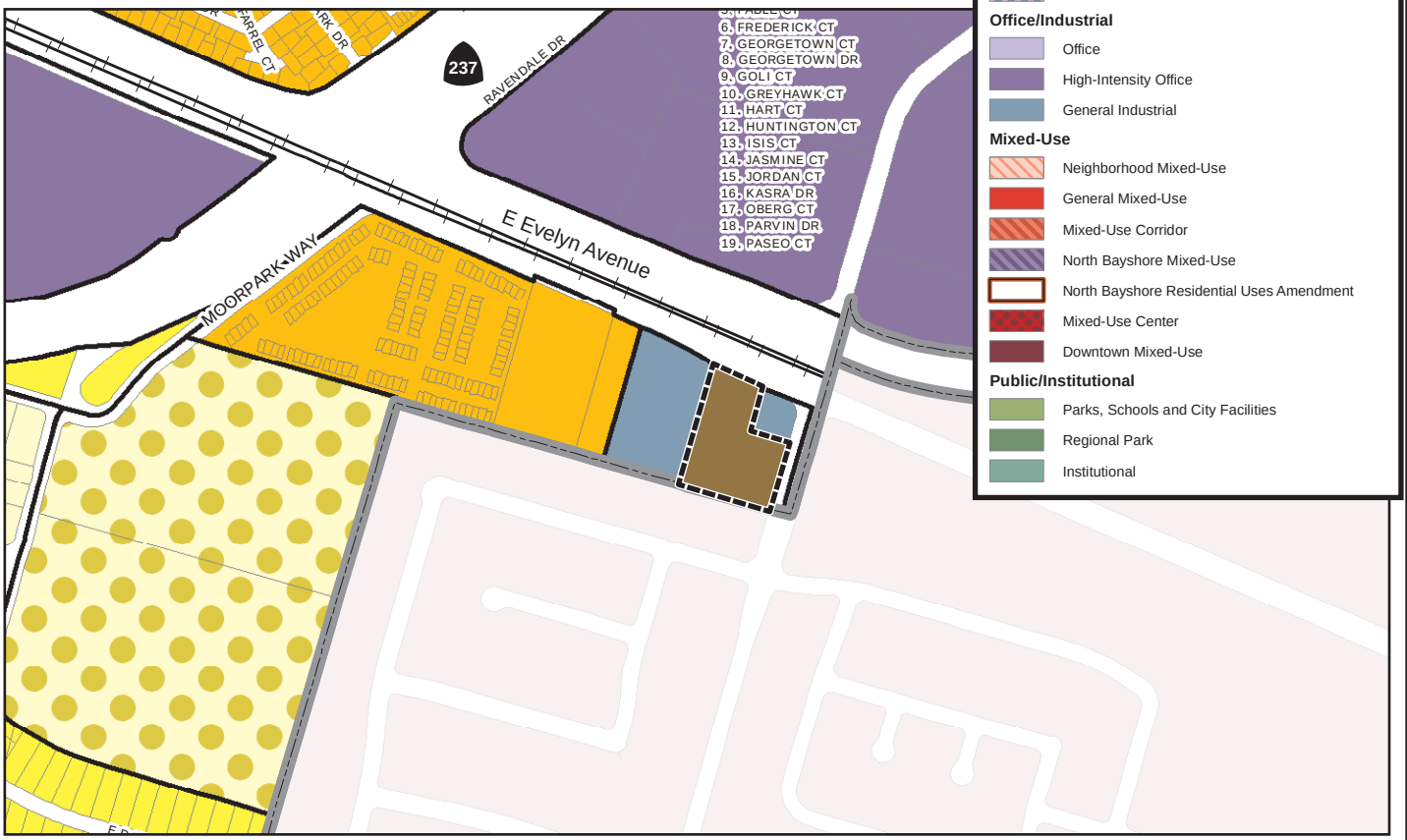
3.3.8 General Plan Amendment and Rezoning

The project site is currently designated *General Industrial* in the City's 2030 General Plan. The project would require a General Plan Map amendment to *High-Density Residential (36 to 80 du/ac)* (refer to Figure 3.3-7).

The project site is currently located within the *P(30): Sylvan - Dale Area Precise Plan* zoning district. The project would require a rezoning to *R4 (High Density Residential)*, and removal of the site from the *P(30): Sylvan - Dale Area Precise Plan* (refer to Figure 3.3-8).

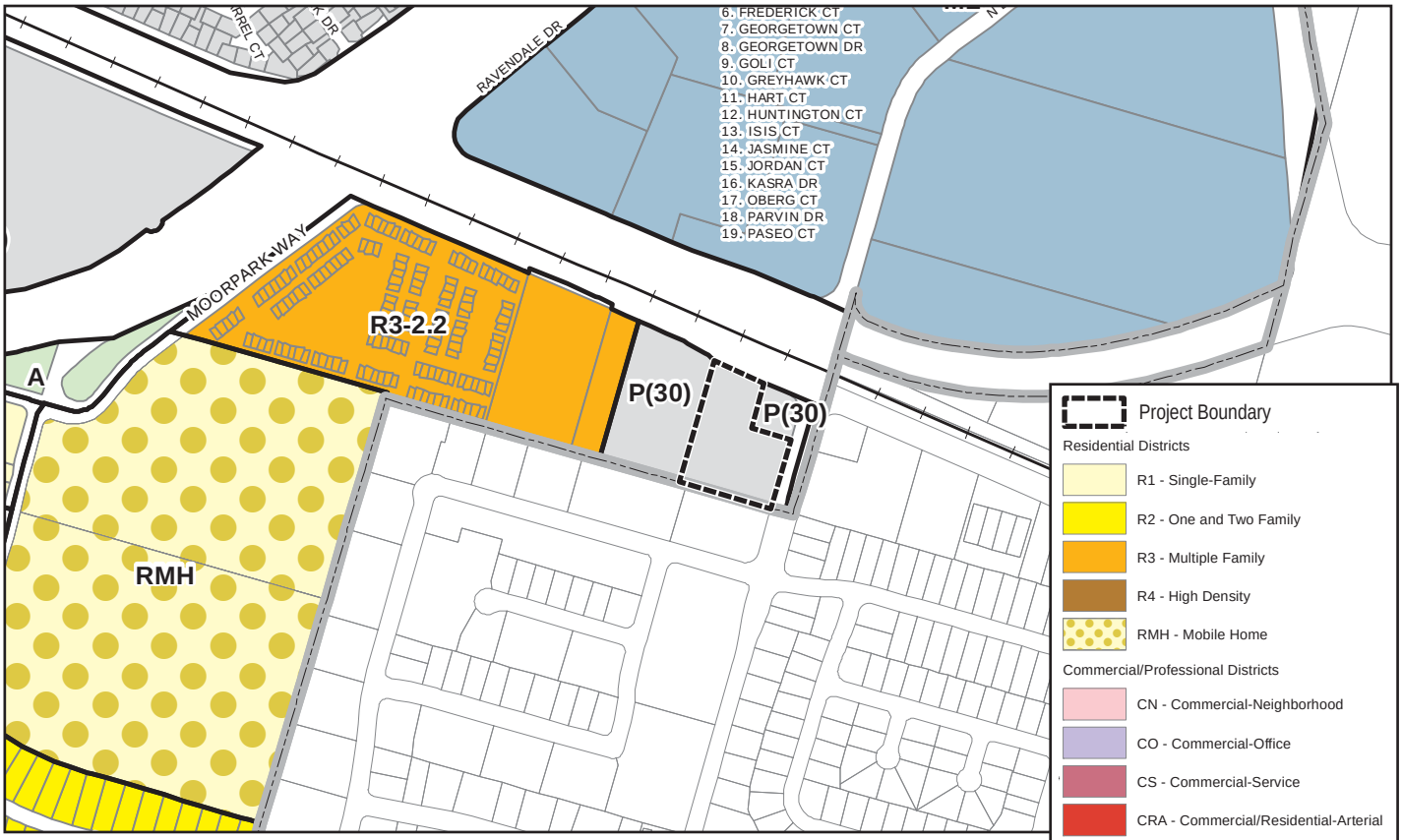


EXISTING



PROPOSED

EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS FIGURE 3.3-7



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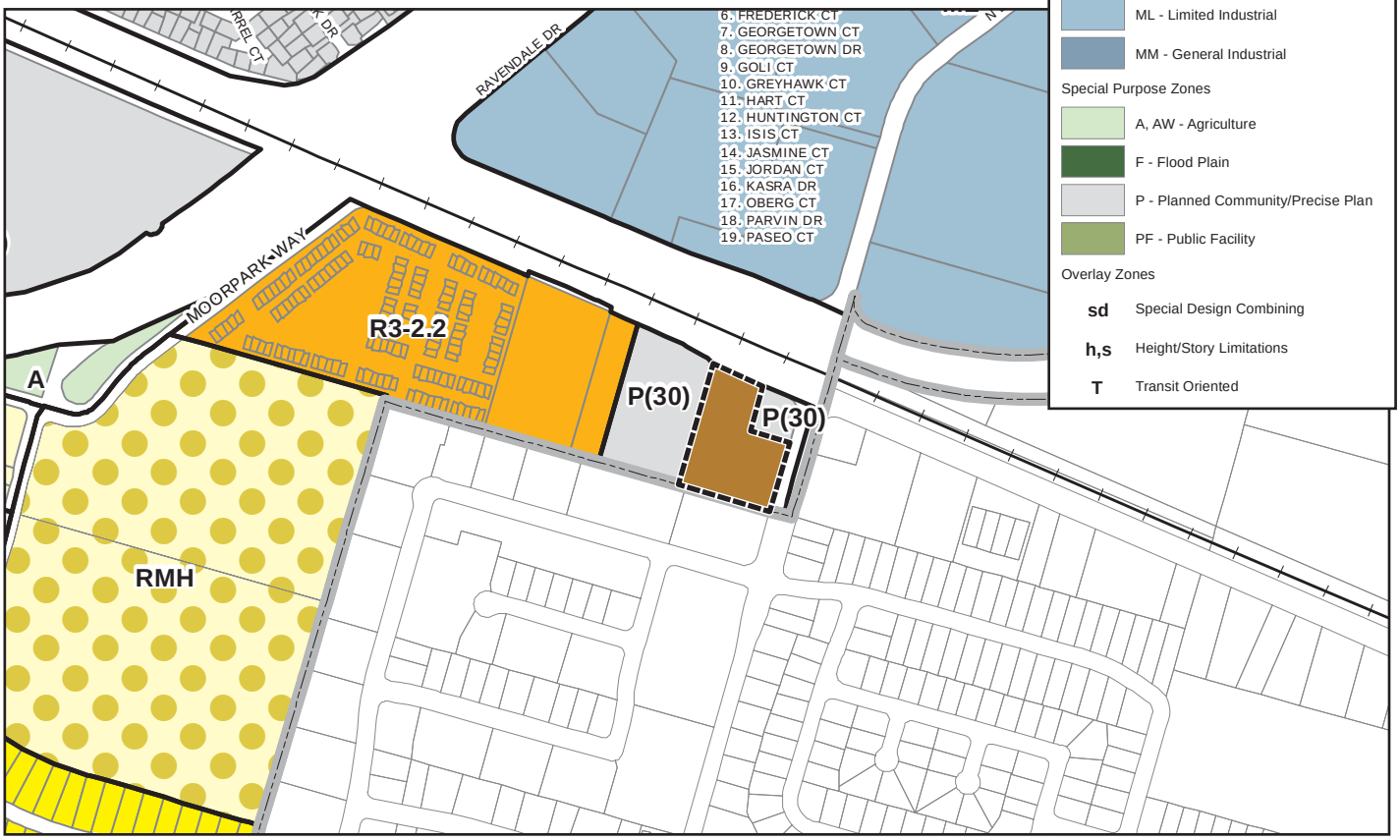


PROPOSED

EXISTING AND PROPOSED ZONING DISTRICTS FIGURE 3.3-8

3.3.9 *Project-Related Approval Process*

The proposed project would require a *General Plan Amendment* and *Rezoning* to allow for the development of a 116-unit residential development. Grading permit and building permits would be required from the City of Mountain View prior to development.

Permits (including, but not limited to, an encroachment permit) from the City of Sunnyvale would be required for the proposed modifications to bicycle lanes and roadway improvements on portions of East Evelyn Avenue and South Bernardo Avenue.

SECTION 4.0 SETTING, ENVIRONMENTAL CHECKLIST AND IMPACTS

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

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

4.1 AESTHETICS

4.1.1 Existing Setting

The L-shaped, 1.93-acre parcel is currently developed with two buildings, paved surfaces and landscaping around the perimeter of the buildings and the property, (refer to Photos 1-3). The building at the southern portion of the site fronting South Bernardo Avenue was constructed in 1974 and is a one-story wood framed building occupied by a convenience store and office space. The building at the northern end of the site, fronting East Evelyn Avenue, is a modern two-story wood-framed office building built in 2001. There is vehicular access to the site from a driveway on East Evelyn Avenue and two driveways on South Bernardo Avenue. The site is largely paved for parking and driveways and is visually similar to other commercial, industrial, and office development in the surrounding neighborhood, particularly on Evelyn Avenue.

The site is visible from the immediate surrounding area, including South Bernardo Avenue, East Evelyn Avenue, Central Expressway, UPRR railroad tracks and immediately adjacent uses. A concrete wall is located along the southern property boundary, which partially obscures views of the property from the adjacent apartment complex. A six-foot chain link fence with wood slats, with a portion as concrete masonry units (CMU), is located on the western boundary, separating the project site from a single-story public storage facility.

The site contains minimal landscaping, with approximately 85 percent of the site dedicated to buildings and pavement. There are 46 trees on the project site, 10 of which are considered Heritage trees in the City of Mountain View, based on their size and species. No scenic view corridors, scenic vistas, or scenic resources are located on site or within the project vicinity. The overall visual character of the project site is urban, with a mix of uses and architectural styles.

4.1.1.1 *Surrounding Land Uses*

Surrounding uses include a gasoline station with auto repair and associated paved parking area to the north and east, UPRR/Caltrain railroad tracks to the north of Evelyn Avenue, multi-family residential buildings to the south, one-story light industrial buildings (e.g., metal-working/machining company) on South Bernardo Avenue to the east, and a public storage facility to the west (refer to Photos 4 to 8

Photo 1: View of the project site (two-story office building) from East Evelyn Avenue, looking south.

Photo 2: View of project site (parking lot and one-story building) from East Evelyn Avenue, looking south.

Photo 3: View of the project site looking west from South Bernardo Avenue.

Photo 4: View of the gasoline station immediately to the north and east of the project site, looking west from South Bernardo Avenue.

Photo 5: View of multi-family housing fronting Ayala Drive (immediately to the south of the site), looking north.

Photo 6: View of metalworking/machining light industrial building east of the site (on South Bernardo Avenue), looking east.

Photo 7: View of the Union Pacific Railroad/Caltrain railroad tracks north of East Evelyn Avenue, looking north.

Photo 8: View of the public storage facility on East Evelyn Avenue, immediately to the west of the site.

and Figure 2.2-3). Further west on Evelyn Avenue are vacant commercial/industrial buildings and a multi-family residential rowhouse community, Mondrian.

The site is not located adjacent to a scenic view corridor or other scenic resources (such as the Baylands or foothill areas).

4.1.1.2 *Light and Glare*

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

4.1.2 Environmental Checklist and Discussion of Impacts

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

Aesthetic values are, by their nature, very subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. One of the best means for assessing what constitutes a visually acceptable standard for new buildings are the City's design standards and implementation of those standards through the City's design process. Additionally, with respect to visual character, for a project to have a significant visual impact, the project must either block views of an aesthetic resource or be located in an area that is itself considered to be an aesthetic resource. The following discussion addresses the proposed changes to the visual setting of the project area and factors that are part of the community's assessment of the aesthetic values of a project's design. The Development Review Committee (DRC), the Environmental Planning Commission (EPC), and the City Council will make a determination if the project meets the City's design standards.

4.1.2.1 *Impacts to Scenic Resources and Vistas*

As described in the "Existing Setting" section above, the site does not contain any scenic view corridors or scenic resources. For these reasons, the project would not impact scenic resources or a scenic vista. **[No Impact]**

4.1.2.2 *Impacts to Visual Character and Quality*

The proposed project would allow development of 116 apartments in a four-story building with a parking garage, in addition to driveways, walkways, and landscape improvements. The maximum height of the proposed four-story building would be approximately 60 feet.

Conceptual floor plans and cross-sections of the proposed building are shown on Figures 3.3-2 and 3.3-3. The proposed building would consist of wood framing with stone veneers, stucco, metal and fabric awnings, iron details, and other trim details typical of modern residential architecture. Although the proposed building would be substantially taller than the existing buildings on the site (four stories versus one and two stories), the building would not be out of character with the surrounding development, particularly on Evelyn Avenue; the vicinity of the site is primarily developed with urban residential and commercial structures and associated infrastructure, including a one- and two-story residential building to the south of the project site. New driveways and lighting would be constructed for the project, in compliance with the City of Mountain View design regulations. Additionally, the building and height setbacks are consistent with the R4 zoning district development standards and design guidelines.

A number of trees and other landscaping would be removed for project development, as discussed in *Section 4.4, Biological Resources* of this Initial Study. These trees would be replaced on-site at a ratio of at least two planted for every Heritage tree removed, in addition to other new landscaping.

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

Overall, the project would be typical of infill residential development and includes design features which would enhance the residential character and visual quality of the project site and its surroundings. **[Less than Significant Impact]**

4.1.2.3 *Lighting and Glare Impacts*

As described above, the project proposes to construct a four-story apartment building and associated improvements, which includes new lighting fixtures. The building would be oriented and designed in accordance with the City of Mountain View's design standards to minimize reflective materials and glare. New lighting sources would be installed on the site in conformance with City's design

guidelines for commercial and office uses, including pedestrian-oriented lighting along the building exterior and building-mounted lighting. Existing street lights along Evelyn Avenue and South Bernardo Avenue would remain.

The light and glare created by the project would be consistent with the levels of light and glare currently emitted by residential development surrounding the project site. Proposed features at the project would not be considered substantial relative to existing light and glare conditions in and around the project site. Given the design and location of the proposed building, the project would not create a significant new source of light or glare. **[Less than Significant Impact]**

4.1.3 Conclusion

The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, nor result in adverse effects to scenic views, light, and glare. Development of the proposed project would result in less than significant visual and aesthetic impacts.
[Less Than Significant Impact]

4.2 AGRICULTURAL AND FOREST RESOURCES

4.2.1 Existing Setting

The project site is currently developed with a one-story commercial building and a two-story office building. The site is in an urban area and is surrounded by a gas station to the north, multi-family residential uses to the south, light industrial and residential uses to the east, and a public storage facility and commercial uses to the west.

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program to assess and record how suitable a particular tract of land is for agricultural purposes. In each county, the land is analyzed for soil and irrigation quality and the highest quality land is designated as *Prime Farmland*. The project site is not designated as *Prime Farmland* or other farmland, and is not subject of a Williamson Act contract.[3] The site is designated as *Urban and Built-Up Land*, which is defined as land occupied with a building density of one unit to 1.5 acres or approximately six structures per 10-acre parcel. Common examples of *Urban and Built-Up Land* are residential, industrial, commercial purposes, golf courses, landfills, airports, and other utility uses.[4] Additionally, no land adjacent to the project site is designated or used as farmland or forest land or subject to a Williamson Act contract.

4.2.1.1 *Applicable Plans, Policies and Regulations*

California Department of Conservation

The DOC, under the Division of Land Resource Protection, has set up the Farmland Mapping and Monitoring Program (FMMP), which monitors the conversion of the state's farmlands to and from agricultural uses. The map series identifies eight classifications and uses a minimum mapping unit size of 10 acres. The FMMP also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The FMMP sets standards and relies upon information from National Resource Conservation Service (NRCS) soil surveys, NRCS land inventory and monitoring criteria, and land use and water availability. While the FMMP provides an informational service, it does not constitute state regulation of local land use decisions.

[3] Agricultural lands in California can be protected from development and reserved for agricultural purposes or open-space conservation under the California Land Conservation Act, commonly known as the Williamson Act.
[4] California Department of Conservation, Division of Land Resource Protection. *Santa Clara County Important Farmland 2012*. Published August, 2014. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/scl12.pdf. Accessed December 2, 2015.

4.2.2 Environmental Checklist and Discussion of Impacts

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

4.2.2.1 *Agricultural Resources and Forestry Impacts*

The project site is designated as *Urban and Built-Up Land* in the Santa Clara County Important Farmland Map (2012) and zoned for urban uses. The site would not convert *Prime Farmland*, *Unique Farmland*, or *Farmland of Statewide Importance* to a non-agricultural use. The site is not designated, used, or zoned for agricultural, forest, or timberland purposes and is not subject to a Williamson Act contract.

Given that the site is zoned for urban uses, located in an urban area, designated as *Urban and Built-Up Land*, than residential development of the project site would not result in impacts to agricultural or forestry resources. Additionally, the project site is not subject to a Williamson Act contract, nor would the project impact any sites with a Williamson Act contract. The project would not result in impacts to agricultural or forestry resources. **[No Impact]**

4.2.3 Conclusion

The proposed project would have no impact on agricultural land, agricultural activities, forest resources or conflict with any sites subject to a Williamson Act contract. **[No Impact]**

4.3 AIR QUALITY

The discussion in this section is based in part on a Residential Toxic Air Contaminant (TAC) Assessment and Memorandum to this assessment prepared by *Illingworth & Rodkin, Inc*. in July and October 2015, respectively. The assessment and memorandum are included as Appendix A to this Initial Study.

4.3.1 Existing Setting

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

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

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

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

4.3.1.1 *Regional Air Quality*

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

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

for particulate matter; however, it does meet the federal standards.

4.3.1.2 *Toxic Air Contaminants*

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

Diesel Particulate Matter

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

Fine Particulate Matter ($PM_{2.5}$)

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

4.3.1.3 *Sensitive Receptors*

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. For cancer risk assessments, children are the most sensitive

receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. The closest existing sensitive receptors to the project site are apartments adjacent to or near the southerly portions of the project property boundary.

4.3.1.4 *Bay Area 2010 Clean Air Plan*

As the regional government agency responsible for regulating air pollution within the air basin, BAAQMD must prepare air quality plans specifying how State air quality standards will be met. The *Bay Area 2010 Clean Air Plan* (CAP), which has been adopted by BAAQMD and takes into account future growth projections to 2035, serves to:

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

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

4.3.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1, 2, 7
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1, 2, 7, 8
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1, 2, 7, 8
4. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	1, 2, 7, 8

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
5. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1

4.3.2.1 *CEQA Thresholds Used in the Analysis*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible, on scientific and factual data. The City of Mountain View, and other jurisdictions in the San Francisco Bay Area Air Basin, utilizes the thresholds and methodology for assessing air emissions and/or health effects adopted by the BAAQMD based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds. Thresholds prepared and adopted by BAAQMD in May 2011 were the subject of a lawsuit by the California Building Industry Association (BIA)[5] and a subsequent appeal by BAAQMD.[6] The Appellate Court decision on August 13, 2013 upheld the thresholds as valid.

The determination of whether a project may have a significant effect on the environment is subject to the discretion of each lead agency, based upon substantial evidence. The City has carefully considered the thresholds prepared by BAAQMD in May 2011 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin, as supported by substantial evidence as presented in the following documents:

- BAAQMD. *CEQA Air Quality Guidelines*. Updated May 2011.
- BAAQMD. *Revised Draft Options and Justification Report California Environmental Quality Act Thresholds of Significance.* October 2009.
- California Air Pollution Control Officers Association. *Health Risk Assessments for Proposed Land Use Projects*. July 2009.
- California Environmental Protection Agency, California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.

The analysis in this Initial Study is based upon the general methodologies in the most recent BAAQMD CEQA Air Quality Guidelines (dated May 2012) and numeric thresholds identified for the San Francisco Bay Area Air Basin in the May 2011 BAAQMD CEQA Air Quality Guidelines.

TAC Thresholds of Significance

If emissions of TACs or $PM_{2.5}$ exceed any of the thresholds of significance listed below, the proposed project would result in a significant impact and mitigation would be required.

[5] *California Building Industry Association v. Bay Area Air Quality Management District*, Alameda County Superior Court Case No. RG10548693)

[6] *California Building Industry Association v. Bay Area Air Quality Management District*, Cal. Ct. App. 1st, Case No. A135335, August 13, 2013. The Appellate Court ruled that the BAAQMD CEQA thresholds were adopted using a valid public review process and were supported by substantial evidence.

- An excess cancer risk level of more than 10 in 1 million, or a non-cancer (chronic or acute) hazard index greater than 1.0.
- An incremental increase of more than 0.3 micrograms per cubic meter ($\mu g/m^3$) annual average $PM_{2.5}$.

4.3.2.2 *Clean Air Plan Consistency*

The most recent clean air plan is the Bay Area 2010 Clean Air Plan (2010 CAP) that was adopted by BAAQMD in September 2010. This plan addresses air quality impacts with respect to obtaining ambient air quality standards for non-attainment pollutants (i.e., O3, PM10 and PM2.5), reducing exposure of sensitive receptors to TACs, and reducing greenhouse gas (GHG) emissions such that the region can meet AB 32 goals of reducing emissions to 1990 levels by 2020.

Determining consistency with the 2010 CAP involves assessing consistency with land use and population assumptions and whether applicable control measures contained in the 2010 CAP are implemented. Implementation of control measures improve air quality and protect public health. These control measures are organized into five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures (TCMs), Land Use and Local Impact Measures, and Energy and Climate Measures. The project supports the primary goals of the Clean Air Plan, as it does not exceed the BAAQMD thresholds for operational air pollutant emissions, and is infill development which provides users of the site with access to bicycle facilities (which will reduce vehicle trips). It also incorporates energy efficiency measures as a part of project design. The project is generally consistent with the Clean Air Plan and, therefore, would not result in a significant impact related to consistency with the 2010 CAP. **[Less Than Significant Impact]**

4.3.2.3 *Impacts to Regional and Local Air Quality*

The BAAQMD CEQA Air Quality Guidelines provide procedures for evaluating possible air quality impacts for proposed projects and plans consistent with CEQA requirements. The project would redevelop the site with 116 apartment units. A net increase in development typically results in an increase in traffic, which results in an increase in local and regional pollutant levels.

According to the thresholds discussed previously, a project that generates more than 54 pounds per day (or 10 tons per year) of ROG (reactive organic gases), NOx, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10} would be considered to have a significant impact on regional air quality. The previous 2011 BAAQMD CEQA Air Quality Guidelines included screening criteria that provide lead agencies with a conservative indication of whether a proposed project could result in daily or annual emissions above 54 pounds per day (or 10 tons per year) of ROG, NOx, or $PM_{2.5}$; or 82 pounds per day (or 15 tons per year) of PM_{10}.

The proposed project would demolish approximately 41,400 square feet of commercial and office uses and construct 116 apartment units. The 116 new mid-rise apartments are below the screening criteria of 494 mid-rise apartments for operational emissions that could exceed the thresholds for criteria pollutants; based on this it can be assumed the project would result in a less than significant

operational impact from criteria pollutant emissions. The project is also below the 240 unit threshold that would exceed the construction emissions screening levels for regional pollutants.

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

Odors

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses would occupy the project site. Additionally, the uses that may produce outdoor odors typical in a residential area are expected, such as outdoor barbequing, but are not expected to result in prolonged odors.

In addition, the proposed project would not be sited near any uses with objectionable, prolonged odors and, thereby exposing residents to substantial recognized odor sources. The proposed project would be adjacent to a gasoline station (immediately to the north of the site); however, the adjacent gasoline station would not expose project residents to substantial odors. Therefore, the project would not create objectionable odors that would affect a substantial number of people.

4.3.2.4 *Local Community Risks and Hazards Impacts to the Project*

Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs, or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs.

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. No stationary sources of TACs, such as generators, are proposed as part of the project.

The project would place new sensitive receptors near three types of TAC sources: (1) Local high-volume roadways (i.e., Central Expressway, East Evelyn Avenue and South Bernardo Avenue); (2) Caltrain, which currently operates diesel-powered locomotives and shares the line with freight trains that also use diesel-powered locomotives; and (3) stationary sources permitted by BAAQMD that include gas stations and emergency diesel generators.

Railroad Community Risk Impacts

The project site is located about 120 feet south of the Caltrain rail line, and rail activity currently generates TAC and $PM_{2.5}$ emissions from locomotive exhaust. Currently all Caltrain trains use diesel locomotives. The Peninsula Corridor Electrification Project is, however, a key component of the

Caltrain Modernization program that would electrify the Caltrain Corridor from San Francisco to San Jose. Under this program, diesel-locomotive hauled trains would be converted to Electric Multiple Unit or EMU trains by 2020.[7] Nearly all of the trains in the future are planned to be EMU trains, which are self-propelled electric rail vehicles that can accelerate and decelerate at faster rates than diesel power trains, even with longer trains. This plan was adopted on January 8, 2015 with electrified service anticipated to begin in 2020 or 2021.

Based on the current Caltrain schedule, there are 92 trains passing the project site during the weekdays, 32 trains during the weekend, and four trains that run on Saturday only. Electrification of Caltrain would eliminate DPM emissions from these trains. In addition to the Caltrain trains, there are about four freight trains that also use this rail line on a daily basis.[8]

DPM and $PM_{2.5}$ emissions from trains on the rail line were calculated using EPA emission factors for locomotives[9] and CARB adjustment factors to account for fuels used in California.[10] The results of the assessment predict a cancer risk of 5.8 per million, which is below BAAQMD established thresholds (stated in Section 4.3.2.1, *CEQA Thresholds Used in Analysis*). Since Caltrain recently approved the plan to electrify the line, this assessment assumes the phase out of diesel-powered locomotives by 2020 and that excess cancer risk would be less than significant for new occupants of the project in the future. **[Less Than Significant Impact]**

Impacts from Local Roadways

The project site is located near three high volume roadways: Central Expressway, East Evelyn Avenue, and South Bernardo Avenue. BAAQMD provides screening tables that provide initial estimates of community risk impacts from local roadways. Central Expressway carries approximately 32,000 average daily trips per day and is 200 feet north of the project site. East Evelyn Avenue carries approximately 22,000 daily trips per day and is 40 feet north of the project site. South Bernardo Avenue carries approximately 15,000 daily trips per day and is 30 feet east of the project site. Based on BAAQMD screening data, increased health risks to future residents from these roadways are below the following thresholds: a cancer risk of 10 in one million, $PM_{2.5}$ levels of 0.3 $\mu g/m^3$, and a Hazard Index of 1.0 (refer to Table 4.3-1). **[Less Than Significant Impact]**

Impacts from Stationary Sources

Four operational stationary sources of TACs were identified within 1,000 feet of the project site using the BAAQMD Stationary Source Screening Analysis Tool. Most of the stationary sources are diesel emergency generators that only operate for testing or maintenance. One stationary source is a gasoline station located adjacent to the project site. Given the proximity of the gasoline station to the proposed residential users and the automobile repair bays on the south side of the gas station, refined modeling of this source was completed.

[7] Caltrain, 2014. *Peninsula Corridor Electrification Project. Final Environmental Impact Report*. December 2014.
[8] *Bay Area Regional Rail Plan, Technical Memorandum 4a, Conditions, Configuration & Traffic on Existing System*, Metropolitan Transportation Commission, November 15, 2006.
[9] *Emission Factors for Locomotives*, USEPA 2009 (EPA-420-F-09-025).
[10] *Offroad Modeling, Change Technical Memo*. Changes to the Locomotive Inventory. CARB. July 2006.

Health risks to future residents from these sources are well below the following thresholds: a cancer risk of 10 in one million, $PM_{2.5}$ levels of 0.3 $\mu g/m^3$, and a Hazard Index of 1.0 (refer to Table 4.3-1).

Table 4.3-1 summarizes TAC sources and their impact upon project sensitive receptors, and the BAAQMD significance thresholds for single and cumulative TAC sources are included. No single source would have community risk impacts that exceed BAAQMD thresholds. Cumulative sources also would not exceed the significance thresholds. Therefore, existing residents, adjacent to the project, and future residents of the project would not be exposed to significant health risks from TACs.

Table 4.3-1: Community Risk to Sensitive Receptors

Source	Cancer Risk*	Acute or Chronic Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^3$)
Caltrain (120 feet)	5.8	--	0.00
Central Expressway Traffic (200 feet)	1.7	0.15	0.00
East Evelyn Avenue Traffic (40 feet)	4.1	0.31	0.00
South Bernardo Avenue (30 feet)	1.2	0.29	0.00
Gas Station (25 feet)	1.4	0.00	0.00
Diesel Generator (660 feet)	1.0	0.00	0.00
Diesel Generator (680 feet)	7.2	0.00	0.01
Diesel Generator (900 feet)	2.5	0.00	0.00
BAAQMD Single-Source Threshold	*10.0*	*1.0*	*0.3*
Significant Impact?	**No**	**No**	**No**
Cumulative Sources	*24.9*	*<0.29*	*<0.10*
Cumulative Source Threshold	*100.0*	*10.0*	*0.8*
Significant Impact?	**No**	**No**	**No**

* Note: Cancer risk is reported in excess cases per million. Source: Illingworth & Rodkin, 2015 (Appendix A).

4.3.2.4 *Short-Term Construction and Demolition Impacts*

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

TAC Impacts from Demolition and Construction

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, a known TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations for particulate matter or other criteria pollutants.

Construction exhaust emissions may still pose health risks for sensitive receptors. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Increased cancer risks were calculated using the maximum modeled for the 2016-2017 construction period and BAAQMD recommended risk assessment methods for infant exposure, child exposure, and for adult exposure.

The results of this assessment by *Illingworth & Rodkin* indicate, with project construction, the maximum incremental child cancer risk at the maximum exposed individual (MEI) would be 35.9 per one million. The adult incremental cancer risk at the MEI would be 1.9 per one million. The increased child cancer risk would be above the BAAQMD significance threshold of a cancer risk of 10 per one million.

The maximum annual $PM_{2.5}$ concentration was modeled at 0.28 $\mu g/m^3$ for the project site and is below the BAAQMD threshold of 0.3 $\mu g/m^3$.

The project would have a significant impact with respect to community risk caused by construction activities since cancer risk exceeds 10.0 per million.

The project will also be required to comply with the City's standard conditions of approval, which include measures to avoid or reduce impacts of fugitive dust emissions from construction:

- BAAQMD Fugitive Dust Reduction Measures: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the BAAQMD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate, such as:
    - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day
    - All haul trucks transporting soil, sand, or other loose material off-site will be covered;
    - All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited
    - All vehicle speeds on unpaved roads will be limited to 15 mph;
    - All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and
    - Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

Impact AQ-1: Construction emissions could result in significant air quality impacts to nearby sensitive receptors. **[Significant Impact]**

Mitigation and Avoidance Measures: The following mitigation measures will be implemented during project construction.

MM AQ-1.1: The project shall develop and implement a plan to select construction equipment to minimize emissions such that DPM emissions are reduced by at least 70 percent. This may require:

- All diesel-powered off-road equipment larger than 50 horsepower and operating on the project site for more than two days continuously shall meet US EPA particulate matter emissions standards Tier 4 engines or equivalent; and/or
- Use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures listed above; and
- The number of hours that equipment will operate shall be minimized, including the use of idling restrictions.
- Measures to be used shall be approved by the City of Mountain View prior to any construction activity or permits, and demonstrated to reduce community risk impacts to less than significant.

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

Implementation of Mitigation Measure **MM AQ-1.1** would reduce on-site diesel exhaust emissions. Based on these reductions, with implementation of **MM AQ-1.1** and the City's above standard project condition of approval, the computed excess child cancer risk for the project would be 3.0 in one million, less than the threshold of 10 in one million. The modeled annual $PM_{2.5}$ concentration would be 0.15 $\mu g/m^3$, which would be less than the threshold of 0.3 $\mu g/m^3$. As a result, the project, with mitigation measures, would result in a less than significant impact with respect to community risk caused by construction activities.

4.3.3 Summary of Air Quality Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact AQ-1: Without the implementation of construction air quality mitigation measures, community risk, dust generation and construction emissions could be significant.	Significant	**MM AQ-1.1:** Construction, grading, trenching, and demolition equipment shall be selected to minimize emissions and the hours the equipment operates shall be minimized.	Less Than Significant

4.3.4 Conclusions

With the implementation of the mitigation measures, the project would result in less than significant air quality impacts. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.4 BIOLOGICAL RESOURCES

4.4.1 Regulatory Setting

4.4.1.1 *Special Status Species*

Special status species include plants or animals that are listed as threatened or endangered under the federal and/or California Endangered Species Acts (CESA), species identified by the California Department of Fish and Wildlife (CDFW) as a California Species of Special Concern, as well as plants identified by the California Native Plant Society (CNPS)[11] as rare, threatened, or endangered.

4.4.1.2 *Migratory Bird Treaty Act*

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

4.4.1.3 *Mountain View Tree Preservation Ordinance*

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

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

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

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

4.4.2 Existing Setting

4.4.2.1 *Existing Biotic Resources On-Site*

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

The project site is currently developed with two buildings, paved surfaces and landscaping around the perimeter of the buildings and property. Landscaping on the site includes small lawn areas, shrubs, and 46 trees, all primarily located along the perimeter of the site. Wildlife habitat in developed urban areas is low in species diversity. Common species that occur in urban environments include rock pigeons, mourning doves, house sparrows, finches, and European starlings. Raptors and other avian species could forage in the project area or nest in surrounding landscaping, trees, or within buildings.

Most of the vegetation in the vicinity of the site consists of landscape trees, shrubs, and non-native herbaceous species. The site itself is entirely developed or paved, and, where vegetation occurs on the site, it consists primarily of ornamental landscaping and lawns, along with ruderal vegetation on unpaved areas. There are no undisturbed areas or sensitive habitats on the site. The site itself does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 4,500 feet west of the project site.

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

The primary biological resources on-site are the trees, located predominantly along the perimeter of the project site. There are a total of 46 trees on the project site, 10 of which are considered Heritage trees under the City of Mountain View Tree Ordinance.

Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP)

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCV Habitat Plan), which encompasses a study area of 519,506 acres (or approximately 62 percent of Santa Clara County), was adopted by participating agencies in January, 2013 and took effect in October 2013. The newly created Santa Clara Valley Habitat Agency is charged with implementing the plan. The area for which development activities are covered by the plan is located south and east of Mountain View, primarily within the Llagas/Uvas/Pajaro, Coyote Creek, and Guadalupe Watersheds. The SCV Habitat Plan was developed through a partnership between Santa Clara County, the Cities of

San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Santa Clara Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife.

The SCV Habitat Plan is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure and maintenance activities. The species of concern identified in the SCV Habitat Plan include, but are not limited to, the California tiger salamander, California red-legged frog, western burrowing owl, Bay Checkerspot butterfly, and a number of species endemic to serpentine grassland and scrub. Projects and activities of the jurisdictions in Santa Clara County which are not Permittees, such as the City of Mountain View, are not covered under the SCV Habitat Plan.

Modeling completed as a part of the development of the SCV Habitat Plan identifies cumulative effects to serpentine habitats and serpentine species on Coyote Ridge and other areas in central and southern Santa Clara County. Nitrogen deposition on the affected serpentine habitats from areas of Santa Clara County not covered by the SCV Habitat Plan is about 17 percent. The proposed project would represent an extremely small portion of these emissions. Conservation strategies included in the adopted SCV Habitat Plan account for the indirect impacts of nitrogen deposition (existing and future) and identify measures to conserve and manage serpentine areas over the term of the SCV Habitat Plan such that cumulative impacts to this habitat and Bay Checkerspot butterfly would not be significant and adverse.

A mitigation program for indirect impacts on Bay Checkerspot butterfly habitat is being implemented independently by others (i.e., the SCV Habitat Agency) and there is no requirement for an individual project outside of the area covered by the SCV Habitat Plan to pay impact fees to this mitigation program. As the project lies outside of this HCP, no impacts would occur.

4.4.2.2 *Trees on Site*

The tree survey prepared for the project site by *Gates & Associates* (refer to Figure 4.4-1) evaluated 46 trees representing seven different species on the site or immediately adjacent to the site. Ten of these trees qualify as Heritage trees in the City of Mountain View, as defined below. The Heritage trees on-site are listed in Table 4.4-1.

Table 4.4-1: Existing Heritage Trees on-Site

Tree #	Common Name	Circumference (in inches)	Tree Condition (*see description below)	Proposed Disposition
3	Southern Magnolia	94	A	Remain
4	Southern Magnolia	75	A	Remain
5	Southern Magnolia	57	A	Remain
12	Pear	69	A	Remove
17	Pear	75	A	Remove
29	Pear	50	A	Remain
36	Mexican Fan Palm	113	A	Remove
38	Pear	94	B	Remove
45	Pear	94	B	Remove
46	Privet (multi-trunked)	38-50	B	Remove

Tree Condition

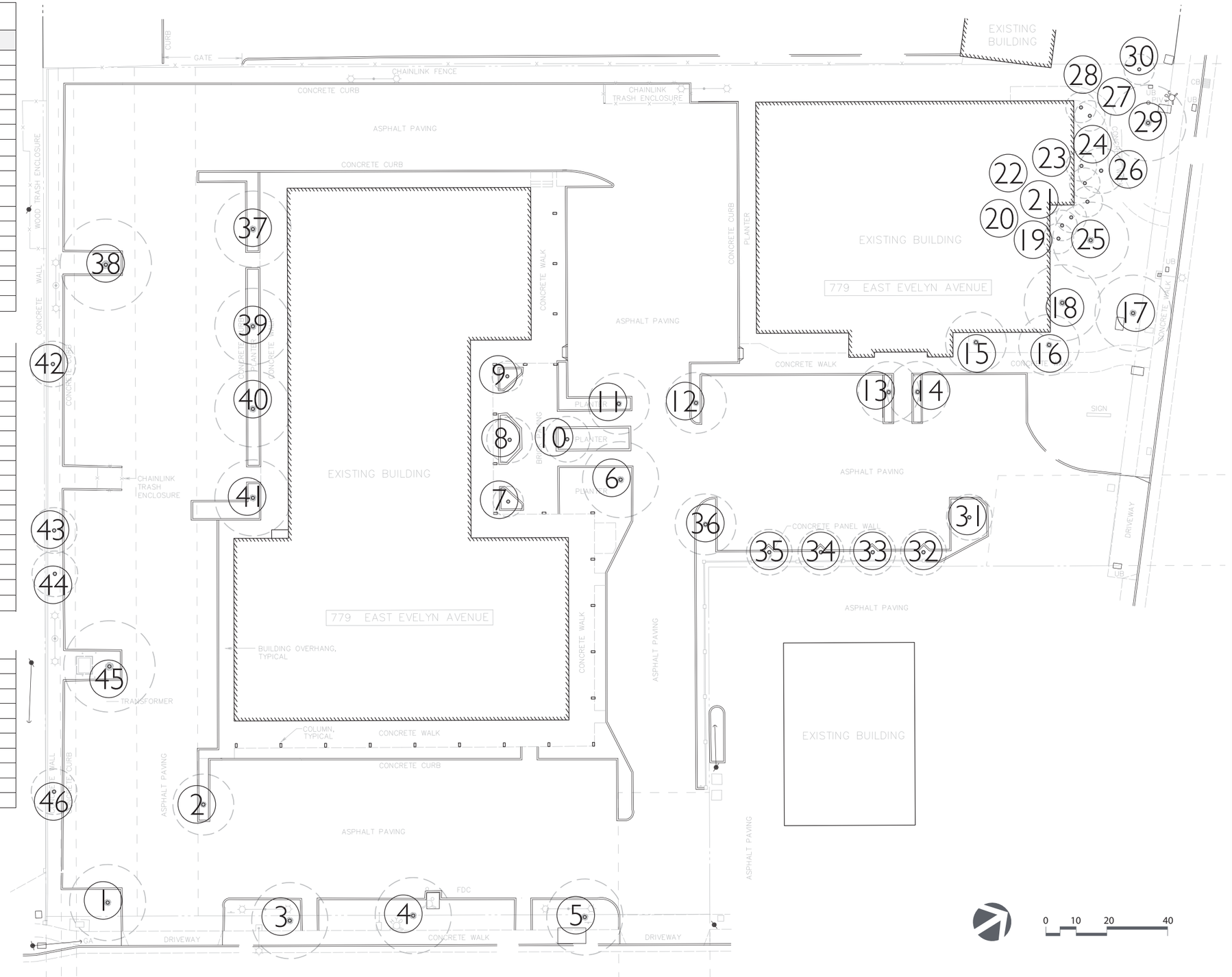
A: Healthy, vigorous tree which appears to be free of signs and symptoms of disease. Has good structure and form typical of the species.

B: Reduced vigor or declining health. Shows signs of dieback, poor leaf color, and or structural defects that may be corrected with proper care.

C: Tree in severe decline, dieback of scaffold branches and/or trunk. Poor or unsafe structure that may not be corrected.

*Trees with the proposed disposition to remain or relocate would be preserved on the site. Trees proposed to remain would remain in place at the location in which the tree is planted. Trees proposed to be relocated would be relocated and planted in different area on the project site. Trees to be removed would be removed from the project site; new trees would be planted to replace the Heritage trees removed in accordance with the City's requirements.

#	Botanical Name	Common Name	DBH	Suitability for Transplant	Health
				High/ Moderate/ Low/ NA	A: good health, minor problems C: poor health or dead- consider removal B: health or structure compromised - monitor over time
1	Magnolia grandiflora	Southern Magnolia	10"	NA	A : planted in landscape strip
2	Pyrus calleryana	Pear	Multi-trunked: 7", 7", 8"	Low	C: in small landscape median, mistletoe, no leader
3	Magnolia grandiflora	Southern Magnolia	30"	Low	A : planted in landscape strip
4	Magnolia grandiflora	Southern Magnolia	24"	Low	A : planted in landscape strip
5	Magnolia grandiflora	Southern Magnolia	18"	Low	A : planted in landscape strip
6	Pyrus calleryana	Pear	12"	Low	B: surface roots, some dieback, old trunk wound
7	Dicksonia antarctica	Tree Fern	10"	High	A
8	Acer palmatum	Japanese Maple	4"	Moderate	A
9	Dicksonia antarctica	Tree Fern	12"	High	A
10	Acer palmatum	Japanese Maple	12"	Moderate dependent on root integration with planter structure	A
11	Pyrus calleryana	Pear	5"	Low	A
12	Pyrus calleryana	Pear	22"	Low	A: in small planter median
13	Pyrus calleryana	Pear	5"	Low	A
14	Pyrus calleryana	Pear	11"	Low	A
15	Acer palmatum	Japanese Maple	Multi-trunked: 1-2"	Low	A
16	Acer palmatum	Japanese Maple	Multi-trunked: 4"	Low	B: planted too close to wall, lean
17	Pyrus calleryana	Pear	24"	Low	A
18	Acer palmatum	Japanese Maple	Multi-trunked: 1-4"	Moderate	A
19	Dicksonia antarctica	Tree Fern	8"	High	A
20	Dicksonia antarctica	Tree Fern	10"	High	A
21	Dicksonia antarctica	Tree Fern	8"	High	A
22	Dicksonia antarctica	Tree Fern	10"	High	B: dieback
23	Dicksonia antarctica	Tree Fern	10"	High	B: dieback
24	Dicksonia antarctica	Tree Fern	8"	High	B: dieback
25	Acer palmatum	Japanese Maple	Multi-trunked: 4-6"	Moderate	A
26	Acer palmatum	Japanese Maple	Multi-trunked: 4-6"	Moderate	A
27	Acer palmatum	Japanese Maple	Multi-trunked: 6-8"	Moderate	A
28	Dicksonia antarctica	Tree Fern	8"	High	A: ivy
29	Pyrus calleryana	Pear	16"	Low	A
30	Ligustrum sp.	Privet	Multi-trunked: 2-4"	Low	A
31	Pyrus calleryana	Pear	8"	Low	A
32	Prunus cerasifera	Purple Leaf Plum	6"	Low	A
33	Prunus cerasifera	Purple Leaf Plum	4"	Low	A
34	Prunus cerasifera	Purple Leaf Plum	2"	Low	A
35	Prunus cerasifera	Purple Leaf Plum	4"	Low	A
36	Washingtonia robusta	Mexican Fan Palm	36"	High	A
37	Pyrus calleryana	Pear	10"	Low	A
38	Pyrus calleryana	Pear	30"	Low	B: poor structure
39	Pyrus calleryana	Pear	10"	Low	A
40	Pyrus calleryana	Pear	10"	Low	A
41	Pyrus calleryana	Pear	12"	Low	A
42	Ligustrum sp.	Privet	Multi-trunked: 4-6"	Low	B: under powerlines
43	Ligustrum sp.	Privet	Multi-trunked: 4-6"	Low	B: under powerlines
44	Ligustrum sp.	Privet	Multi-trunked: 4-6"	Low	B: under powerlines
45	Pyrus calleryana	Pear	30"	Low	B: some dieback, ivy growth
46	Ligustrum sp.	Privet	Multi-trunked: 12-16"	Low	B: lean



TREE SURVEY

FIGURE 4.4-1

4.4.3 Environmental Checklist and Discussion of Impacts

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

4.4.3.1 *Impacts to Special Status Plants and Animals*

Since the entire project site is developed and disturbed by human use, and there are no wetlands or other sensitive habitat on site, the presence of any special-status species plant or animal is unlikely. For this reason, the implementation of the proposed project would not result in significant impacts to special-status species or sensitive habitats nor would it violate any plans, policies or regulations by

the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service. **[Less Than Significant Impact]**

Impacts to Nesting Birds

Based on the highly urbanized and developed nature of the project site, natural communities or habitats for special status plant and wildlife species are not present on the site. Although unlikely, urban-adopted raptors (birds of prey) or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the Federal Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Code.

The project would remove 42 trees from the project site, including six Heritage trees. Migratory bird nests present in these trees during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

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

- Nesting Bird Avoidance. To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests.

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

Incorporation of the City standard conditions of approval would result in a less than significant impact to nesting birds. **[Less Than Significant Impact]**

4.4.3.2 *Impacts to Trees and Landscaping*

The site currently has 46 existing trees on the project site. Based on the project site plans, six Heritage trees and 36 non-heritage trees would be removed to facilitate the proposed redevelopment of the site. Based on the latest site plan, four Heritage trees would be preserved onsite. Trees to be preserved on the site would be protected with construction fencing and a tree protection plan. A City of Mountain View Heritage tree removal permit is required before any trees could be removed from the site under a development permit.

To reduce the impacts of the loss of Heritage trees, and the impacts of construction on tree resources to remain on site, the following measures are included in the project as conditions of approval.

- The applicant shall offset the loss of each Heritage tree with a minimum of two new trees, for a total of eight replacement trees. Each replacement tree shall be no smaller than a 24-inch box, and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.

- Tree 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. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32: Articles I and II of the Mountain View 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.

Incorporation of the City standard conditions would result in a less than significant impact to protected trees. **[Less Than Significant Impact]**

4.4.3.3 *Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP)*

The project site is not included in an adopted Habitat Conservation Plan or Natural Communities Conservation Plan (HCP/NCCP). Because of its urban setting and isolation from larger areas of undeveloped lands and riparian corridors, the site does not function as a movement corridor for local wildlife. **[No Impact]**

4.4.4 Conclusion

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

4.5 CULTURAL RESOURCES

4.5.1 Existing Setting

4.5.1.1 *Prehistoric Resources*

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

Ten recorded archaeological resources are recorded within Mountain View.[12] Areas that are near natural water sources, e.g., riparian corridors and near tidal marshland, should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is more than 1,000 feet from Stevens Creek, and is not considered to be within an archaeologically sensitive area.

The project site is flat, has been developed for many years, and does not contain any unique geologic features.

4.5.1.2 *Historic Resources*

The building at the southern portion of the site fronting South Bernardo Avenue was constructed in 1974 and is a one-story wood-framed building occupied by a convenience store. The building at the northern end of the site fronting East Evelyn Avenue is a modern two-story wood-framed office building with steel columns and beams that was constructed in 2001. None of the buildings on the project site have been identified as historic properties in the City of Mountain View, or as eligible properties for the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). No historic buildings or structures are located on or adjacent to the site.

4.5.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1-3, 11
2. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐	1-3

[12] Source: City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program, Environmental Impact Report*. July 2012.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
3. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☒	☐	1-3
4. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	1-3

4.5.2.1 *Prehistoric Resources Impacts*

There are no known buried prehistoric or historic resources on the site. The site has been previously disturbed for construction and development of the office and commercial buildings on the site.

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

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

- Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50 foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

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

Implementation of the City standard conditions of approval would result in a less than significant impact to archaeological resources and human remains during excavation and construction activity. **[Less Than Significant Impact]**

4.5.2.2 *Historic Resources Impacts*

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

The buildings on site are not listed or considered eligible for listing on any federal, state, or Mountain View lists of historical significance. For these reasons, the demolition of these buildings and other site clearing activities would have a less than significant impact on historic resources. Additionally, the project would not impact historic resources identified near the project site. **[No Impact]**

4.5.2.3 *Paleontological Resources Impacts*

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

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

Implementation of this City standard condition would result in a less than significant impact on paleontological resource disturbances during excavation and construction activities. **[Less Than Significant Impact]**

4.5.3 Conclusion

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

4.6 GEOLOGY AND SOILS

4.6.1 Regulatory Setting

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

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

Following the 1989 Loma Prieta earthquake, the **Seismic Hazards Mapping Act (SHMA)** was passed by the California legislature in 1990 to protect the public from the effects of strong ground shaking, liquefaction, landslides and other seismic hazards. The SHMA established a state-wide mapping program to identify areas subject to violent shaking and ground failure; the program is intended to assist cities and counties in protecting public health and safety. The SHMA requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. As a result, the CGS is mapping SHMA Zones and has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, ground shaking, and landslides: the central San Francisco Bay Area and Los Angeles basin.

The State of California establishes and updates building standards and every local agency enforcing building regulations must adopt provisions of the **California Building Code** (Title 24, California Code of Regulations). The current building code contains provisions for earthquake safety, based upon factors including occupancy type, soil and rock profile, the strength of the ground, and distance to seismic sources.

4.6.2 Existing Setting

4.6.2.1 *Regional Geology*

The project site is located on the northwest end of the low-lying alluvial plain of the Santa Clara Valley, which is an alluvial basin bounded to the north by San Francisco Bay, to the west by the Santa Cruz Mountains, and to the east by the Diablo Range. Alluvium is comprised of mainly of unconsolidated gravel, sand, silt, and clay deposits that have been subject to redistribution by fluvial (stream) processes.

4.6.2.2 *Seismicity and Seismic Hazards*

The project site is located within the seismically active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The major earthquake faults in the project area are:

- the San Andreas Fault, located approximately eight miles west of the site,
- the Hayward Fault, located approximately 11 miles east of the site, and
- the Calaveras Fault, located approximately 15 miles east of the site.

These regional faults are capable of generating earthquakes of at least 6.7 in magnitude. Based on a 2014 forecast completed by the US Geological Survey, there is a 72 percent probability that one or more major earthquakes (6.7 in magnitude or greater) will occur in the San Francisco Bay Area by 2044.

Liquefaction

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

The project site is located in a liquefaction hazard zone according to Santa Clara County's Geologic Hazard Zones Map and the California Geological Survey Seismic Hazard Zones Map for Mountain View. For this reason, there is a potential for earthquake-induced liquefaction to occur at the project site.

4.6.2.3 *Site Topography and Soils*

The project site is relatively flat and is 95 to 98 feet above mean sea level. The nearest creek is Stevens Creek, located approximately one mile to the west of the site adjacent to Highway 85.

Based on a review of the US Department of Agriculture Web Soil Survey for the project area, on-site soils are classified as *Urban Land – Stevenscreek Complex* from the site's surface to approximately six feet below ground surface. Soils from the Stevenscreek series are characterized as sandy loam, silty loam, clay loam, silty clay loam, and sandy clay loam. The expansion potential for the Stevenscreek soils ranges from a moderate to a high expansion potential. Approximately 85 percent of the site is comprised of urban land soils (disturbed and imported material) which includes on-site surfaces covered by buildings, roads, and other structures.[13]

4.6.2.4 *Groundwater*

Groundwater in the project area has been encountered at levels ranging from 31 to 51 feet bgs.[14] The depth to groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors.

[13] AEI Consultants. *Phase I Environmental Site Assessment. Property Identification: 779 East Evelyn Avenue*. February 2015.

[14] Groundwater level estimates are based on a review (completed as part of the Phase I Environmental Site Assessment referenced in the above footnote) of leaking underground storage tank (LUST) files and data from and

4.6.3 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	
b. Strong seismic ground shaking?	☐	☐	☒	☐	1-3,12
c. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1-3,13
d. Landslides?	☐	☐	☒	☐	1-3,13
2. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	1
3. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1-3, 13, 14
4. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐	1-3, 14
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	1

4.6.3.1 *Geologic and Soils Impacts*

Due to the relatively flat topography of the project site and surrounding areas, the site would not be exposed to slope instability, erosion, or landslide related hazards. Excavation and grading would occur to prepare the project site for new construction.

The project would include the construction of a below grade parking garage and would require the excavation of 24,500 cubic yards of soil to approximately 15 feet below ground surface.

data from the Santa Clara County Environmental Health Department (SCCEHD) for the adjacent gasoline station to the north and east of the project site.

Based on the USDA Web Soil Survey for the project site, surface soils range from a moderate to high expansion potential. Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations, pavements, and exterior flatwork.

The proposed project would be designed and constructed in accordance with standard engineering safety techniques and in conformance with the final design-specific geotechnical report which shall be prepared for the site. Review of design specifications by a qualified geotechnical specialist and monitoring of the site preparation and installation of the building and utilities would be required to ensure conformance with required design specifications as standard conditions of approval:

- Geotechnical Report: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report 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 causes by seismic activity, and traffic loads; method for back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

Implementation of these conditions would reduce potential soils and geology impacts to a less than significant level. **[Less Than Significant Impact]**

4.6.3.2 *Seismicity and Seismic Hazards*

As previously discussed, the project site is located in a seismically active region and, as such, strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site, ground shaking on the site could damage the apartment building and other proposed structures and threaten residents and occupants of the proposed development. The implementation of the above standard condition of approval would reduce the impacts of seismic ground shaking. **[Less Than Significant Impact]**

Liquefaction

The project site is located in a Santa Clara County Liquefaction Hazard Zone. To avoid or minimize potential damage from seismic shaking and liquefaction, all portions of the project would be designed and constructed in accordance with City of Mountain View requirements and seismic design guidelines for Seismic Design Category D in the current (2013) California Building Code. All specific recommendations of the design-level geotechnical investigation report would be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

4.6.3.3 *Wastewater Disposal and Septic Tanks*

The project would connect to the City's existing wastewater system and would not require the use of septic tanks or other alternative wastewater systems (refer to Section 4.17, *Utilities*). **[No Impact]**

4.6.4 Conclusion

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

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Introduction and Regulatory Background

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

4.7.1.1 *State of California*

AB 32 and CEQA

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

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

In May 2014, CARB adopted an updated Scoping Plan document. The 2014 Update defines CARB's climate change priorities for the next five years and lays the groundwork to start the transition to the post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012 (see below). The 2014 Update highlights California's progress toward meeting the "near-term" 2020 greenhouse gas emission reduction goals defined in the 2008 Scoping Plan and evaluates how to align the State's longer-term greenhouse gas reduction strategies with other State policy priorities, such as for water, waste, natural resources, agriculture, clean energy, and transportation and land use.

Executive Orders

In addition to AB 32, Executive Order S-3-05 (EO S-3-05) established a reduction target of 80 percent below 1990 levels by 2050 and Executive Order B-16-2012 established benchmarks for increased use of zero emission vehicles and zero emission vehicle infrastructure by 2020 and 2025.

On April 29, 2015, Governor Edmund G. Brown Jr. issued Executive Order B-30-15, setting a new interim statewide greenhouse gas emission reduction target. The purpose of establishing the interim target is to ensure California meets its previously established target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050, as set forth in Executive Order S-3-05 in 2005. Under Executive Order B-30-15, the interim target is to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030.

California Senate Bill 375

Senate Bill 375 (SB 375), known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. It builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 when compared to emissions in 2005. The per capita reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.[15] The four major requirements of SB 375 are:

1. MPOs must meet greenhouse gas emission reduction targets for automobiles and light trucks through land use and transportation strategies.
2. MPOs must create a Sustainable Communities Strategy (SCS), to provide an integrated land use/transportation plan for meeting regional targets, consistent with the RTP.
3. Regional housing elements and transportation plans must be synchronized on eight-year schedules, with Regional Housing Needs Assessment (RHNA) allocation numbers conforming to the SCS.
4. MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the CTC.

Consistent with the requirements of SB 375, the MTC is partnering with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC) to prepare the region's SCS as part of the RTP process.[16] The SCS is referred to as *Plan Bay Area*.

Plan Bay Area is a long-range integrated transportation and land-use/housing strategy through 2040 for the San Francisco Bay Area to meet the requirements of California's landmark 2008 Senate Bill 375, which calls on each of the state's 18 metropolitan areas to develop a Sustainable Communities Strategy to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks. The strategy is intended to promote compact, mixed-use development close to public transit, jobs, schools, shopping, parks, recreation, and other amenities, particularly within Priority Development Areas (PDAs) identified by local jurisdictions. The project site is not within a PDA.

15 The emission reduction targets are for those associated with land use and transportation strategies, only. Emission reductions due to the California Low Carbon Fuel Standards or Pavley emission control standards are not included in the targets.

16 ABAG, BAAQMD, BCDC, and MTC. "One Bay Area Frequently Asked Questions." http://www.onebayarea.org/plan_bay_area/faq.htm#31.

On July 18, 2013, the final *Plan Bay Area* was jointly approved by the ABAG Executive Board and by the MTC. The two agencies also adopted the final EIR for the *Plan Bay Area*.[17]

4.7.1.2 *Bay Area Air Quality Management District*

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

2010 Bay Area Clean Air Plan

As described in Section 4.4.2.1, the Bay Area 2010 Clean Air Plan (CAP) addresses air emissions in the San Francisco Bay Area Air Basin. One of the key objectives in the CAP is climate protection. The 2010 CAP includes emission control measures and performance objectives, consistent with the state's climate protection goals under AB 32 and SB 375, designed to reduce emissions of GHGs to 1990 levels by 2020 and 40 percent below 1990 levels by 2035.

BAAQMD CEQA Guidelines

BAAQMD identifies thresholds of significance for operational GHG emissions from land-use development projects in its CEQA Air Quality Guidelines.[18] These guidelines include recommended significance thresholds, assessment methodologies, and mitigation strategies for GHG emissions. Under the BAAQMD CEQA Guidelines, if a project would result in operational-related greenhouse gas emissions of 1,100 metric tons (MT) (also called the "bright line" threshold), or 4.6 metric tons per service population[19] of carbon dioxide equivalents (CO_2e) per year or more, it would make a cumulatively considerable contribution to greenhouse gas emissions and result in a cumulatively significant impact to global climate change. In jurisdictions where a qualified Greenhouse Gas Reduction Strategy has been reviewed under CEQA and adopted by decision-makers, compliance with the Greenhouse Gas Reduction Strategy would reduce a project's contribution to cumulative greenhouse gas emission impacts to a less than significant level.[20] The BAAQMD CEQA Guidelines also outline a methodology for estimating greenhouse gases.

[17] ABAG, BAAQMD, BCDC, and MTC. Regional Initiatives; Plan Bay Area. http://onebayarea.org/regional-initiatives/plan-bay-area.html

[18] As described in Section 4.4.2.2, the Superior Court found that adoption of thresholds by the BAAQMD in its CEQA Air Quality Guidelines is a CEQA project and BAAQMD is not to disseminate officially sanctioned air quality thresholds of significance until BAAQMD fully complies with CEQA. However, the ruling in the case does not equate to a finding that the quantitative metrics in the BAAQMD thresholds are incorrect or unreliable for meeting AB 32's climate protection goals. Per the State CEQA Guidelines [Section 15064(b)], the determination of whether a project may have a significant effect on the environment is subject to the discretion of each individual lead agency, based upon substantial evidence. For the assessment of GHG emissions impacts the City of Mountain View analyzes project conformance with its adopted GHG Reduction Program as allowed for in the CEQA Guidelines and BAAQMD CEQA Air Quality Guidelines.

[19] Service population is defined as the sum of the number of residents and the number of employees at the development.

[20] The required components of a "qualified" Greenhouse Gas Reduction Strategy or Plan are described in both Section 15183.5 of the CEQA Guidelines and the BAAQMD CEQA Air Quality Guidelines (amended 2012).

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

The City of Mountain View adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP), and certified the General Plan and Greenhouse Gas Reduction Program EIR in July 2012. The General Plan is the guiding document for future growth of the City. The GGRP is a separate but complementary document and long-range plan that implements the greenhouse gas emissions reduction goals of the General Plan, and serves as a programmatic greenhouse gas reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions, to meet the requirements of AB 32. The GGRP was evaluated in the certified 2030 General Plan and Greenhouse Gas Reduction Program EIR; it meets the mandates of a "qualified plan" as set forth by BAAQMD.

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

4.7.2 Existing Site

The site is developed with a commercial building (occupied by a convenience store) and an office building. These uses generate direct greenhouse gas emissions from vehicle trips made by the employees and visitors that utilize the property. Indirect GHG emissions occur from the usage of operational electricity, natural gas, water, and other sources. Based on a California Emissions Estimator Model (CalEEMod) analysis completed for the existing conditions of the site, the current GHG emissions rate is approximately 1,020 metric tons of CO_2e per year.

4.7.3 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1, 3, 7
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1, 15

4.7.3.1 *Global Climate Change Impacts from the Project*

Given the overwhelming scope of global climate change, it is not anticipated that a single development project would have an individually discernible effect on global climate change. It is more appropriate to conclude that the greenhouse gas emissions generated by the proposed project would combine with emissions across the state, nation, and globe to cumulatively contribute to global climate change.

As described previously, the adopted City of Mountain View GGRP identifies a series of GHG emissions reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. In the GGRP, Mandatory Measure E-1.6, which reinforces the implementation of current codes would apply to the proposed residential project. The project also includes one of the voluntary measures in the GGRP (Measure E-1.4, Residential Energy Star Appliances).

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Residential Mandatory Measures of the 2013 California Green Building Code (CALGreen), and a score of at least 70 points using the multi-family Green Point Rated checklist established by Build-It-Green would be required, or an equivalent LEED™ level.

The residential building is proposed to be designed to a LEED Gold level. In order to conserve water, the project proposes a high efficiency irrigation system, limited turf use, drought resistant plants, landscaped courtyards, roof drainage collection system via down spouts, and efficient showerheads, kitchen faucets, and toilets. Energy efficiency design components will include upgraded insulation in exterior walls and roofs, Energy Star appliances, insulated windows, and high efficiency heating and cooling equipment.

Additionally, the development would provide a bicycle center with a parts depot, washing station and long-term bicycle storage for the residents. In total, the project would provide 128 bicycle parking spaces on-site.

Based upon the inclusion of the applicable greenhouse gas emissions measures and the green building design features, the project would be consistent with the GHG reduction measures in the adopted Mountain View GGRP. The proposed project is consistent with the Mountain View 2030 General Plan and the resulting greenhouse gas emissions targeted for reduction in the GGRP, and therefore would result in less than significant greenhouse gas emissions.
[Less Than Significant Impact]

Operational Emissions

The proposed project would develop a four-story, 116-unit apartment building on the 1.93-acre project site.

The projected operational greenhouse gas emissions were calculated using the CalEEMod model. The CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid

waste land filling and transport. The year 2018 was analyzed for this project since it is the first year that the project could conceivably be occupied. The estimated annual operational emissions rate for the GHG emissions generated by the proposed project is 960 metric tons of CO_2e per year,[21] which is below BAAQMD's bright-line threshold of 1,100 metric tons of CO_2e per year.

Since the projected operational GHG emissions rate would be below the bright line threshold and GHG emissions would be lower than the existing conditions by approximately 60 metric tons of CO_2e per year, the project would not make a cumulatively considerable contribution to greenhouse gas emissions or global climate change. **[Less Than Significant Impact]**

Construction Emissions

The proposed project would result in minor increases in GHGs associated with construction activities including operation of construction equipment and emissions from construction workers' personal vehicles traveling to and from the construction site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel. The proposed project's construction emissions would be temporary. Neither the City of City of Mountain View nor BAAQMD has established a quantitative threshold or standard for determining whether a project's construction-related GHG emissions are significant. The projected GHG emissions from construction is 136 metric tons of CO_2e per year. Because project construction would be a temporary condition (14 month construction period) and would not result in a permanent increase in emissions that would interfere with the implementation of AB 32, the increase in emissions would be less than significant.

Emissions during the construction phase would be reduced by compliance with the construction air quality best management practices and other green building and energy efficiency measures described above, and in compliance with City requirements and City standard project conditions. For these reasons, this impact would be considered less than significant.

Compliance with the City's Mountain View Green Building Code and City standard project conditions would result in the project having a less than significant impact on climate change during construction activities. **[Less Than Significant Impact]**

4.7.3.2 *Global Climate Change Impacts to the Project*

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

The project site is located inland from San Francisco Bay, and would not be impacted by a sea-level rise of up to six feet.[22] **[Less Than Significant Impact]**

[21] Illingworth & Rodkin. *CalEEMod Run: 779 E. Evelyn.* October 2015.
[22] National Oceanic and Atmospheric Administration. *Sea Level Rise and Coastal Flooding Impacts.* Available at: <http://www.bcdc.ca.gov/slr.shtml>. Accessed July 23, 2015.

4.7.4 Conclusion

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

4.8 HAZARDS AND HAZARDOUS MATERIALS

The discussion in this section is based in part on a Phase I Environmental Site Assessment prepared by *AEI Consultants* in February 2015. This report is included in this Initial Study as Appendix B.

4.8.1 Introduction and Regulatory Framework

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

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

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

4.8.1.1 *Federal Laws and Regulations*

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

Other federal laws include:

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

4.8.1.2 *California Laws and Regulations*

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

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

4.8.1.3 *Local Regulations*

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

4.8.1.4 *Aircraft Safety Regulations*

Federal Aviation Regulations, Part 77

The Moffett Federal Airfield (Airport) is located approximately 1.5 miles north of the project site. Given the project site's proximity to the Airport, the site is subject to Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace (commonly referred to as FAR Part 77), which sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects within an extended zone defined by a set of

imaginary slope radiating outward for several miles from the Airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any structure of a height greater than approximately 80 to 90 feet above ground is required under FAR Part 77 to be submitted to the FAA for review. Although the FAA does not have the authority to approve or deny a proposed off-airport land use, the City's General Plan requires all projects to be in conformance with FAA height determinations.

Moffett Federal Airfield Comprehensive Land Use Plan

The project site is located within the Airport Influence Area (AIA), as defined by the Airport's Comprehensive Land Use Plan (CLUP), adopted by the Santa Clara County Airport Land Use Commission (ALUC) in November 2012 for Moffett Field. The AIA is a composite of the areas surrounding the airport that are affected by noise, height, and safety considerations. The AIA is defined as a feature-based boundary around the airport within which all actions, regulations and permits must be evaluated by local agencies to determine how the CLUP policies may impact the proposed development. The CLUP includes land use compatibility policies and standards, which form the basis for evaluating the land use compatibility of individual projects with the Airport and its operations. The purpose of this evaluation is to determine that the development meets the conditions specified for height restrictions, and noise and safety protection to the public. The project is within the AIA for Moffett Federal Airfield.[23]

Standards in the CLUP focus on the three areas of ALUC responsibility: 1) aircraft noise, 2) the safety of persons on the ground and in aircraft, and 3) the control of objects in navigable airspace. The project site is located just outside the projected 65 dB CNEL aircraft noise contour and the project site is also outside of the identified airport safety zones in the CLUP.

Airport safety zones are established in the CLUP to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use. The project site is not within the airport safety zone for Moffett Federal Airfield.

Proposals for amendments to general or specific plans and building or zoning regulations by local agencies, which may affect land use in the AIA, must be submitted to the ALUC for a determination of consistency with the CLUP. As of the release date of this document, the ALUC has not completed their review and determination on the proposed project's consistency with the adopted CLUP.

4.8.2 Existing Setting

4.8.2.1 *Existing and Historic Site Conditions*

The proposed project is located on a 1.93-acre parcel (APN 161-15-006) which is currently developed with one single-story commercial building (which includes a convenience store and offices), a two-story office building, and a surface parking lot.

[23] Santa Clara County Airport Land Use Commission. *Comprehensive Land Use Plan, Santa Clara County: Moffett Federal Airfield. Figure 8.* November 2012.

The project site was used for agricultural purposes from 1939 until 1950. By 1956, the site was developed with a building which was a single-family residence or an outbuilding (based on a review of historical aerial photographs). By 1968, the project site was undeveloped. In 1974, the one-story commercial building and parking lot were constructed. According to the 1979 Mountain View City Directory, a dry cleaning business occupied the one-story building and was in operation for two years or less. The dry cleaning business was likely a retail drop-off facility and dry cleaning was completed off-site. By 2001, the existing on-site two-story office building was constructed.

Surrounding Land Uses

Surrounding uses include a gasoline station with automobile repair (789 East Evelyn Avenue) to the north/east of the site, UPRR/Caltrain railroad tracks to the north, multi-family residential uses to the south (1209 Ayala Drive), AT&T facility and a metal-working/machining company (at 1188 West Evelyn Avenue and 1190 West Evelyn Avenue, respectively in Sunnyvale) to the east across South Bernardo Avenue, and a public storage facility (769 East Evelyn Avenue) to the west.

4.8.2.2 *Potential On-Site Sources of Contamination*

The former dry cleaning business was established in 1979 and ceased operations by 1981. Dry cleaning often requires the use of tetrachlorethene (i.e., PCE), but as mentioned above, the dry cleaning business was likely a retail drop off facility and dry cleaning was most likely performed off-site.

As a part of the Phase I ESA for the proposed project, a search of publicly available information from federal, state, tribal, and local databases containing known and suspected sites of environmental contamination and sites of potential environmental significance was completed. The project site (including current or former businesses/facilities at the site) was not listed on these databases. Additionally, no regulated hazardous/wastes and/or petroleum products use or storage was identified on the project site during the site reconnaissance. For these reasons, the project site is not considered to be a source of contamination nor is it considered an environmental concern.

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

Lead-based paint was commonly used in the construction of buildings prior to being phased out of regular use in California starting in 1978. Because the existing one-story commercial building was constructed in 1974, this building may contain lead-based paint.

Additionally, the one-story commercial building may have also been constructed with asbestos-containing materials (ACM) given the age of the building. The two-story office building was constructed in the 2000's and, thus, is not likely to contain lead-based paint or ACM.

4.8.2.3 *Potential Off-Site Sources of Contamination*

A search of publicly available information (referred to in the above paragraph) from federal, state, tribal, and local databases containing known and suspected sites of environmental contamination and sites of potential environmental significance was completed for the project site and surrounding

properties in February 2015.[24] One facility located within a one-eighth to one-quarter mile of the project site had a previous hazardous chemical release, which is described below. Other sites identified in these databases are relatively far away (more than one-quarter mile from the site), had no releases or violations reported, and/or are hydrologically cross- to down-gradient from the project site, and are not considered an environmental concern to the project site; thus, these sites are not discussed in this Initial Study.

- **H&M Station/Evelyn 76 Gasoline Station, 789 East Evelyn Avenue** (immediately adjacent to the project site). In 1988, three 6,000-gallon gasoline underground storage tanks (USTs) were removed. The gasoline station was reported as a leaking UST site. Soil samples were collected from beneath the USTs and results showed total petroleum hydrocarbons (TPH) concentrations were detected. No additional groundwater samples were collected from the wells until 1994.

  By 1994, TPH concentrations decreased and in 1998, there were no detectable concentrations of TPH. The Santa Clara Valley Water District (SCVWD) closed the case in 1998 after determining that the residual soil contamination (from the removed USTs) did not affect groundwater quality. Based on the Phase I ESA, the project site was not impacted by the releases at the gasoline station site. The gasoline facility is not a significant environmental concern for the project site and no further investigation is warranted.

4.8.2.4 *Other Hazards*

The proposed project site is approximately 1.5 miles south of the Moffett Federal Airfield, the closest airport to the project site. As described in Section 4.8.1.4 above, the project site is within the AIA of Moffett Federal Airfield based on the CLUP for the Airport. The project site is, however, located outside of the Airport's noise restriction area and airport safety zone. The site is within the FAA FAR Part 77 height restriction area. Based on the FAA FAR Part 77 building/structural height criteria, the maximum height of a structure allowed on the project site is 80 to 90 feet above ground surface.

The project site is located in a developed urban area and is not located in a hazard zone for wildland fires.[25] The nearest public school is Catholic Academy of Sunnyvale located at 195 Leota Avenue in Sunnyvale, approximately one-quarter mile southeast of the project site.

[24] Surrounding properties accounted for the environmental database search were within one-half mile or one mile of the project site, depending on the American Society for Testing and Materials (ASTM) minimum search distance requirements for the regulatory databases.

[25] California Department of Forestry and Fire Protection (CAL FIRE). V*ery High Hazard Fire Severity Zones in Local Responsibility Area. Santa Clara County*. October 2008. Available at: <http://www.fire.ca.gov/fire_prevention/fhsz_maps_santaclara.php>. Accessed July 23, 2015.

4.8.3 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	1
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	1, 16
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	1,8,16
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒	1,16
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐	1, 17
6. For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1
7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1,3
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	1,18

4.8.3.1 *Existing On-site and Off-site Sources of Contamination*

Soil and/or Groundwater Contamination Impacts

There are no regulated hazardous substances currently being used or stored at the project site. The dry cleaning business which was in operation at the one-story commercial building in 1979, for two years or less, was likely a retail drop-off facility. The dry cleaning operations are assumed to have been completed off-site. The project site is not listed on the reviewed federal, state, or local or tribal regulatory databases as a source of environmental contamination (due to hazardous releases into the soil or groundwater) or a potential source of contamination.

The Phase I ESA regulatory database report prepared for the project identified a number of sites of concern within one mile. These sites are, however, not anticipated to adversely affect the project site given the distance (more than one-quarter mile) of the properties from the project site, the hydrological gradient (i.e., groundwater flow direction), or findings from previous investigations.

With the conversion of industrial use to residential use, however, the project would include the following City standard project condition of approval pertaining to clearance from the County Department of Environmental Health:

- **Soil Management Plan**: Prepare a soil and groundwater management plan for review and approval by the Santa Clara County Department of Environmental Health (SCCDEH). Proof of approval or actions for site work required by the SCCDEH must be provided to the Building Inspection Division prior to the issuance of any demolition or building permits.

With implementation of the standard project conditions of approval, the project will have a less than significant impact on potential exposures to contaminated soil and/or groundwater.
[Less Than Significant Impact]

ACM and Lead-Based Paint Impacts from Demolition

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

Impact HAZ-1: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**

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

MM HAZ-1.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures.

- A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

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

4.8.3.2 *Hazardous Materials Impacts*

Proposed Uses

The project proposes to construct 116 apartment units. Based on the proposed use, hazardous substances that may be used on site during normal household activities could include substances for cleaning, vehicle maintenance, and landscaping. Materials such as solvents, paints, and fuels could also be utilized during project construction and property maintenance.

Compliance with applicable federal, state, and local handling, storage, and disposal requirements would avoid significant hazards to the public or the environment created by the routine transport, use, or disposal of these substances.

The use of equipment during construction could generate dust. BAAQMD BMPs, a City standard condition, would be implemented as standard conditions of approval to reduce the generation of dust from construction equipment. The handling of ACM- and lead-contaminated building materials would be in accordance with **MM HAZ-1.1** and would not result in significant impacts sensitive receptors at the nearest school (Catholic Academy of Sunnyvale at 195 Leota Avenue),

approximately one-quarter mile southeast of the project site. For these reasons, hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste would not have a significant impact on schools on nearby schools. **[Less Than Significant Impact]**

Adjacent Uses

Based on the use of petroleum and fuels at the existing gasoline/automobile service station immediately to the north of the site, materials such as solvents and paints could also be used at the property. The gasoline/service station's compliance with applicable federal, state and local handling, storage, and disposal requirements would ensure that no significant hazards to the proposed residential development are created by the routine transport, use, or disposal of these substances.

4.8.3.3 *Aircraft Safety Impacts*

The project site is approximately 1.5 miles south of the Moffett Federal Airfield, the closest airport to the project site. Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use. Although the project site is within the Moffett Federal Airfield AIA, the site is not within the airport safety zone for Moffett Federal Airfield. Since the project site is within the Airport's AIA (established by the CLUP) and proposes an amendment to the City's General Plan, the project would be evaluated by the ALUC to ensure the project is consistent with CLUP policies.

The ALUC and Federal Aviation Administration (FAA) has established a height restriction area for the construction of proposed structures near the Moffett Federal Airfield. The proposed project is within the FAA FAR Part 77 height restriction area. Based on the ALUC's CLUP FAR Part 77 height restriction figure, the project site is restricted to a building height of 80 to 90 feet above ground surface. Given the maximum height of the proposed apartment building is approximately 60 feet above ground surface, the project meets the FAA FAR Part 77 building height requirement and does not pose an aircraft safety risk to future residents.

4.8.3.4 *Other Hazards*

The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The project would also not alter or obstruct any of the existing road networks. Additionally, the project site is located in a developed urban area and would not expose people or structures to wildland fires nor is the project site within the vicinity of a private airstrip. These hazards would not present a significant impact to those living near or working at the project site. **[No Impact]**

4.8.4 Summary of Hazardous Materials Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact HAZ-1: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition.	Significant	**MM HAZ-1.1:** The proposed project shall implement measures to reduce hazardous materials impacts related to ACMs and lead-based paint, as required by local, state, and federal laws.	Less Than Significant

4.8.5 Conclusion

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

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Regulatory Setting

4.9.1.1 *Federal Emergency Management Agency*

The National Flood Insurance Program (NFIP) makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

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

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

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

Statewide Construction General Permit

The State Water Resources Control Board has implemented a NPDES Construction General Permit (CGP) for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The CGP includes additional requirements for training, inspections, recordkeeping, reporting, and for projects of certain risk levels and monitoring.

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

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP) that covers 77 Bay Area municipalities, including the City of Mountain View. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities.

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

Impaired Water Bodies (Section 303(d))

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

4.9.2 Existing Setting

4.9.2.1 *Water Quality*

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

4.9.2.2 *Groundwater*

Groundwater at the site typically ranges from 31 to 51 feet below ground surface. The depth of groundwater can vary seasonally, and can be influenced by underground drainage patterns, regional fluctuations, and other factors. The project site is located in the Santa Clara Groundwater Basin's Santa Clara Subbasin. The site is not located in a groundwater recharge area[26] designated by the Santa Clara Valley Water District (the groundwater management agency for Santa Clara County).

4.9.2.3 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. Stormwater runoff from the project site is collected via on-site inlets/catch basins, which connect to the 12-inch diameter storm drains on East Evelyn Avenue. The runoff flows from on-site storm drains to the City's storm drain system.

The project site developed with a one-story commercial building, a two-story office building, paved driveways and parking lots, as well as, landscaping and utilities. The site is almost entirely paved; it

[26] Recharge areas are primarily comprised of high permeability aquifer materials like sands and gravels that allow surface water to infiltrate into the aquifers. Most groundwater recharge occurs in these areas through the infiltration of precipitation and the District's managed recharge to augment groundwater supplies.

currently contains approximately 85 percent impervious surfaces and approximately 15 percent pervious surfaces.

4.9.2.4 *Flooding*

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

The project site is not located within a 100-year flood hazard zone (i.e., a special flood hazard area). According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as: 1) areas subject to the 500-year flood, 2) areas subject to a 100-year flood with average depths of less than one-foot or with drainage areas less than one square mile, and 3) areas protected by levees from the 100-year flood.[27]

4.9.2.5 *Other Inundation Hazards*

The Mountain View dam hazard map contained within the General Plan EIR shows that the project site is not located within a dam failure inundation hazard zone. Based on the elevation of the project site, the project would not be impacted by a sea-level rise of up to six feet.[28]

A seiche is the oscillation of a body of water which most frequently occurs in enclosed or semi-enclosed basins such as bays, lakes, or harbor. Seiches may be triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunami, or tides. A tsunami is a large tidal wave caused by an underwater earthquake, volcanic eruption or undersea landslides. Tsunamis affecting the San Francisco Bay Area would originate west of the Bay in the Pacific Ocean. A mudflow is a large rapid mass of mud (which can accelerate up to 50 miles per hour) formed by loose earth and water. Hillsides and slopes of unconsolidated material could be at risk to mudflows if these areas become saturated.

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

[27] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06085C0045H*. Map. Effective Date: May 18, 2009.
[28] National Oceanic and Atmospheric Administration. *Sea Level Rise and Coastal Flooding Impacts.* Available at: <http://www.bcdc.ca.gov/slr.shtml>. Accessed July 23, 2015.

4.9.3 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1,3
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	1, 16, 19
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	1,3
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	☐	☐	☒	☐	1,3
5. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	1,3
6. Otherwise substantially degrade water quality?	☐	☐	☒	☐	1
7. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	1, 20
8. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☐	☐	☒	1, 20
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	1,3
10. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1, 3, 21

4.9.3.1 *Construction Water Quality Impacts*

Impacts During Construction

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

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

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

- State of California Construction General Stormwater Permit: A "Notice of Intent" (NOI) and "Stormwater Pollution Prevention Plan" (SWPPP) shall be prepared for construction projects disturbing one acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

- Construction Best Management Practices: All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system. Refer to the City of Mountain View document, "It's In the Contract But Not In the Bay," for the specific construction practices required at the job site.

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

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

Post-Construction Impacts

The proposed project would construct a multi-story apartment building with one level of below grade parking, new landscaping, common areas, and new utility infrastructure. Based on preliminary project plans, the project would increase impervious surfaces from 85 to 88 percent.

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

- Stormwater Treatment (C.3): This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

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

- Stormwater Management Plan – Third-Party Engineer's Certification: The Final Stormwater Management Plan must be certified by a qualified third-party engineer that the proposed stormwater treatment controls comply with the City's Guidelines and Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP).

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

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

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

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

Implementation of these measures would reduce water quality impacts to a less than significant level. **[Less Than Significant Impact]**

4.9.3.2 *Groundwater Impacts*

Groundwater at the project site is expected to range from 31 to 51 feet below ground surface, although groundwater depths fluctuate seasonally. Shallow groundwater in the vicinity of the project site is not used for drinking water. Since excavation for the project is expected to be no deeper than 15 feet below ground surface, groundwater is not expected to be encountered at the site nor would the project impact groundwater recharge or aquifer volume. Therefore, impacts to groundwater quality, supply, and recharge would be less than significant. **[Less Than Significant Impact]**

4.9.3.3 *Stormwater Drainage*

The proposed project would install six- to 12-inch storm drains on-site which would connect to catch basins and manholes on the project site. Stormwater from the site would flow from on-site storm drains to the City's existing storm drainage system in East Evelyn Avenue.

Table 4.9-1: Pervious and Impervious Surfaces On-Site

Site Surface	Existing/Pre-Construction (square feet)	%	Project/Post-Construction (square feet)	%	% Difference
Impervious					
Building Footprint and Hardscape	70,998	85	73,806	88	+3
Pervious					
Pervious Surfaces	12,856	15	10,408	12	-3
Total	**83,854**	**100**	**84,214**	**100**	

The proposed project would increase impervious surfaces by three percent, from 85 to 88 percent (refer to Table 4.9-1). Implementation of the bio-retention areas and bioswales described under stormwater treatment conditions of approval (during and post-construction) would reduce the amount of runoff generated from the project site. For these reasons, the existing storm drainage system has adequate capacity for the project and stormwater runoff would not cause the City's storm drainage to exceed capacity. **[Less Than Significant Impact]**

4.9.3.4 *Flooding Impacts*

The site is located within Flood Zone X, which is defined as areas of 500-year flood; areas of 100-year flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from the 100-year flood. Since the project is not located within a flood hazard area,[29] construction on the site is not anticipated to expose people or structures to substantial flooding risks. **[No Impact]**

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

The Mountain View dam hazard map shows that the project site is not located within a dam failure inundation hazard zone. The project site is not within an area that would be directly affected by a projected future sea level rise from global climate change.

The site is not located near a large body of water, near the ocean, or in a landslide hazard zone. Therefore, it is not vulnerable to inundation by seiche, tsunami, or mudflow. **[No Impact]**

4.9.4 Conclusion

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

[29] A special flood hazard area is defined (by FEMA) as the area that will be inundated by the flood event having a one percent chance of being equaled or exceeded in any given year.

4.10 LAND USE

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

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

4.10.1 Land Use Plans and Regulations

4.10.1.1 *Mountain View 2030 General Plan*

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

The project site is located on the northeast end of the Grant/Sylvan Park Planning Area and has a General Plan designation of *General Industrial*. The *General Industrial* land use designation is intended for the production, storage and wholesale of goods and services. Land uses allowed in G*eneral Industrial* areas include manufacturing and storage, research and development, administrative offices, and ancillary commercial uses.

4.10.1.2 *City of Mountain View Zoning Ordinance*

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

The project site is within the existing zoning district of *P(30): Sylvan - Dale Area Precise Plan.* It is one of 26 Precise Plan areas in the City, and covers approximately four acres (refer to Figure 3.3-7). In general, the Precise Plan provides land use and property development standards within this *Planned Community (P)* district. The Sylvan Dale Area Precise Plan (which was adopted in 1974), however, focuses primarily on infrastructure-related improvements and circulation/roadway networks in the area.

4.10.2 Existing Setting

The 1.93-acre project site is located on East Evelyn Avenue and South Bernardo Avenue in eastern Mountain View. The project site consists of one parcel (APNs 161-15-006) along both the south side of East Evelyn Avenue and west side of South Bernardo Avenue.

The project site is currently developed with a one-story commercial building (occupied by a convenience store) and a two-story office building. Surrounding uses include a gas station to the north and east, UPRR/Caltrain railroad tracks to the north, multi-family residential uses to the south, a public storage facility to the west, and light industrial uses (including AT&T facility and metal-working/machining company) to the east.

The project site was used for agricultural purposes from 1939 until 1950. By 1956, the site was developed with a building which was a single-family residence or outbuilding. In 1974, the one-story commercial building and parking lot was constructed. By 2001, the existing on-site two-story office building was constructed.

4.10.3 Environmental Checklist and Discussion of Impacts

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

4.10.3.1 *Land Use Impacts*

Community Impacts

The project would demolish the existing commercial and office land uses and construct a four-story 116-unit apartment building on the project site. The project would not physically divide an established community within the City, as it would not change the surrounding transportation network, would develop uses similar to the multi-family developments to the south and west of the site and improve circulation in the area through pedestrian and bicycle improvements.
[Less than Significant Impact]

Land Use Compatibility Impacts

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritation and annoyance to potentially significant effects on human health and safety.

The area bordering the project site consists of similar apartment housing uses to the south. The proposed project site is located in the northeastern section of the Grant/Sylvan Park Planning Area, which accommodates higher intensity residential uses, as identified in the Mountain View 2030 General Plan.

To accommodate the new apartment development, the project is proposing to rezone the site to *R4 (High Density Residential)*. The new zoning allows for multiple-family apartment/condominium, townhouse and/or rowhouse units at approximately 36 to 70 units per acre; the proposed project would have a density of 60 units per acre. The maximum height proposed for the new building is 60 feet above grade, which is consistent with the City's R4 Guidelines maximum height allowance of up to 70 feet for buildings located along major arterial streets (e.g., East Evelyn Avenue). The FAR for the proposed apartment building would be 2.12, which is consistent with the maximum FAR requirement for R4 zoning standards.

Visual intrusion can be a concern when a taller building is constructed adjacent to an existing residential use. Immediately to the south of the project site are one- to two-story multi-family apartment units which front Ayala Drive. The proposed apartment building is four stories in height; however, the building height transitions along the south side from three-stories to four and is set back approximately 51 feet from the south property line to the face of the three-story portion of the building and approximately 65 feet from the face of the four-story portion of the building. The proposed apartment building would be surrounded by trees along the perimeter of the project site with a landscape buffer of six to eight feet. The combination of setback distances consistent with Mountain View zoning standards and visual screening provided by the site's proposed trees would limit visual intrusion on nearby and adjacent residential uses.

Noise from commercial land uses can constitute an annoyance for nearby residential uses, particularly in urban settings. In vicinity of the project site, specific examples of noise-generating activities include automobile repair (at the adjacent gasoline station), truck loading and unloading, metal-working and machining, vehicle traffic, and other activities common to commercial/industrial land uses. These noise sources are, however, expected to occur during business hours and would not have a significant impact on future residents of the proposed project, particular with the mitigation measures described in Section 4.12, *Noise*. Noise sources and the compatibility of the proposed residential uses with adjacent commercial uses are discussed in greater detail in Section 4.12, *Noise* of this Initial Study. Dust and odors from the commercial/industrial uses are expected to vary with

specific activities occurring at those properties and are not expected to be continuous so as to constitute an ongoing annoyance to residences of the project.

Project construction could cause temporary noise and air quality impacts to adjacent uses, as discussed further in Section 4.12, *Noise* and Section 4.3, *Air Quality* of this Initial Study. Mitigation and avoidance measures are included in the project that would reduce these impacts to a less than significant level. With implementation of mitigation measures for noise and air quality, the residential uses proposed for the site would be compatible with the surrounding uses, and would not result in significant land use compatibility impacts. **[Less than Significant Impact]**

Conflict with Environmental Plans, Policies, or Regulations

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

The project site is designated *General Industrial* in the adopted Mountain View 2030 General Plan. The proposed residential project is not consistent with the site's current General Plan designation; therefore, a General Plan amendment to *High-Density Residential (36-80 du/ac)* is proposed.

Additionally, the project proposes to rezone the site from *P(30): Sylvan - Dale Area Precise Plan* to *R4 (High Density Residential)* zoning district to allow the development of up to 60 units per acre.

The proposed apartment building would be consistent with the R4 zoning development standards and guidelines. The proposed front and side setbacks are 15 feet from the property lines, with a proposed rear setback of 51 feet.

Approval of the project would increase available housing units in the City, particularly at an affordable income level. Based on the California Department of Finance's population and housing estimates and ABAG's estimates for the number of jobs currently in the City for 2015, the jobs to housing units ratio in the City is 1.58 (which indicates there are more jobs than housing in the City). Based on the City's 2030 General Plan, a 1.5 jobs-to-housing unit ratio indicates a community (or City) has an adequate number of jobs to meet the demand for employment by its residents and, therefore, is balanced. Since the proposed project would provide housing to the City, the project would contribute to improving the jobs-to-housing unit ratio. Additionally, the project would aide in the city meeting its allocation of housing for very-low and low income affordability levels.

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

The project would be located in an existing urban area and developed in a manner consistent with City policies designed to reduce environmental effects including, but not limited to air quality, noise, water quality, and energy use. The land use compatibility discussion above also discusses whether implementation of the project would conflict with the City's General Plan policies or regulations (e.g., zoning code) related to avoiding or mitigating an environmental effect, specifically in terms of the compatibility of land uses. Based upon a review of City of Mountain View Plans and zoning regulations, the project would not substantially conflict with environmental plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.
[Less than Significant Impact]

4.10.3.2 *Habitat Conservation Plans*

The Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) went into effect in early October 2013. The City of Mountain View and the project site are not included within the study area of the plan; therefore, the project would not conflict with the plan (refer to Section 4.4, *Biological Resources*). **[No Impact]**

4.10.4 Conclusion

The proposed project would not result in a significant land use impact, including divide an established community nor conflict with a habitat conservation plan.
[Less than Significant Impact]

4.11 MINERAL RESOURCES

4.11.1 Existing Setting

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

4.11.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒	1, 3
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	1-3

4.11.2.1 *Mineral Resources Impacts*

The proposed project site is within a developed urban area and it does not contain any known or designated mineral resources. **[No Impact]**

4.11.3 Conclusion

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

4.12 NOISE

The discussion in this section is based on a noise study prepared by *Illingworth & Rodkin, Inc.* in July 17, 2015. This report is attached to this Initial Study as Appendix C.

4.12.1 Background Information

4.12.1.1 *Fundamentals of Noise*

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

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA.[30] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, different types of noise descriptors are used to account for this variability. Typical noise descriptors include maximum noise level (L_{max}), the energy-equivalent noise level (L_{eq}), and the day-night average noise level (L_{dn}). The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses. For the energy-equivalent sound/noise descriptor called L_{eq}, the most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

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

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

4.12.1.2 *Fundamentals of Vibration*

Railroad and light rail operations and construction activities are potential sources of substantial ground vibration depending on the distance, type and speed of trains, type of railroad track, and type of construction activity and/or equipment being used. Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. This discussion uses Peak Particle Velocity (PPV) to quantify vibration amplitude which is defined as the maximum instantaneous positive or negative peak of the vibration wave. A PPV descriptor with units of millimeters per

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

second (mm/sec) or inches per second (in/sec) is used to evaluate construction generated vibration for building damage and human complaints.

The two primary concerns with vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Structural damage can be classified in two ways: cosmetic damage, like minor cracking of a building facade, or integrity damage, which can threaten the safety of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to a building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

Studies have shown that the threshold of perception to vibration for average persons is in the range of 0.008 to 0.012 in/sec PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

4.12.2 Regulatory Setting

4.12.2.1 *State of California Noise Standards for Residential Uses*

Title 24, Part 2 of the California Code of Regulations specifies a maximum interior L_{dn} of 45 dBA in new multi-family housing. An acoustical analysis is required for projects that are exposed to an exterior L_{dn} of 60 dBA or greater to show how the interior noise level requirement would be achieved. Title 24 standards are enforced through the building permit process in the City of Mountain View.

4.12.2.2 *City of Mountain View 2030 General Plan*

Chapter 7 of the Mountain View 2030 General Plan establishes 65 dBA L_{dn} as the upper noise level limit of compatibility for multi-family residential developments. Goals and policies contained in the 2030 General Plan that would be applicable to the proposed project include:

Goal NOI-1: Noise levels that support a high quality of life in Mountain View.

POLICY NOI 1.1: Land Use Compatibility. Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.

POLICY NOI 1.2: Noise-sensitive land uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:

- New single-family developments shall maintain a standard of 65 dBA L_{dn} for exterior noise in private outdoor active use areas.
- New multi-family residential developments shall maintain a standard of 65 dBA L_{dn} for

private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.

- Interior noise levels shall not exceed 45 dBA L_{dn} in all new single-family and multifamily residential units.
- Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.

POLICY NOI 1.3: Exceeding acceptable noise thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction requirements to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.

POLICY NOI 1.4: Site planning. Use site planning and project design strategies to achieve the noise level standards in **NOI 1.1** (Land Use Compatibility) and in **NOI 1.2** (Noise Sensitive Land Uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.

POLICY NOI 1.5: Reduce the noise impacts from major arterials and freeways.

POLICY NOI 1.6: Sensitive uses. Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.

POLICY NOI 1.7: Stationary sources. Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

POLICY NOI 1.8: Moffett Federal Airfield. Support efforts to minimize noise impacts from Moffett Federal Airfield in coordination with Santa Clara County's Comprehensive Land Use Plan.

POLICY NOI 1.9: Rail. Reduce the effects of noise and vibration impacts from rail corridors.

4.12.2.3 *City of Mountain View Noise Ordinance*

The City of Mountain View limits noise from stationary equipment in Section 21.26 of the Municipal Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morale, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator. Additionally, the Mountain View Municipal Code limits construction activities to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, with work permitted on Saturday, Sunday, or holidays only with prior written approval by the building official. Construction noise is, therefore, limited to the hours of construction activity.

4.12.3 Existing Noise Conditions

The existing noise environment at the site and in the surrounding areas is primarily from vehicular traffic along East Evelyn Avenue, South Bernardo Avenue, and Central Expressway; trains along the Caltrain tracks, located just north of East Evelyn Avenue; noise from the gasoline station operations, including automobile repair bays, located immediately northeast of the project site; and occasional overhead aircraft associated with Moffett Federal Airfield are audible at times on the project site.

A noise monitoring survey was completed between June 16 and 18, 2015 to document the existing noise conditions at the project site. The survey included two long-term noise measurements (LT-1 and LT-2) and two short-term measurements (ST-1 and ST-2) at locations representative of nearby residential land uses, as shown on Figure 4.12-1.

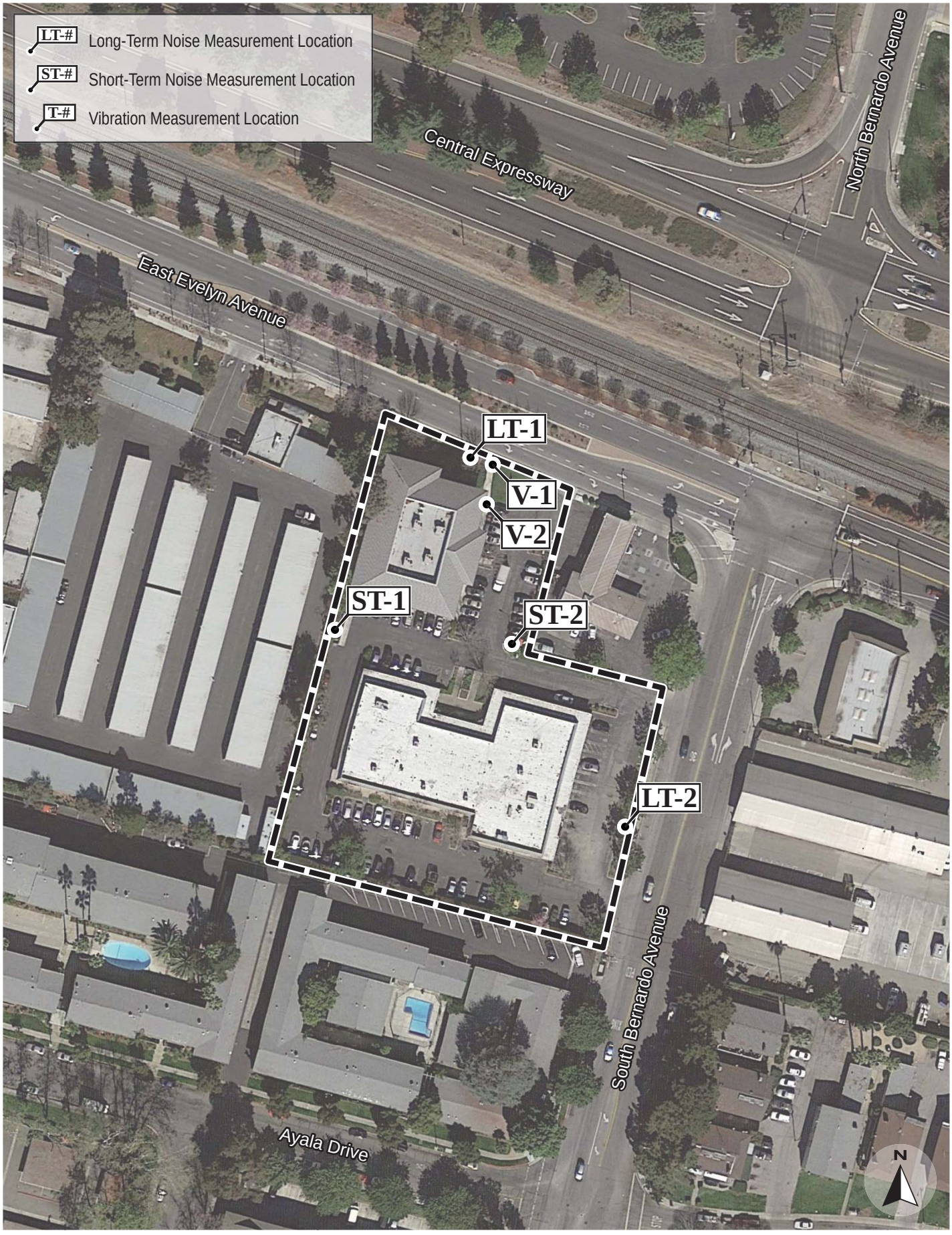
Long-term Noise Monitoring: LT-1 was located at the northern boundary of the site, 50 feet south of the centerline of East Evelyn Avenue. Hourly average noise levels typically ranged from 67 to 71 dBA L_{eq} during the day and from 55 to 68 dBA L_{eq} at night. The calculated day-night average noise level at this location ranged from 71 to 72 dBA L_{dn}. LT-2 was made along the eastern boundary of the project site, approximately 50 feet west of the centerline of South Bernardo Avenue. This measurement location was south of the centerline of East Evelyn Avenue by approximately 285 feet. Hourly average noise levels at this location typically ranged from 63 to 77 dBA L_{eq} during the day and from 52 to 63 dBA L_{eq} at night. The calculated day-night average noise level at this location ranged from 67 to 69 dBA L_{dn}.

Short-term Noise Monitoring: Short-term noise measurement ST-1 was located along the western boundary of the site, approximately 225 feet south of the centerline of East Evelyn Avenue. The estimated day-night average noise level was 55 dBA L_{dn}. ST-2 was made along the shared property line with the existing gas station, approximately 175 feet south of the centerline of East Evelyn Avenue. The estimated day-night average noise level was 61 dBA L_{dn}.

Existing Vibration Environment

Ground-borne vibration at the site results from railroad trains passing by. Vibration measurements of railroad trains were made on Wednesday, July 15, 2015 at two locations, V-1 and V-2, which were approximately 115 and 145 feet, respectively, from the edge of the nearest train tracks. The locations of these measurements are shown on Figure 4.12-1.

Observations and measurements were made between 3:00 p.m. and 3:30 p.m. During this time period, two Caltrain passenger trains passed the project site. The first train was headed in the northbound direction, passing the site at approximately 3:23 p.m. at a speed of approximately 55 mph. The train had one engine and five cars. Maximum overall vibration levels from this event were 65 VdB at V-1 and 62 VdB at V-2. At approximately 3:26 p.m., a southbound Caltrain passenger train passed the site at a speed of approximately 58 mph. The second train consisted of one engine and five passenger cars. Maximum overall vibration levels from this event were also 65 VdB at V-1 and 62 VdB at V-2.



NOISE AND VIBRATION MEASUREMENT LOCATIONS FIGURE 4.12-1

4.12.4 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐	1, 3, 4, 22
2. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1, 22
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 3, 22
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	1, 3, 22
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1, 3, 17
6. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1, 3

4.12.4.1 *Thresholds of Significance*

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels generated by the project conflict with adopted environmental standards or plans, if the project would expose people to or generate excessive groundborne vibration levels, or if ambient noise levels at sensitive receptors would be substantially increased over a permanent, temporary, or periodic basis. The following criteria were used to evaluate the significance of environmental noise and vibration resulting from the project:

- 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, Municipal Code, or applicable standards of other agencies. The Mountain View General Plan considers multi-family residential projects normally acceptable in noise environments up to 65 dBA L_{dn} or less.

- A significant vibration impact from train passbys would be identified at this location if vibration levels would exceed 72 VdB.
- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels due to project construction activities exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to normal buildings.
- A significant impact would be identified if traffic generated by the project would substantially increase noise levels at existing sensitive receptors. A substantial increase would occur if: a) the noise level increase is 5 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn}, or b) the noise level increase is 3 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater. A significant impact would be identified if noise generated by mechanical equipment on the project site would exceed the allowable limits set forth in the City Code.
- A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receivers. Hourly average noise levels exceeding 60 dBA L_{eq}, and the ambient by at least 5 dBA L_{eq}, constitute a significant temporary noise increase at adjacent residential land uses.

4.12.4.2 *Noise and Vibration Exposure Impacts to the Project*

Future Exterior Noise Environment

The future noise environment at the project site would continue to be dominated by vehicular traffic along East Evelyn Avenue, South Bernardo Avenue, and Central Expressway, and by train traffic along the Caltrain tracks. Based on a review of the data contained in the City of Mountain View's 2030 General Plan and Greenhouse Gas Reduction Program EIR[31], traffic noise levels in the area are anticipated to increase by five dBA L_{dn} by the year 2030 as a result of increased traffic volumes along East Evelyn Avenue. Additionally, a Transportation Impact Analysis[32] was completed at the project site in July 2015 to determine the impact of the proposed project on the existing traffic conditions.

While the proposed project would alter the land use of the site from commercial office space to multi-family residential, the peak hour traffic due to the project would represent an insignificant increase to nearby roadway traffic volumes and have little to no effect on the future noise environment. While railroad activity is expected to remain the same under future conditions, through the Peninsula Corridor Electrification Project, which is part of the Caltrain Modernization program, diesel-locomotive hauled trains would be converted to Electric Multiple Unit (EMU) trains by 2020. Nearly all of the trains in the future are planned to be EMU trains. Although Caltrain would be electrified by 2030, noise levels experienced at the project site during train passbys are assumed to remain the same in future years. The future noise environment would range from 76 to 77 dBA L_{dn}

[31] City of Mountain View. *Final Environmental Impact Report, City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program.* September 2012.
[32] Hexagon Transportation Consultants. *779 E. Evelyn Avenue Affordable Housing Development, Draft Transportation Impact Analysis*. July 2015.

at a distance of 50 feet from the centerline of East Evelyn Avenue and from 72 to 74 dBA L_{dn} at a distance of 50 feet from the centerline of South Bernardo Avenue.

According to Policy NOI 1.2 of the City's General Plan, the exterior noise level standard for which new multi-family residential developments shall maintain is 65 dBA L_{dn}. This noise standard would apply to community outdoor recreational areas and not to private decks or balconies.
[Less Than Significant Impact]

The proposed project includes a community outdoor area on the podium deck, which is located on the second floor. This area would be completely surrounded by the proposed apartment building and the building would shield the outdoor use area from the surrounding traffic noise and train noise. The future exterior noise levels are expected to be below 65 dBA L_{dn}. This noise level would not exceed the City's exterior noise threshold for multi-family residential land uses.

Future Interior Noise Environment

Interior noise levels within the residential units are required by the City of Mountain View Building Code to be maintained at or below 45 dBA L_{dn}. Furthermore, the maximum noise level occurring within the residential units during a train passby shall not exceed 65 dBA L_{max}. At the nearest building façade to East Evelyn Avenue, the apartments adjacent to the roadway would have setbacks from the centerline of the East Evelyn Avenue of approximately 60 feet. At this distance, the residences would be exposed to future exterior noise levels ranging from 75 to 76 dBA L_{dn}. Since the train activity along the nearby tracks is not expected to change in the future, the future intermittent exterior noise levels at 60 feet would range from 84 to 92 dBA L_{max}.

The following are descriptions of future exterior noise levels anticipated for the project:

- North-Facing Units - Along the northern building façade adjacent to East Evelyn Avenue, the apartments would have setbacks from the centerline of the East Evelyn Avenue of approximately 60 feet. At this distance, the residences would be exposed to future exterior noise levels ranging from 75 to 76 dBA Ldn.

- East-Facing Units - The apartments along the eastern building façade, which would be adjacent to South Bernardo Avenue, would be setback from the centerline of the roadway by approximately 60 feet. At this distance, the residences would be exposed to exterior noise levels ranging from 71 to 73 dBA L_{dn}. Typical train pass-bys would cause future exterior noise levels ranging from 74 to 84 dBA L_{max} at the facades of these residences.

  Exterior corridors (open hallway) would be located along the sides of the proposed apartment building adjacent to the existing gas station. The apartments along these corridors would be facing the podium deck on the interior of the building with their front doors facing the exterior corridor. Future maximum instantaneous noise levels from the adjacent gas station and automobile repair shop would be up to 66 dBA L_{max} at the exterior facades of the nearest apartments on the project site. These levels are insignificant compared to the traffic noise levels generated along East Evelyn Avenue and from train pass-by events along the Caltrain corridor.

- West-Facing Units - The apartments located along the western side of the building would have a direct line-of-sight to both East Evelyn Avenue and the Caltrain tracks. The setbacks along this side of the building from the centerline of East Evelyn Avenue would range from 60 to 365 feet. At these distances, the apartments would be exposed to exterior noise levels ranging from 66 to 76 dBA L_{dn}, and during train passbys, exterior noise levels would range from 74 to 92 dBA L_{max}.

- South Facing Units - The apartments on the southern side of the building would have a direct line-of-sight to South Bernardo Avenue, but would receive shielding from the Caltrain tracks by the proposed building. The setbacks from the centerline of South Bernardo Avenue would range from 60 to 300 feet. At these distances, the apartments would be exposed to exterior noise levels ranging from 64 to 73 dBA L_{dn}.

Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard construction provides approximately 15 dBA of exterior to interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. In exterior noise environments ranging from 60 to 65 dBA L_{dn}, interior noise levels can typically be maintained below City standards with the incorporation of an adequate forced air mechanical ventilation system in residential units, allowing the windows to be closed. In noise environments of 65 dBA L_{dn} or greater, a combination of forced-air mechanical ventilation and sound rated construction methods is often required to meet the interior noise level limit. For this project, interior levels would be as high as 61 dBA L_{dn} with maximum levels reaching up to 77 dBA L_{max} during train passbys.

To achieve the necessary noise reduction required to meet the requirements of the Mountain View 2030 General Plan and the City's Building Code, some form of forced air mechanical ventilation, would be required in the units on all four floors. The remaining residences on the site would achieve interior noise levels of 45 dBA L_{dn} assuming standard California construction methods.

Preliminary calculations show that sound-rated windows and doors (minimum STC 35) would be required for apartments nearest East Evelyn Avenue on floors one through four, assuming a stucco exterior wall assembly with a minimum STC rating of 46, in order to achieve the 45 dBA L_{dn} interior noise standard, as well as the interior noise level goal of 65 dBA L_{max}. For the apartments along the western side of the building that would have direct line-of-sight to East Evelyn Avenue and the Caltrain tracks, the windows and doors would require a minimum STC rating of 24 to 35.

Sound-rated construction methods would also be required at the apartments nearest South Bernardo Avenue. For stucco exterior walls with a minimum STC rating of 46, windows and doors would require a minimum STC rating of 30 to meet the interior noise thresholds of 45 dBA L_{dn} and 65 dBA L_{max}. The apartments along the southern side of the proposed building would be shielded from East Evelyn Avenue and the Caltrain tracks, but it would have direct line-of-sight to South Bernardo Avenue. For these apartments, sound-rated windows and doors with a minimum STC rating of 24 to 30 would be required.

Standard construction materials will be adequate for the apartments located on the interior of the building, facing the interior courtyard.

Impact NOI-1: Interior noise levels could exceed 45 dBA L_{dn} at the apartments nearest East Evelyn Avenue and South Bernardo Avenue assuming standard residential construction methods. **[Significant Impact]**

The following mitigation measure would reduce future interior noise impacts to a less than significant level:

MM NOI-1.1: A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce interior noise levels to 45 dBA L_{dn} or lower. For the exterior-facing apartments with direct line-of-sight to the Caltrain tracks, the consultant shall also ensure that the 65 dBA L_{max} standard is met. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans, prior to issuance of a building permit.

MM NOI-1.2: For the apartments along the western and eastern sides of the building within 190 feet of the centerline of East Evelyn Avenue and the Caltrain tracks, which would include the apartments adjacent to the auto repair shop, the windows and doors would require a minimum STC rating of 30 to 35.

Along the western façade, exterior-facing apartments beyond 190 feet from the centerline of East Evelyn would require windows and doors with minimum STC ratings of 24 to 28.

Sound-rated construction methods would also be required at the apartments facing South Bernardo Avenue. For stucco exterior walls with a minimum STC rating of 46, windows and doors would require a minimum STC rating of 30 to meet the interior noise thresholds of 45 dBA L_{dn} and 65 dBA L_{max}. The apartments along the southern side of the proposed building (which would have a direct line-of-sight to South Bernardo Avenue) will be shielded from East Evelyn Avenue and the Caltrain tracks. Sound-rated windows and doors with a minimum STC rating of 30 shall be required for all apartments within 170 feet of the centerline of South Bernardo Avenue. For apartments beyond 170 feet from South Bernardo Avenue, windows and doors with minimum STC ratings of 24 to 28 would be required.

MM NOI-1.3: Provide forced-air mechanical ventilation, as determined by the City of Mountain View, for all residences on the project site, so that windows can be kept closed at

the occupant's discretion to control interior noise and achieve the interior noise standards.
[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]

Airport Noise

Moffett Federal Airfield is a joint civil-military airport located approximately 1.3 miles north of the project site. According to the 2022 Aircraft Noise Contour, the project site does fall within the airport influence area; however, the site is outside the 60 dBA CNEL noise contour. Noise from aircraft would not substantially increase ambient noise levels at the project site, and interior noise levels resulting from aircraft would be compatible with the proposed project.
[Less Than Significant Impact]

Vibration Impacts from Train Passbys

The City of Mountain View has adopted the U.S. Department of Transportation, Federal Transit Administration's (FTA) vibration impact assessment criteria[33] for use in evaluating vibration impacts associated with development within 150 feet of rail lines. The FTA vibration impact criteria are based on maximum overall levels for a single event and consider the frequency of vibration events.

According to the Mountain View 2030 General Plan EIR, approximately 98 commuter trains per day pass through the City along the UPRR/Caltrain line on weekdays, while approximately 32 commuter trains per day pass on the weekends. This would place the level of train activity in the "frequent events" category on weekdays and "occasional events" on the weekends. The applicable threshold for residential uses in the frequent event category is 72 VdB (refer to Table 6 in Appendix C).

The maximum vibration level measured approximately 115 feet from the edge of the nearest track was 65 VdB. The nearest building façade would be located approximately 125 feet from the edge of the nearest track. At this distance, the vibration levels would also be 65 VdB, which is below the 72 VdB threshold level under FTA criteria. Persons at rest may perceive the vibration; however, this would not represent a significant vibration impact from train passbys. Therefore, implementation of the proposed project would not result in exposure of new residents to excessive groundborne vibration. **[Less Than Significant Impact]**

[33] U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, FTA-VA-90-1003-06.

4.12.4.3 *Noise Impacts from the Project*

Project Traffic Noise

The expected change in the noise environment resulting from project traffic was calculated based on the projected traffic volumes prepared for the project. Typically, traffic volumes must double, in order to result in a perceptible (three dBA L_{dn}) increase in traffic noise levels. Comparing the project's peak hour traffic volumes to the relatively high existing traffic volumes in the project area, vehicular traffic generated by the project is not expected to increase traffic noise levels substantially in the area. Project traffic would make up only a small percentage of the total traffic along area roadways. The project would generate four new AM peak hour trips and 21 fewer PM peak hour trips, when compared to the project site's peak hour trips for the existing office and retail uses. Vehicular traffic noise levels are not expected to increase measurably above existing levels as a result of the project (the increase would be less than one dBA L_{dn}), which would be considered a less than significant impact. **[Less Than Significant Impact]**

Mechanical Equipment

The proposed project could include various types of mechanical equipment, such as air conditioning systems, heating, and ventilation systems. Existing multi-family residential uses are located immediately south of the proposed project. The noise from new mechanical equipment could exceed the City of Municipal Code standard at adjacent residential property lines.

Under the Mountain View Municipal Code, noise levels from mechanical equipment would be limited to maximum noise levels of 55 dBA L_{max} during the day and 50 dBA L_{max} at night at receiving noise-sensitive land uses, such as residences, measured at the property line.

Impact NOI-2: Given the proximity of noise-sensitive uses to the project, there is a potential for noise from the project mechanical equipment to exceed the threshold for mechanical equipment noise. **[Significant Impact]**

The following mitigation measure would reduce mechanical equipment noise impacts to a less than significant level.

MM NOI-2.1: Mechanical equipment shall be designed to minimize noise on multi-family residential uses adjacent and to the south of the project site. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls.

An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the City's 55 dBA daytime and 50 dBA nighttime noise limits. The study shall be submitted to the City of Mountain View for review and approval prior to issuance of any building

permits. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.12.4.4 *Construction Noise and Vibration Impacts*

Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth moving activities when heavy equipment is used. The highest maximum noise levels generated by project construction would typically range from about 90 to 95 dBA L_{max} at a distance of 50 feet from the noise source. Typical hourly average construction-generated noise levels are about 81 to 88 dBA L_{eq} measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Hourly average noise levels generated by the construction of residential units would range from about 65 to 88 dBA L_{eq} measured at a distance of 50 feet, depending upon the amount of activity at the site. Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often results in lower construction noise levels at distant receptors.

Construction activities would include demolition, site preparation, excavation, grading, trenching, building construction, paving, and architectural coating. Once construction moves indoors, minimal noise would be generated at off-site locations. The proposed project is expected to take a total of 14 months to complete, with eight of those months being exterior work. Noise generated by construction activities would temporarily elevate noise levels at adjacent sensitive receptors, but this would be considered a less than significant impact, assuming that construction activities are completed in accordance with the provisions of the City Municipal Code and with the implementation of construction best management practices.

The following best management practices will be included in the project:

- Pursuant to the Municipal Code, noise-generating activities would be restricted at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and holidays, without prior approval from the Chief Building Official.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by five dBA.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

- Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

With incorporation of these standard practices, the noise impact resulting from project construction would be considered a less than significant impact. **[Less Than Significant Impact]**

Construction Vibration

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include site preparation work, foundation work, and new building framing and finishing. The proposed project would not require pile driving, which can cause excessive vibration.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, a vibration limit of 0.3 in/sec PPV for buildings that are found to be structurally sound, but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No ancient buildings or buildings that are documented to be structurally weakened adjoin the project site, therefore, ground-borne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in a significant vibration impact.

Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity. Jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at a

distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. The nearest residential land uses adjacent to the project site along the southern boundary. The distance between the nearest residences and the shared property line is approximately 20 to 35 feet. At these distances, vibration levels would be expected to be 0.27 in/sec PPV or less, below the 0.3 in/sec PPV significance threshold. **[Less Than Significant Impact]**

4.12.5 Summary of Noise Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact NOI-1: Without the inclusion of specialized building materials to reduce interior noise levels, implementation of the proposed project could result in noise impacts to future residents.	Significant	**MM NOI-1.1:** A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce interior noise levels to 45 dBA L_{dn} or lower. For the exterior-facing apartments with direct line-of-sight to the Caltrain tracks, the consultant should ensure that the 65 dBA L_{max} standard is met. Results of the analysis, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit. **MM NOI-1.2**: Recommended STC ratings for windows and doors along the exterior facades will be required in accordance with the acoustical study and City requirements. **MM NOI-1.3**: Forced-air mechanical ventilation shall be implemented, as determined by the City of Mountain View, for all residences on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.	Less Than Significant
Impact NOI-2: Given the proximity of noise-sensitive uses to the project, there is a	Significant	**MM NOI-2.1:** An acoustical study shall be prepared during final project design to evaluate	Less Than Significant

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
potential for noise from the project mechanical equipment to exceed the threshold for mechanical equipment noise.		the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the City's 55 dBA daytime and 50 dBA nighttime noise limits. The study shall be submitted to the City of Mountain View for review and approval prior to issuance of any building permits.	

4.12.6 Conclusion

With the implementation of mitigation measures and standard measures included in the project, noise impacts would be less than significant.

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

4.13 POPULATION AND HOUSING

4.13.1 Existing Setting

The proposed 1.93-acre project site is currently developed with a one-story 29,600 square foot commercial building (which is comprised of an occupied convenience store and offices), and a two-story 14,800 square foot office building.

The California Department of Finance identifies the City of Mountain View's population residing in housing units (within the City limits) at 77,644, with an estimated 32,856 housing units (occupied).[34] Based on the Association of Bay Area Governments' (ABAG's) population and job estimates for 2015, the City has approximately 52,040 jobs and 42,310 employed residents. Therefore, the jobs per employed resident ratio is approximately 1.23.[35]

The projected population of Mountain View for 2035 is 94,800 residents in 40,130 households, in accordance with ABAG's population estimates for 2035. ABAG is projecting that jobs in Mountain View would increase to 61,440 by 2035. The City's jobs-to-housing unit ratio is approximately 1.58 (for 2015), and ABAG projects this ratio to decrease to 1.57 in 2025 and to 1.53 in 2035. The City's job-to- housing ratio projections indicate there would be a slightly decreasing trend in this ratio in the future; however, it is anticipated that there will continue to be more jobs than housing until at least 2035.

4.13.2 Environmental Checklist and Discussion of Impacts

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

[34] California Department of Finance. *Table 2: E-5 Population and Housing Estimates for City/County Population Estimates.* January 2015. Available at: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>. Accessed July 17, 2015.
[35] Association of Bay Area Governments (ABAG). Plan Bay Area, Projections: 2013. December 2013.

4.13.2.1 *Population and Housing Impacts*

The site currently contains a two-story office building and a one-story commercial building (occupied by a convenience store and offices). The project would include the demolition of both of the on-site buildings. Based on an average household size of 2.36 persons per unit, the proposed project would support a population on the site of approximately 274 residents. Implementation of the project would result in an increase of 116 dwelling units over the existing development on-site.

The project site does not contain an existing residence and would, therefore, not result in the displacement of housing. The project would not necessitate the construction of replacement housing.

Considering the overall population of approximately 77,644 residents in the City of Mountain View, the estimated addition of 274 future residents would not represent a substantial increase in population. In addition, the project would not induce substantial population growth in the City through the creation of new jobs, induce growth in an area where urbanization is not already planned, create a precedent for growth outside the urban envelope, or create a demand for new infrastructure in an area where urban infrastructure does not already exist. The project would improve the City's jobs to housing ratio by providing more housing for persons employed in the City. The project would, therefore, result in a less than significant population and housing impact.
[Less Than Significant Impact]

4.13.3 Conclusion

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

4.14 PUBLIC SERVICES

4.14.1 Existing Setting

4.14.1.1 *Fire Protection Services*

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 78,000 and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In the fiscal year 2013-2014 (July 1, 2013 to June 30, 2014), out of 5,703 emergency calls made to the MVFD, 3,786 calls were for rescue/emergency medical services, 122 calls for service related to fire, 150 calls for service related to hazardous materials, 1,468 calls were for other services, and mutual aid was given 177 times.[36]

The MVFD operates out of five stations, strategically located throughout the City to ensure fast responses. The MVFD has an established response time goal of six minutes (from dispatch) for "Medical Code Three" calls (i.e., those requiring expedited transport) for more than 90 percent of the calls. In accordance with the MVFD's response time target, the MVFD achieved the six-minute response time goal 95 percent of the time in fiscal year 2013/2014.[37]

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

Station No. 4 is located at 229 North Whisman Road and is the closest fire station to the project site, which is located approximately one mile northwest of the site by roadway. Station No. 1 is located at 251 South Shoreline Boulevard, which is located approximately two miles west of the site by roadway.[38] The Mountain View Fire Department reviews applications for new projects to ensure that they comply with the City's current codes and standards.

4.14.1.2 *Police Protection Services*

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 96 sworn and 48 non-sworn personnel.[39] The MVPD conducts an active volunteer program (non-officers), which consists of approximately 30 non-sworn

[36] City of Mountain View. *Fire Department Calls*. Available at: <http://www.mountainview.gov/depts/fire/about/report.asp>. Accessed July 20, 2015.
[37] City of Mountain View. *Fiscal Year 2015-16 Proposed Budget*. June 2015.
[38] All measurements in this section of the Initial Study are measured by road (i.e. driving distance) rather than by direct line.
[39] Mountain View Police Department. *Annual Report 2013*. 2013.

volunteers. Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately two miles west of the project site.

The most frequent crimes in the City of Mountain View are larceny, burglary, and assault.[40] The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55.5 percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. Priority E calls are of higher importance, because they are often associated with violent crime incidents. During the period of July 2013 to June 2014, the average response time for Priority E and Priority 1 calls was four minutes or less 46 percent of the time.[41]

Additionally, the MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

4.14.1.3 *Schools*

The project site is located within the Mountain View-Whisman School District, which includes seven elementary schools (Grades K-5) and two middle schools (Grades 6-8). Students residing at the project site would likely attend Edith Landels Elementary School, located at 115 West Dana Street, (approximately 1.5 miles west of the site) and Graham Middle School, located at 1175 Castro Street, (approximately three miles southwest of the site).[42] During the 2014-2015 school year, Edith Landels Elementary School had an enrollment of 538 students and Graham Middle School had an enrollment of 781 students. Based on the City's General Plan and Greenhouse Gas Reduction Program EIR, the optimum capacities for Edith Landels Elementary and Graham Middle Schools are 497 and 615 students, respectively.

The site is within the boundaries of the Mountain View/Los Altos Union High School District. Students from the proposed project site would likely attend Mountain View High School, located at 3535 Truman Avenue in Loss, approximately 3.5 miles south of the project location. For the 2014-2015 school year, Los Altos High School had an enrollment of 1,836 students, and an optimum capacity of 1,784 students (based on the 2030 General Plan and GGRP EIR).[43]

4.14.1.4 *Parks and Open Space*

The City of Mountain View currently owns 993 acres of parks and open space facilities divided among 39 park sites, 18 mini-parks (including one undeveloped site at 771 N. Rengstorff Avenue), 13 neighborhood/school parks, five neighborhood parks not associated with school sites, two community parks, and one regional park and trail (Shoreline at Mountain View Regional Park and Stevens Creek Trail).

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[40] City of Mountain View. *Crime Statistics*. Available at: <http://www.mountainview.gov/depts/police/crime/stats.asp>. Accessed July 20, 2015.
[41] City of Mountain View. *Fiscal Year 2015-16 Proposed Budget*. June 2015.
[42] Mountain View Whisman School District. *MVWSD Street Directory. Effective for 2013-2014 Enrollment*. Available at: <http://www.mvwsd.org/component/content/article/79-schools/87-enrollment-boundaries-map>. Accessed July 20, 2015.
[43] California Department of Education, Educational Demographics Unit. *Enrollment by Grade for 2014-15*. Available at: < http://dq.cde.ca.gov/dataquest/>. Accessed July 20, 2015.

Pursuant to the City's General Plan Parks, Open Space, and Community Facilities Goal POS-5, the City has a goal to develop cooperative agreements with the school districts to allow use of the schools as neighborhood parks. These agreements allow for the joint use of 10 school sites for park and recreation purposes (the City currently owns adjacent park land at five of the school sites). In exchange for after-school-hour use of the play fields, the City maintains the open space area at all schools except Springer Elementary (part of the Mountain View Los Altos High School District) and Mountain View High School.[44]

Mountain View's level of service standard is to provide at least three acres of park land for each 1,000 residents. The City's Parks and Open Space Plan (updated in 2014) determined that Mountain View is well served by open space and its overall ratio of open space acres per person exceeds national guidelines (at least 6.5 acres per 1,000 persons). However, as discussed in this plan, Shoreline at Mountain View Regional Park represents most of the City's open space and park land at 753 acres. When regional open space is excluded from the calculation, the City's ratio is 2.53 acres of open space per 1,000 persons (when parking lots and recreational facilities are not included in the open space acreage). This analysis indicates the need for improved access to open space in neighborhoods throughout Mountain View.

The proposed project site is located within the Sylvan-Dale Planning Area of the City of Mountain View 2014 *Parks and Open Space Plan*. The Sylvan-Dale Area's existing park acreage of 1.31 acres per 1,000 residents is below the City overall standard of three acres per 1,000 residents. This area is served by one neighborhood park, Sylvan Neighborhood Park (8.4 acres), approximately 0.8 southwest of the site (via roadway). The Sylvan Park amenities include barbecue facilities, tennis courts, a children's playground, horseshoe area, and a picnic area. Other nearby park facilities include Magnolia and Chetwood Mini-Parks (approximately 0.9 acres each), approximately one mile northwest of the site. The mini-parks include a children's playground and a picnic area.

Landels School/Park is located approximately 1.5 west of the project site. The 8.49-acre park includes a basketball court, children's playground, soccer/football field, softball field, picnic area, an outdoor volleyball court and Stevens Creek Trail access.

Cuesta Park, approximately 2.2 miles driving distance southwest of the project site, is one of two large community parks in the City. The park is 33 acres in size and includes barbecue facilities, bocce ball court, horseshoe area, children's playground, picnic areas, tennis courts, and volleyball court.

4.14.1.5 *Library Services*

The City of Mountain View is served by the Mountain View Public Library, located approximately two miles west of the project site near the city center at 585 Franklin Street. The library serves as a space for the community to share resources and ideas. In addition to books, the library provides a variety of materials, staff, and other resources to help customers meet their information needs. The library also hosts community events and offers programs for adults, teenagers, and children,

[44] City of Mountain View. *Parks and Open Space Plan 2014.* Adopted October 2014.

including computer classes for customers to learn how to use library resources and the Internet, drop-in story times, the Summer Reading Program, adult literacy programs, and tutoring opportunities.

4.14.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	☐	☐	☒	☐	1, 3, 23
Police Protection?	☐	☐	☒	☐	1, 3, 24-25
Schools?	☐	☐	☒	☐	1, 3, 26-27
Parks?	☐	☐	☒	☐	1, 3, 28
Other Public Facilities?	☐	☐	☐	☒	1, 3

4.14.2.1 *Impacts to Fire Protection Services*

The project would introduce residential development on the project site and, therefore, incrementally increase the need for fire suppression and rescue response services. The project would be constructed to current Fire Code standards, and would not increase the urban area already served by the Mountain View Fire Department. The addition of 274 new residents is not anticipated to require the construction of a new fire station or require additional fire safety staff to maintain current response ratios and service standards. For these reasons, the incremental demand for fire services represented by the project would not result in the need to expand or construct new fire facilities.
[Less Than Significant Impact]

4.14.2.2 *Impacts to Police Protection Services*

The redevelopment of the 1.93-acre project site within Mountain View is not expected to substantially increase demand for police services in the project area. The project would be designed and constructed in conformance with current codes and reviewed by the Mountain View Police Department to ensure appropriate safety features are incorporated into the project design to minimize criminal activity. The Mountain View Police Department maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. With an anticipated net increase of 274 residents, the project would not represent a significant demand for increased staffing to serve the site.
[Less Than Significant Impact]

4.14.2.3 *School Impacts*

In the *Facility Master Plan/Demographic Analysis* prepared in 2014 for the Mountain View Whisman School District, multi-family housing projects were estimated to generate 0.068 kindergarten through fifth grade students per unit and 0.022 sixth through eighth grade students per unit.[45] This would result in approximately eight new elementary school students and three new middle school students from the proposed 116-unit project.

Using the Mountain View Los Altos Union High School District's student generation rate of 0.046 students per multi-family unit,[46] approximately six additional high school students could be generated by the project. These students would be accommodated in existing schools, and implementation of the project would not require the construction of new school facilities.

To offset the project's effect on the adequacy of school facilities to accommodate projected students (given the schools which would likely serve the site have reached or exceeded capacity), the project is required to pay a school impact fee prior to the issuance of a building permit, in accordance with state law (Government Code Section 65996).

With the collection of an impact fee, the school districts are then responsible for implementing the specific methods for mitigating school impacts under the Government Code. The fees would be used towards offsetting the costs of the anticipated increase in student enrollment. Based on the size of the development, and the required payment of the school impact fee, impacts to school services from the project would be less than significant. **[Less Than Significant Impact]**

4.14.2.4 *Parks and Recreation Impacts*

To meet Mountain View's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or pay an open space fee to the City. Mountain View requires developers to dedicate at least three acres of park land for each 1,000 persons who will live in a new housing project (owned or rented). The number of residents generated by a proposed project is calculated using the density formula table in the "Park Land Dedication or Fees In Lieu Thereof" Ordinance (Chapter 41.6 of the Mountain View Municipal Code).

On September 8, 2015, the City Council adopted modifications to the Park Land Acquisition Policy and Chapter 41 of the Municipal Code. One of the changes include a discounted rate for affordable housing projects, by permitting the project to provide a park land dedication in-lieu fee at a discounted rate in proportion to the percentage of affordable housing units within the project. Therefore, this proposed affordable housing project will have a reduced fee at a rate equivalent to the percentage of units which are affordable. Thus, the project would have a less than significant impact on parks due to approved regulations. **[Less Than Significant Impact]**

[45] Mountain View-Whisman School District. *Demographic Study for Mountain View Whisman School District.* October 2014.
[46] City of Mountain View. *Final Environmental Impact Report, 801 El Camino Real West Mixed-Use Project.* October 2014.

4.14.2.5 *Library Impacts*

The net increase in residents resulting from development of the project site (approximately 274) would represent a small increase in the number of City residents using library services. Based on the relatively small number of project residents versus the City's population, the project would not increase demand for library services in the City such that new facilities would be required.
[No Impact]

4.14.3 Conclusion

The project would incrementally increase the demand for fire and police protection services in the City, but not in a sufficient amount where additional services, facilities or safety employees would be required. The project would not result in adverse physical impacts associated with a need for new public safety, recreational, or educational facilities in order to maintain acceptable levels of service.
[Less Than Significant Impact]

4.15 RECREATION

4.15.1 Existing Setting

The City of Mountain View currently owns 993 acres of parks and open space facilities divided among 39 park sites, 18 mini-parks (including one undeveloped site at 771 N. Rengstorff Avenue), 13 neighborhood/school parks, five neighborhood parks not associated with school sites, two community parks, and one regional park and trail (Shoreline at Mountain View Regional Park and Stevens Creek Trail).

Pursuant to the City's General Plan Parks, Open Space, and Community Facilities Goal POS-5, the City has a goal to develop cooperative agreements with the school districts to allow use of the schools as neighborhood parks. These agreements allow for the joint use of 10 school sites for park and recreation purposes (the City currently owns adjacent park land at five of the school sites). In exchange for after-school-hour use of the play fields, the City maintains the open space area at all schools except Springer Elementary (part of the Mountain View Los Altos High School District) and Mountain View High School.[47]

Mountain View's level of service standard is to provide at least three acres of park land for each 1,000 residents. The City's Parks and Open Space Plan (updated in 2014) determined that Mountain View is well served by open space and its overall ratio of open space acres per person exceeds national guidelines (at least 6.5 acres per 1,000 persons). However, as discussed in this plan, Shoreline at Mountain View Regional Park represents most of the City's open space and park land at 753 acres. When regional open space is excluded from the calculation, the City's ratio is 2.53 acres of open space per 1,000 persons (when parking lots and recreational facilities are not included in the open space acreage). This analysis indicates the need for improved access to open space in neighborhoods throughout Mountain View.

The proposed project site is located within the Sylvan-Dale Planning Area of the City of Mountain View 2014 *Parks and Open Space Plan*. The Sylvan-Dale Area's existing park acreage of 1.31 acres per 1,000 residents is below the City overall standard of three acres per 1,000 residents. This area is served by one neighborhood park, Sylvan Neighborhood Park (8.4 acres), approximately 0.8 southwest of the site (via roadway). The Sylvan Park amenities include barbecue facilities, tennis courts, a children's playground, horseshoe area and a picnic area. Other nearby park facilities include Magnolia and Chetwood Mini-Parks (approximately 0.9 acres each), approximately one mile northwest of the site. The mini-parks include a children's playground and a picnic area.

Landels School/Park is located approximately 1.5 west of the project site. The 8.49-acre park includes a basketball court, children's playground, soccer/football field, softball field, picnic area, an outdoor volleyball court and Stevens Creek Trail access.

Cuesta Park, approximately 2.2 miles driving distance southwest of the project site, is one of two large community parks in the City. The park is 33 acres in size and includes barbecue facilities,

[47] City of Mountain View. *Parks and Open Space Plan 2014.* Adopted October 2014.

bocce ball court, horseshoe area, children's playground, picnic areas, tennis courts, and volleyball court.

4.15.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐	1-3, 29
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	1-3, 29

4.15.2.1 *Recreation Impacts*

The project proposes to develop 116 apartment units on the site, which will house an estimated 274 residents. Residents from the project site could utilize the Sylvan Park or other park facilities in Mountain View or adjacent jurisdictions. The project also proposes common outdoor open space, including a play structure, barbecue area and seating areas and private open space for residents via private balconies. The additional 274 residents would not increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be significant. The project does not propose or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

As described in *Section 4.14, Public Services,* the proposed project would have a reduced fee for parks and recreation to comply with City of Mountain View Municipal Code per recent actions by the City Council. **[Less Than Significant Impact]**

4.15.3 Conclusion

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

4.16 TRANSPORTATION

The discussion in this section is based on the *779 East Evelyn Avenue Transportation Impact Analysis* prepared by Hexagon Transportation Consultants in September 2015. This report is included in this Initial Study as Appendix D.

4.16.1 Existing Setting

The 1.93-acre project site (APN 161-15-006) is located at 779 East Evelyn Avenue near the intersection of East Evelyn Avenue and South Bernardo Avenue on an L-shaped parcel. A gas station is located on the southwest corner of this intersection, and would be directly adjacent to the proposed project on two sides. The gasoline station would remain, as well as the existing driveways.

4.16.1.1 *Existing Roadway Network*

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

SR 237 is a four to six-lane freeway in the vicinity of the project site that extends from El Camino Real in the west to I-880 in Milpitas in the east. In the project study area, Moorpark Way provides access to eastbound SR 237. From westbound SR 237, drivers may exit at Whisman Road, and then take Dana Street over SR 237 to Moorpark Way and Evelyn Avenue.

SR 85 is a six-lane freeway in the vicinity of the project site that extends from US 101 in Mountain View to US 101 in San Jose. A partial interchange is available at Evelyn Avenue, providing an on-ramp for southbound SR 85 and an off-ramp for northbound SR 85.

Central Expressway is a six-lane roadway that serves as a north-south route of travel, but is aligned in a predominantly east-west orientation in the vicinity of the site. There is a signalized intersection providing access to Central Expressway at N. Mary Avenue.

Local access to the project site is provided via El Camino Real (State Route 82), san Mary Avenue, Ayala Drive, South Bernardo Avenue, and East Evelyn Avenue.

SR 82/El Camino Real is a six-lane arterial roadway that serves as a north-south route of travel, but is aligned in a predominantly east-west orientation in the vicinity of the project site. El Camino Real extends westward and then northward through San Francisco and eastward then southward through San Jose.

Mary Avenue is a four-lane arterial that provides access over the Caltrain tracks, east of the project site. North of the Caltrain tracks, it is called North Mary Avenue; south of the Caltrain tracks, it is called South Mary Avenue.

Ayala Drive is a two-lane local street that crosses South Bernardo Avenue just south of the project site. It provides access to multi-family housing and is located in the City of Sunnyvale.

South Bernardo Avenue is a two-lane collector that runs from Homestead Road in the south to the

three-way (tee) intersection at Evelyn Avenue, where it stops at the Caltrain right-of-way. On the north side of the Caltrain tracks, a discontinuous portion of Bernardo extends to Middlefield Road. On-street parking is currently permitted on the west side of the street adjacent to the project site, but is prohibited on the east side of South Bernardo Avenue, directly across the street from the project site.

Evelyn Avenue parallels and is directly adjacent to the Caltrain tracks in the area of the proposed project. West of the intersection at South Bernardo Avenue, the roadway is in the City of Mountain View and is known as East Evelyn Avenue. East of that intersection, this street is in the City of Sunnyvale and is known as West Evelyn Avenue. West of South Bernardo Avenue, Evelyn Avenue is a four-lane divided roadway with a raised median so that left turns from the westbound direction are accommodated only at intersections. East of South Bernardo Avenue, Evelyn Avenue is a two-lane roadway with a center lane for accommodating left turns from the westbound direction. There are no left turns from the eastbound direction because the roadway is next to the railroad right of way. Bike lanes are present in both directions on Evelyn Avenue. On-street parking is prohibited in vicinity of the project site.

4.16.1.2 *Existing Transit, Bicycle, and Pedestrian Facilities*

Existing Transit Network

Existing transit service to the project area is provided by the Santa Clara Valley Transportation Authority (VTA) and Caltrain, although there is no transit service in the immediate vicinity of the project site (refer to Figure 4.16-1). The closest bus route to the project site is VTA Route 53, which stops at Bernardo Avenue and West Washington Avenue, approximately 0.3 miles away, a reasonable walking distance for project residents to access transit. This route extends from the Sunnyvale Transit Center in downtown Sunnyvale to West Valley College in Saratoga, and operates on weekdays only on approximately one hour headways throughout most of the day. It operates on 30 minute headways in the southbound direction during the morning commute period.

VTA Route 32, which operates between the San Antonio Shopping Center in Mountain View and the Santa Clara Transit Center, has bus stops in both directions at the intersection of Central Expressway and Mary Avenue. That intersection is approximately 0.75 miles away from the project site. This distance is considered a reasonable biking distance, but is further than many people are willing to walk to access a bus stop. Route 32 provides service every 30 minutes during the peak periods and every 45 minutes during the mid-day.

The project site is approximately 0.8 miles (about a 15-20 minute walk) from El Camino Real, where VTA operates Routes 22 and 522 (an express bus route). This distance is considered a reasonable biking distance, but is further than many people are willing to walk to access a bus stop. Route 22 operates virtually around the clock, with 12-15 minute headways, between the Palo Alto Transit Center and the Eastridge Transit Center in San Jose. Express Route 522 follows the same route, but makes fewer stops and therefore offers much faster travel times. The intersection of South Bernardo Avenue and El Camino Real is an express bus stop for Route 522.

EXISTING TRANSIT FACILITIES FIGURE 4.16-1

EXISTING BICYCLE FACILITIES FIGURE 4.16-2

The project site is roughly equal distance between the Mountain View Transit Station and the Sunnyvale Transit Station, both of which are about 1.5 miles away. Although there used to be an Evelyn Station for VTA's light rail service, which was close to the project site, that station closed in early 2015. Since that closure, the two closest stations for accessing VTA's light rail service would be the Whisman Station, on the opposite side of Central Expressway and SR 237, and the Mountain View Transit Station on Evelyn Avenue. VTA's light rail line between Mountain View and Winchester Station provides service to Sunnyvale, Santa Clara, San Jose, and Campbell.

The Mountain View Transit Center provides connections to Caltrain, VTA light rail service, and several VTA bus routes. The Sunnyvale Transit Center provides connections to Caltrain and several VTA bus routes. Both of these transit centers are within reasonable biking distance from the project site (and, as noted above, there are bike lanes going directly to both stations), but are beyond a reasonable walking distance. Caltrain provides train service between Gilroy, San Jose, and San Francisco, with stops at most cities in between.

Existing Bicycle Facilities

The City of Mountain View has an extensive network of Class I bike trails, Class II bike lanes, and Class III bike routes, which can be easily accessed from the bicycle lanes on Evelyn Avenue, as shown on Figure 4.16-2. Nearby bike lanes include those on Moorpark Way, Sylvan Avenue, Dana Street, Whisman Road, and Middlefield Road. Bernardo Avenue has bike lanes south of El Camino Real, but not in the immediate vicinity of the project site.

Designated bike lanes (Class II Bikeways) are present in both directions on Evelyn Avenue, immediately adjacent to the project site. The Evelyn Avenue bike lanes begin in downtown Mountain View directly in front of the Mountain View Transit Center and extend east through downtown Sunnyvale, where they pass the Sunnyvale Transit Center. Thus, these bike lanes provide good access to the downtown areas and the transit stations both east and west of the project site.

The Stevens Creek Trail is a Class I bike/pedestrian trail near the project that extends north to Shoreline Park and the San Francisco Bay. The trail, which extends roughly parallel to SR 85, includes an overcrossing over Evelyn Avenue, the Caltrain tracks, and Central Expressway. Access to this overcrossing and the rest of the trail is available from Evelyn Avenue, just west of SR 85.

Existing Pedestrian Facilities

Sidewalks are located along the south side of Evelyn Avenue, but not along the north side adjacent to the railroad right-of-way. Sidewalks are also located on South Bernardo Avenue and virtually all of the other streets in the area.

At the intersection of Bernardo Avenue and Evelyn Avenue, there is a crosswalk painted across Bernardo Avenue, with pedestrian signal heads. The absence of crosswalks across Evelyn Avenue is consistent with the lack of sidewalks on the north side of the street. There is a pork chop island at the southwest corner of this intersection, where the gas station and the project site are located.

4.16.1.3 *Existing Intersection Level of Service*

The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County and oversees the Santa Clara County Congestion Management Program (CMP). A CMP analysis was not required because the project would generate fewer than 100 peak hour trips.

Traffic conditions at two study intersections were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. Traffic conditions at the study intersections were analyzed for weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak traffic travel periods.

Table 4.16-1: Intersection Level of Service

Project Intersection	Peak Hour	Existing		Existing Plus Project	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1. South Bernardo and Evelyn Avenue (Signalized)	AM	21.4	C	21.8	C
	PM	18.9	B	18.6	B
2. South Bernardo and Ayala Drive (4-Way Stop)	AM	14.1	B	13.6	B
	PM	36.1	E	31.8	D

As shown in Table 4.16-1, the results of the intersection LOS analysis under existing conditions show that the signalized study intersection of South Bernardo Avenue and East Evelyn Avenue currently operates at an acceptable LOS during both the AM and PM peak hours. The intersection operates at LOS C during the AM peak hour and LOS B during the PM peak hour.

The unsignalized intersection of South Bernardo Avenue and Ayala Drive has 4-way stop control, and is located in the City of Sunnyvale. During the AM peak hour, this intersection operates at LOS B and during the PM peak hour it operates at LOS E. It should be noted that three of the intersection approaches operate at LOS A during the PM peak hour, but the north (southbound) approach operates at LOS E with a delay of 47 seconds. This is consistent with the traffic volume counts and field observations of heavy southbound traffic flow on South Bernardo Avenue in the evening.

4.16.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	1, 2, 30
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	1, 2, 30
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	1, 17
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	1
5. Result in inadequate emergency access?	☐	☐	☐	☒	1
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1, 2, 30

4.16.2.1 *Transportation Impact Thresholds*

City of Mountain View

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

- The level of service at the intersection drops below its respective level of service standard when project traffic is added, or

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

A significant impact by City of Mountain View standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to its level of service standard or to a level that makes the impact less than significant.

Pedestrian, Bicycle, and Transit Impacts

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

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

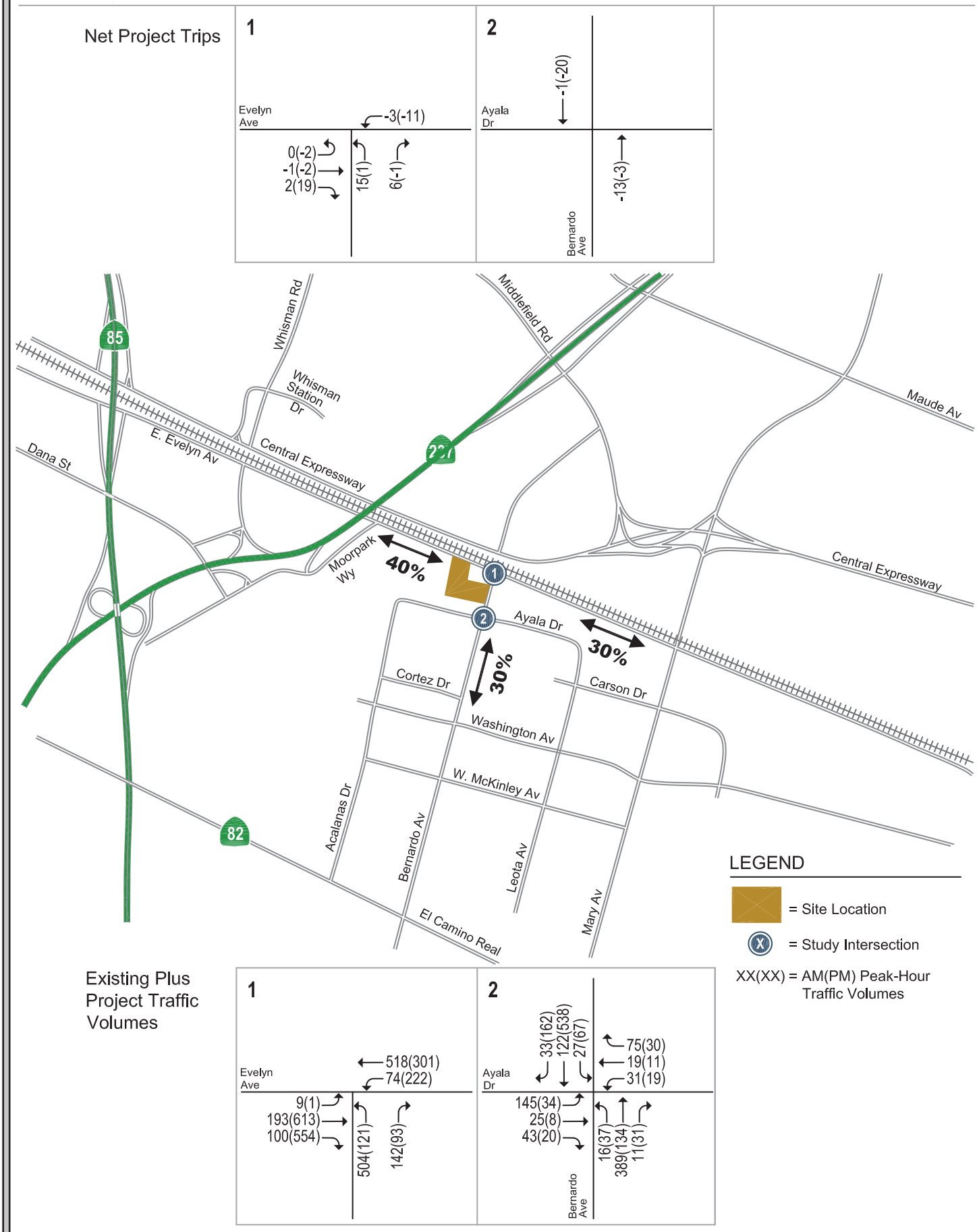
4.16.2.2 *Trip Generation*

The project would demolish the existing commercial and office buildings and construct a four-story 116-unit apartment building on the project site. Based on the ITE trip generation rates, it is estimated the proposed residential development would generate 771 daily trips, including 59 AM peak-hour trips (12 inbound and 47 outbound) and 72 PM peak-hour trips (47 inbound and 25 outbound).

Based on VTA's *Transportation Impact Analysis Guidelines*, the project can receive credit for trips generated by the existing office and retail uses on-site. Access to these buildings is provided by three driveways: one on East Evelyn Avenue and two on South Bernardo Avenue.

Driveway counts were completed on May 12, 2015 in order to obtain the AM and PM peak hour trips generated by these existing buildings. Although the gas station on the corner has its own driveways, some drivers going to or from the gas station may also use the project site's driveways. Accordingly, when driveway counts were completed, any vehicles using these driveways that were observed to be going to or from the gasoline station were excluded from the count. Based on these driveway counts, the existing buildings on the site are generating a total of 55 trips in the AM peak hour (27 inbound and 28 outbound) and 93 trips during the PM peak hour (44 trips inbound and 49 trips outbound).

Based on the trip generation estimates for both the existing and proposed land uses, the proposed residential project would generate four (4) more trips during the AM peak hour (15 fewer inbound trips and 19 more outbound trips) than the existing uses, as shown in Table 4.16-2, below. During the PM peak hour, the proposed residential project would generate 21 fewer trips than the existing uses (three (3) more inbound trips and 24 fewer outbound trips).



TRIP DISTRIBUTION AND ASSIGNMENT FIGURE 4.16-3

Table 4.16-2: Project Trip Generation Rates and Estimates

Land Use	Size (dwelling units)	Daily Trips	AM Peak Hour				PM Peak Hour			
			Peak Hour Rate[1]	In	Out	Total	Peak Hour Rate[1]	In	Out	Total
Existing Uses										
Office and Retail[1]		N/A		27	28	55		44	49	93
Proposed Use										
Apartment[2]	116	771	0.51	12	47	59	0.62	47	25	72
Net New Project Trips:				**-15**	**19**	**4**		**3**	**-24**	**-21**

Source: Hexagon Transportation Consultants. 2015

[1] Trip Generation for existing uses on project site based on peak period driveway counts conducted on May 12, 2015.

[2] Land Use Code 220 (Apartments) average rate (6.65 daily trips per unit), Institute of Transportation Engineers, *Trip Generation Manual, 9th Edition.* 2012.

4.16.2.3 *Trip Distribution and Assignment*

The trip distribution pattern for the existing uses was estimated based on the driveway counts, which indicated from which direction each driveway was approached and towards which direction each outbound vehicle turned. All inbound and outbound trips during the AM and PM peak hours for both the existing and proposed uses were then assigned to the two study intersections (refer to Figure 4.16-3). The net differences between the existing use trips and the proposed apartment trips at the study intersections are referred to as the project trips. The project is not expected to alter the trip patterns for the existing gas station immediately adjacent to the project.

4.16.2.4 *Existing Plus Project Traffic Volumes*

In order to calculate Existing Plus Project traffic volumes, the trips generated by the existing buildings during the AM and PM peak hours were subtracted from the existing traffic volumes for each turning movement at the two study intersections, and then trips generated by the apartment project were added to each turning movement at the study intersections.

As shown above in Table 4.16-1, the results of the intersection LOS analysis under Existing Plus Project conditions indicate that during the AM peak hour, the signalized study intersection would continue to operate at an acceptable LOS C. During the PM peak hour, the intersection would continue to operate at an acceptable LOS B. The project would, therefore, not create a significant impact at the signalized study intersection.

At the intersection of South Bernardo Avenue and Ayala Avenue, the LOS during the AM peak period would continue to be LOS B under Existing Plus Project conditions. During the PM peak hour, the level of service would improve from LOS E to LOS D. This finding is consistent with the fact that the proposed project would generate fewer trips than the existing uses in the PM peak hour and the fact that the existing uses tend to generate more trips that use this intersection than the

proposed project would. During the PM peak hour, many patrons of the existing liquor and convenience store turn right when exiting the site and use the intersection at Ayala Drive. The proposed project would reduce that southbound traffic flow by an estimated 20 trips in the PM peak hour.

Implementation of the project would not adversely affect operations at the South Bernardo Avenue and Ayala Avenue intersection during peak hour periods. **[Less Than Significant Impact]**

Background and Cumulative Conditions

Based on the extremely low net trip generation for the proposed project, it was determined, with the City of Mountain View's concurrence, that evaluation of Background and Background Plus Project scenarios was not warranted. Evaluation of a Cumulative traffic scenario was also not considered necessary, given VTA's TIA Guidelines requirement to evaluate a Cumulative scenario only when a proposed project would generate more than 100 net trips in either peak hour.
[Less Than Significant Impact]

4.16.2.5 *Transit, Bicycle, and Pedestrian Access*

The project site is not well-served by public transit. The nearest local route, VTA Route 53, operates on weekdays only on one-hour headways during most of the day and is 0.3 miles away at the intersection of Bernardo Avenue and West Washington Avenue. VTA routes that provide more frequent service (Routes 22 and 522 on El Camino Real and Route 32 on the other side of the Caltrain tracks) are approximately 0.75 miles away from the site. The site is located midway between the Mountain View Transit Center and the Sunnyvale Transit Center, both of which are 1.5 miles away. The project is not large enough to warrant re-routing any VTA lines to provide better service to the project site.

The project would improve the existing pedestrian facilities by replacing and widening the sidewalks adjacent to the project site. The existing sidewalk on South Bernardo Avenue is approximately six feet wide and the proposed sidewalk would be 10 feet wide. Multiple pedestrian access points have been provided from the sidewalk to the interior of the building. Pedestrian access is provided from East Evelyn Avenue, South Bernardo Avenue, and via the lobby adjacent to the driveway.

The project includes several features to encourage apartment residents to bicycle. A large indoor space is provided directly off of South Bernardo Avenue for bicycles, which would include space for residents to maintain their bicycles.

The site would be well served by bicycle facilities, including existing and proposed bicycle lanes on East Evelyn Avenue and South Bernardo Avenue, as described below.

Bicycle Lane Improvements

To provide safe bicycle access to the project site and in the vicinity of project driveways, the project is proposing to improve existing and planned bicycle lanes on Evelyn Avenue and South Bernardo Avenue (refer to Figure 3.3-5) in accordance with the City's adopted Bicycle Transportation Plan

Update (November 2015). New bicycle lanes would be added to the east and west sides of South Bernardo Avenue from Ayala Drive to East Evelyn Avenue in Mountain View. In addition, green colored paint would be added in marked bicycle lanes and in extensions of bicycle lanes through intersections and other potential traffic conflict areas (refer to Figure 3.3-5). These locations include eastbound, westbound and northbound approaches to the East Evelyn Avenue/South Bernardo Avenue intersection. Bicycle detection loops would also be installed at three locations within the intersection.

For the northbound bicycle lane on South Bernardo Avenue, one of two options for vehicular parking would be implemented along with the proposed bicycle improvements depending on the City of Sunnyvale's preference for street parking. The first option removes all street parking on South Bernardo Avenue with the proposed bicycle improvements. A second option would retain on-street parking on South Bernardo Avenue from the midblock to Ayala Drive (on both sides of the street) with the proposed improvements. No street parking is proposed to be retained on South Bernardo Avenue from midblock to Evelyn Avenue (on both sides of the street).

4.16.2.6 *Site Access and Other Transportation Considerations*

As shown on the site plan, there would be a full-access driveway leading to the project's garage on South Bernardo Avenue on the southern edge of the site parcel (see Figure 3.3-1). The driveway would be 26 feet wide, and, after entering the site, drivers would make a right turn to enter the garage. Drivers wishing to exit the garage would make a left turn to access the outbound lane of the driveway. An adequate turning radius has been provided for vehicles to make the right turn into the garage.

There are two options for vehicular parking, one of which would be implemented along with the project improvements.

- The first option is for no vehicular parking on South Bernardo Avenue (east or west side) between Evelyn Avenue and Ayala Drive.

- The second option is to retain on-street parking on a portion of South Bernardo Avenue from midblock to Ayala Drive, with no street parking from the midblock to Evelyn Avenue (on the east or west side).

Bernardo Avenue Driveway Operations

Some delays associated with drivers turning left out of the project site would be expected, since these exiting drivers must wait for sufficient gaps in traffic in both the northbound and southbound directions of travel on Bernardo Avenue. Based on the projected trip distribution, more apartment residents will turn left out of the site (in order to access Evelyn Avenue) than would turn right. The traffic counts conducted for this study and Hexagon's field observations indicate that the heaviest traffic flow on Bernardo Avenue during the AM peak hour is in the northbound direction and the heaviest traffic flow during the PM peak hour is in the southbound direction.

During the PM peak period, the southbound queue from the four-way stop-controlled intersection at Ayala Drive occasionally extended past the point where the proposed driveway would intersect Bernardo Avenue, sometimes extending all the way back to Evelyn Avenue. Because the stop sign at Ayala Drive allows the queue to move forward only one car at a time (rather than quickly as happens during the green phase at a signal), there were times when that southbound queue extended past the project's proposed access point for several minutes.

During such times, a driver would be able to turn right out of the project driveway only when a southbound driver on Bernardo created a gap in the queue by not pulling forward immediately when they reached the driveway's access point. Making left turns out of the project driveway during the PM peak period would be even more difficult, as it would require courtesy from a southbound driver (creating a space in the southbound queue so the project resident could cross the southbound lane) at the same time that there was a gap in the northbound traffic. Furthermore, the southbound queue would block visibility of the northbound traffic lane, so that it would be difficult for drivers to see upcoming gaps in northbound traffic.

Left turns from northbound Bernardo Avenue into the project site would also require a gap in the southbound traffic. During heavy flow of traffic, vehicles turning left into the site would have the potential to block the lane of northbound traffic on Bernardo Avenue.

In order to accommodate both left turns out of the project driveway onto northbound Bernardo Avenue and left turns from northbound Bernardo Avenue into the project driveway, the project proposes a center turn lane to accommodate both turning movements. Because South Bernardo Avenue is approximately 65 feet wide adjacent to the project site, there is sufficient roadway width to accommodate such a lane. The center turn lane is recommended to be provided between the existing northbound left-turn lane at Evelyn Avenue and the existing southbound left-turn lane at Ayala Drive. A conceptual drawing of the recommended center turn lane is presented on Figure 8 in Appendix D. While the majority of this lane can be accommodated in the City of Mountain View, a portion may be in the City of Sunnyvale limits. As such, any improvements within the City of Sunnyvale will require review and approval of permits, including, but not limited to, an encroachment permit.

For drivers wanting to turn left out of the site, this center lane would allow them to turn into that lane during a gap in southbound traffic and then wait in the center lane until they can see that there is an adequate gap in the northbound direction to enter the northbound lane. For drivers wishing to turn left from northbound Bernardo Avenue into the project driveway, the center lane would ensure that the northbound traffic flow is not blocked.

4.16.3 Conclusion

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

4.17 UTILITIES AND SERVICE SYSTEMS

The water and sewer impact analysis discussion in this section is based in part on a utility impact analysis prepared by *Schaaf & Wheeler* in July 2015. This report is included in this Initial Study as Appendix E.

4.17.1 Existing Setting

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

4.17.1.1 *Water Services*

Most of the City of Mountain View's water (approximately 87 percent) comes from the City and the County of San Francisco Regional Water System, operated by the San Francisco Public Utilities Commission (SFPUC).[48] The project site's water is supplied by SFPUC. This water originates primarily in the Sierra Nevada and is transported via the Hetch Hetchy Water System. The City's remaining water comes from the Santa Clara Valley Water District System (SCVWD) (approximately 10 percent) and local groundwater wells (three percent).

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

Water Conservation

As described in the 2010 UWMP, recent updates to the plumbing codes are expected to reduce Mountain View's water use by four percent in 2015, and up to nine percent in 2035. The implementation of new conservation measures is projected to reduce water use by three percent in 2015 and five percent in 2035, from the base-case scenario.

Current and near-term water conservation measures, as identified in the UWMP, include water waste prohibitions in the Municipal Code, programs to identify system audits, leak detection, and repair, metering with commodity rates and conservation pricing, public information and outreach, and education programs.

Other City of Mountain View water conservation programs include residential water surveys, turf audits, plumbing retrofits, and washing machine incentives. The Mountain View City Council adopted the *Water Conservation in Landscaping Regulations* in May 2010.

[48] City of Mountain View. *Our Water Sources*. Available at: <http://www.mountainview.gov/depts/pw/services/water/sources.asp>. Accessed July 24, 2015.

Existing Water Use and Services

The project site is currently developed a one-story commercial building (with an occupied convenient store and vacant offices), a two-story office building, along with a surface parking lot, landscaping, and utilities. When occupied, the employees and visitors of the site use water for business purposes, cleaning, and landscaping.

Domestic water and fire service for the site is provided by a 10-inch public water main located in East Evelyn Avenue.[49]

Based on standard water rates for *Limited Industrial* uses (1,500 gallons per day (gpd) per acre), the existing 1.93-acres on the site could use approximately 2,895 gpd of potable water, or 1.1 million gallons per year (mgy).[50]

4.17.1.2 *Wastewater Services*

The City of Mountain View maintains its own wastewater collection system. The City pumps its wastewater to the Palo Alto Regional Water Quality Control Plant (RWQCP) for treatment. The RWQCP has an overall permitted dry-weather treatment capacity of 39 million gallons per day (mgd). The City of Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the plant. As of 2010, approximately 8.8 mgd of wastewater from Mountain View was collected and treated by the RWQCP. This quantity is expected to increase to 12.6 mgd by the year 2035.[51]

Sanitary and storm sewers in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The project site currently connects to existing sanitary sewer main in South Bernardo Avenue.[52]

Based on rates for *General Industrial* uses (1,050 gpd/acre) the existing site could generate approximately 2026.5 gpd, or 739,673 gallons per year of wastewater.[53]

4.17.1.3 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. Stormwater runoff from the project site is collected via on-site inlets/catch basins, which connect to the 12-inch diameter storm drains/piping systems running along East Evelyn Avenue. The runoff then flows from storm drains and into the City's stormwater system.

[49] City of Mountain View. *Final Report: Water Master Plan*. August 2010.
[50] Standard water usage rates are based on rates contained in the *Utility Impact Analysis* prepared by Schaaf & Wheeler for the proposed project in July 2015.
[51] City of Mountain View. *2010 Urban Water Management Plan.* June 2011.
[52] City of Mountain View. *Final Report: Sewer Master Plan.* August 2010.
[53] Sewer flow is assumed to be 70 percent of water demand.

4.17.1.4 *Solid Waste*

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View (formerly known as Foothill Disposal). Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José, which is contracted to the City until October 2021.[54]

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

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

The Zero Waste Plan will seek to reduce the per capita disposal rate for both residential and commercial waste. The City of Mountain View approved a new Solid Waste and Recycling Collection Services Agreement on September 18, 2012, to help meet the goals of the draft Zero Waste Plan.

4.17.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1, 3, 30
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐	1, 3, 30
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1, 3, 31

[54] City of Mountain View. *Zero Waste and Collection Services Agreement*. Available at: <http://www.mountainview.gov/depts/pw/recycling_and_zero_waste/zero/agreement.asp>. Accessed July 24, 2015.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	1, 3, 32, 33
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	1, 3, 30
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1, 3, 34
7. Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☒	☐	1, 3

4.17.2.1 *Water Services Impacts*

The proposed project would redevelop the site and construct a new 116-unit apartment building on the site, which falls below the California Department of Water Resources' threshold of 500 residential units established by Senate Bill 610 for residential projects that require a water supply assessment.[55] The proposed apartment units would intensify the demand for water use on the project site over the existing uses and, therefore, increase the overall water demand in Mountain View. Due to the size of the project, increased demand from this new residential building would not change the conclusions in the 2010 Urban Water Management Plan.

The utility impact analysis prepared for the project site evaluates the project's incremental impact on the City of Mountain View Capital Improvement Program (CIP) which was developed in conjunction with the General Plan Update Utility Impact Study (GPUUIS) in October 2011. The CIP is a program to expand and improve the City's utility infrastructure using fees from projects that may not impact the system individually, but cumulatively cause the system demand to exceed capacity.

Using the potable water duty and generation factor of 191 gpd/dwelling unit (found in Table 2-1 of the GPUUIS for multi-family residential units), the proposed project will require approximately 22,156 gpd of water, or 8.1 million gallons per year (mg/y). This would be an increase in water use over the existing development on the site of approximately 19,261 gpd, or 7.0 mg/y. The project

[55] The project would also not increase the increase the number of the public water system's existing service connections by 10 percent, therefore, the project would not require a water supply assessment in accordance with state requirements. California Department of Water Resources. *Urban Water Management: SB610/SB221 Guidebook and FAQs*. Available at: <http://www.water.ca.gov/urbanwatermanagement/SB610_SB221/>. Accessed July 27, 2015.

would also use approximately 19,068 gpd more than the projected demand for the site under buildout of the General Plan.[56]

The proposed project would include sustainable building design features and adhere to applicable plumbing codes, as required by Mountain View policies and regulations to reduce water usage. The landscaping at the project site will be required to comply with the City's *Water Conservation in Landscaping Regulations* (May 2010).[57] As a condition of approval, the proposed project would be responsible for a proportionate share (capacity basis) of the facilities that will be built to increase the capacity of the system pipeline serving the project, as determined by the City of Mountain View Department of Public Works, and based on the findings of the utility impact analysis prepared for the project (Appendix E). The proposed project would only be accountable for its incremental flow increase, as the existing flows on the parcel and the section of pipeline to be upgraded have been accounted for in the City's CIP. No additional deficiencies occurred throughout the area due to project development. **[Less Than Significant Impact]**

Water Facilities

The proposed development will have fire, domestic and irrigation water lines that would connect to 10-inch water line on East Evelyn Avenue. The project would not exceed available or projected water supplies, and would have a less than significant effect on water services. The project would not require construction of new or expanded water supply facilities other than the installation of water lines and connections included in the project. **[Less Than Significant Impact]**

4.17.2.2 *Wastewater Services Impacts*

A new eight-inch sanitary sewer line would be constructed on the site and would connect to an eight-inch public sanitary sewer main located in East Evelyn Avenue. Flows from the project site would flow north from this line towards the RWQCP. While a greater quantity of wastewater would be generated at the site, the increase would be within the capacity of the RWQCP and Mountain View's allotted treatment capacity.

The utility impact analysis prepared for the project site found that the proposed project would generate approximately 17,400 gpd of wastewater,[58] or approximately 6.4 million gallons per year (mg/y). This would be an increase in wastewater generation over the existing development on the site of approximately 15,373.5 gpd, and 15,238 gpd more than the projected demand for the site under buildout of the 2030 General Plan.[59] With the incremental increase in wastewater flow from the proposed project, all pipes would meet the hydraulic criteria established by the City. The project would, therefore, not require the construction of new wastewater infrastructure beyond that which was already planned and disclosed in the GPUUIS.

[56] 3,080 gpd was assumed for the project site under the 2030 General Plan based on the Table 3-5 – Recommended Duty Factor of 1,600 gpd per acre in the City's 2010 Water Master Plan for the *Sylvan-Dale Planned Community*.
[57] City of Mountain View. *Water Conservation in Landscaping Regulations.* May 2010. Available at: <http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=7152>. Accessed August 6, 2015.
[58] Wastewater generation for the proposed project is based on the sewer generation factor of 150 gpd/dwelling unit found in Table 2-1 of the GPUUIS for multi-family residential units.
[59] The Utility Impact Analysis prepared for the project assumed wastewater generation is 70 percent of the water demand for the existing and projected 2030 General Plan wastewater generation for the project site.

The proposed project would contribute to an increase of wastewater flow through the City's sewer pipeline infrastructure. The proposed project would be accountable for its incremental flow increase, as the existing flows on the parcel and the section of pipeline to be upgraded have been accounted for in the City's CIP.

Impact UTIL-1: Operation of the project could result in significant impact to the City's sewer infrastructure.

Mitigation Measures: Implementation of the following mitigation measure would reduce the project's impact on the City's sewer infrastructure to a less than significant level.

MM UTIL-1.1: The project applicant shall be responsible for a proportionate share (capacity basis) of the facilities that will be built to increase the capacity of the system pipeline serving the project as determined by the City of Mountain View Public Works Department, and based on the findings of the report prepared by Schaaf & Wheeler dated July 9, 2015 (refer to Appendix E of this Initial Study). **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**

4.17.2.3 *Storm Drainage Impacts*

As discussed in *Section 4.9, Hydrology and Water Quality* of this Initial Study, the proposed project would increase impervious surfaces on the site from approximately 85 to 88 percent, which represents an approximately three percent increase in impervious surfaces.

Although the amount of pervious surfaces will slightly increase, the inclusion of stormwater collection and treatment facilities on site, and the implementation of C.3 construction and post-construction measures, runoff on the site will not exceed the capacity of the City's existing storm water drainage system. The project will include new storm drains on-site which will connect to the City's existing storm drain system. **[Less Than Significant Impact]**

4.17.2.4 *Solid Waste Impacts*

The proposed project would develop 116 apartment units on the site, where approximately 274 residents would generate solid waste and recyclables.

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

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

4.17.3 Summary of Utility and Service Systems Impacts and Mitigation Measures

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact UTIL-1: Operation of the project could result in significant impact to the City's sewer infrastructure.	Significant	**MM UTIL-1.1:** The project applicant shall be responsible for a proportionate share (capacity basis) of the facilities that will be built to increase the capacity of the system pipeline serving the project as determined by the City of Mountain View Public Works Department, and based on the findings of the report prepared by Schaaf & Wheeler dated July 9, 2015 (refer to Appendix E of this Initial Study).	Less Than Significant

4.17.4 Conclusion

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

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	1-4, 9-11
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	1-35
3. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☒	☐	☐	1-35
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	1-35

4.18.1 Project Impacts

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

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

With the implementation of the mitigation measures included in the proposed project for air quality, hazardous materials, noise, and utilities and service systems, the proposed project would not result in significant adverse environmental impacts.
[Less than Significant Impact with Mitigation Measures Incorporated in the Project]

4.18.2 Cumulative Impacts

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

As identified elsewhere in this Initial Study, the potential environmental impacts from the proposed project are primarily limited to the construction period, which is estimated at approximately 14 months. It is possible that other proposed construction schedules in the project area may overlap with the project, but the overlap is likely to be minimal, and the proposed project includes measures to minimize disturbance to adjacent land uses, in conformance with the 2030 General Plan and standard Mountain View conditions of approval. As disclosed in *Section 4.2, Air Quality* and *Section 4.7, Greenhouse Gas Emissions*, the project would not make a cumulatively considerable contribution to cumulative air quality or greenhouse gas emissions on a regional or global basis.
[Less than Significant Impact]

4.18.3 Short-term Environmental Goals vs. Long-term Environmental Goals

The project would include the demolition of existing structures and would develop the site with residential and common open space uses in accordance with the City's General Plan. The construction of the project would result in the temporary disturbance of developed land as well as irreversible and irretrievable commitment of resources during construction, it is anticipated that these short-term effects would be substantially off-set by the long-term improvement of the infill site. With implementation of the mitigation measures included in the project (in Sections 4.3, *Air Quality*, 4.8, *Hazards and Hazardous Materials*, 4.12, *Noise*, and 4.17, *Utilities and Service Systems*), standard project conditions, and compliance with City General Plan policies, the project would not result in significant adverse environmental impacts that come at the expense of long-term environmental goals. The project GHG emissions are below BAAQMD thresholds used to evaluate whether a project would frustrate the State of California's long-term efforts to reduce climate change.
[Less than Significant Impact with Mitigation Measures Incorporated in the Project]

4.18.4 Direct or Indirect Adverse Effects on Human Beings

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

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

While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazards and hazardous materials, and noise. Implementation of mitigation measures included in the project would reduce these impacts to a less than significant level. No other direct or indirect adverse effects of the project on human beings have been identified.
[Less than Significant Impact with Mitigation Measures Incorporated in the Project]

Checklist Sources

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4.19 SUMMARY TABLE OF IMPACTS AND MITIGATION MEASURES

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Impact AQ-1: Without the implementation of construction air quality mitigation measures, community risk, dust generation and construction emissions could be significant.	**MM AQ-1.1:** The project shall develop and implement a plan to select construction equipment to minimize emissions such that DPM emissions are reduced by at least 70 percent. This may require: • All diesel-powered off-road equipment larger than 50 horsepower and operating on the project site for more than two days continuously shall meet US EPA particulate matter emissions standards Tier 4 engines or equivalent; and/or • Use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures listed above; and • The number of hours that equipment will operate shall be minimized, including the use of idling restrictions. • Measures to be used shall be approved by the City of Mountain View prior to issuance of demolition permits, and demonstrated to reduce community risk impacts to less than significant.
Impact HAZ-1: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition.	**MM HAZ-1.1:** The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level: • In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures. • A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. • During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.
Impact NOI-1: Interior noise levels could exceed 45 dBA L_{dn} at the apartments nearest East Evelyn Avenue and South Bernardo Avenue assuming standard residential construction methods.	**MM NOI-1.1:** A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce interior noise levels to 45 dBA L_{dn} or lower. For the exterior-facing apartments with direct line-of-sight to the Caltrain tracks, the consultant should ensure that the 65 dBA L_{max} standard is met, as well. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	MM NOI-1.2: For the apartments along the western and eastern sides of the building within 190 feet of the centerline of East Evelyn Avenue and the Caltrain tracks, which would include the apartments adjacent to the auto repair shop, the windows and doors would require a minimum STC rating of 30 to 35. Along the western façade, exterior-facing apartments beyond 190 feet from the centerline of East Evelyn would require windows and doors with minimum STC ratings of 24 to 28. Sound-rated construction methods would also be required at the apartments facing South Bernardo Avenue. For stucco exterior walls with a minimum STC rating of 46, windows and doors would require a minimum STC rating of 30 to meet the interior noise thresholds of 45 dBA Ldn and 65 dBA Lmax. The apartments along the southern side of the proposed building (which would have a direct line-of-sight to South Bernardo Avenue) will be shielded from East Evelyn Avenue and the Caltrain tracks. Sound-rated windows and doors with a minimum STC rating of 30 shall be required for all apartments within 170 feet of the centerline of South Bernardo Avenue. For apartments beyond 170 feet from South Bernardo Avenue, windows and doors with minimum STC ratings of 24 to 28 would be required. **MM NOI-1.3:** Provide forced-air mechanical ventilation, as determined by the local building official, for all residences on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.
Impact NOI-2: Given the proximity of noise-sensitive uses to the project, there is a potential for noise from the project mechanical equipment to exceed the threshold for mechanical equipment noise.	**MM NOI-2.1:** Mechanical equipment shall be designed to minimize noise on multi-family residential uses adjacent and to the south of the project site. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the City's 55 dBA daytime and 50 dBA nighttime noise limits. The study shall be submitted to the City of Mountain View for review and approval prior to issuance of any building permits.
Impact UTIL-1: Operation of the project could result in significant impact to the City's sewer infrastructure.	**MM UTIL-1.1:** The project applicant shall be responsible for a proportionate share (capacity basis) of the facilities that will be built to increase the capacity of the system pipeline serving the project as determined by the City of Mountain View Public Works Department, and based on the findings of the report prepared by Schaaf & Wheeler dated July 9, 2015 (refer to Appendix E of this Initial Study)**.**

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SECTION 6.0 AUTHORS AND CONSULTANTS

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SECTION 7.0 FINAL MITIGATED NEGATIVE DECLARATION

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

I. INTRODUCTION

A. LEAD AGENCY AND ADDRESS

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

B. CONTACT PERSON AND PHONE NUMBER

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City of Mountain View
(650) 903-6306

C. PROJECT SPONSOR AND ADDRESS

Rob Wilkins
Roem Development Corporation
1650 Lafayette Street
Santa Clara, CA 95050

D. GENERAL PLAN DESIGNATION AND ZONING

Existing General Plan: *General Industrial*
Existing Zoning District: *P(30): Sylvan - Dale Precise Plan*

Proposed General Plan Land Use Designation: *High-Density Residential (36 to 80 du/ac)*
Proposed Zoning District: *R4 (High Density Residential)*

E. PROJECT DESCRIPTION

The proposed project would demolish the two existing buildings (a one-story commercial building and two-story office building), parking lots, landscaping, trees, and driveways on the project site. Following demolition, a four- story residential building would be constructed on the L-shaped, 1.93-acre parcel. The building would include 116 residential apartment units, with 11 studio units, 45 one-bedroom units, 45 two-bedroom units, and 15 three-bedroom

units. Two of the 45 two-bedroom units would be for on-site managers and 114 of the 116 units would be affordable rental units for qualifying very-low and low income households.

The project will require a General Plan Map amendment to *High-Density Residential (36 to 80 du/ac)*, a rezoning to *R4 (High Density Residential)*, and removal of the site from the *P(30): Sylvan - Dale Area Plan* zoning district.

F. LOCATION OF PROJECT

The 1.93-acre parcel (APN 161-15-006) is located at 779 East Evelyn Avenue and South Bernardo Avenue in eastern Mountain View. The project site is bordered by East Evelyn Avenue to the north, South Bernardo Avenue to the east, a public storage facility property to the west, and multi-family housing to the south.

II. MITIGATION MEASURES

Air Quality Mitigation Measures

MM AQ-1.1: The project shall develop and implement a plan to select construction equipment to minimize emissions such that DPM emissions are reduced by at least 70 percent. This may require:

- All diesel-powered off-road equipment larger than 50 horsepower and operating on the project site for more than two days continuously shall meet US EPA particulate matter emissions standards Tier 4 engines or equivalent; and/or
- Use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures listed above; and
- The number of hours that equipment will operate shall be minimized, including the use of idling restrictions.
- Measures to be used shall be approved by the City of Mountain View prior to issuance of demolition permits, and demonstrated to reduce community risk impacts to less than significant.

Hazards and Hazardous Materials Mitigation Measures

MM HAZ-1.1: The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level:

- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures.

- A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National

Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Noise Mitigation Measures

MM NOI-1.1: A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce interior noise levels to 45 dBA Ldn or lower. For the exterior-facing apartments with direct line-of-sight to the Caltrain tracks, the consultant should ensure that the 65 dBA Lmax standard is met, as well. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

MM NOI-1.2: For the apartments along the western and eastern sides of the building within 190 feet of the centerline of East Evelyn Avenue and the Caltrain tracks, which would include the apartments adjacent to the auto repair shop, the windows and doors would require a minimum STC rating of 30 to 35.

Along the western façade, exterior-facing apartments beyond 190 feet from the centerline of East Evelyn would require windows and doors with minimum STC ratings of 24 to 28.

Sound-rated construction methods would also be required at the apartments facing South Bernardo Avenue. For stucco exterior walls with a minimum STC rating of 46, windows and doors would require a minimum STC rating of 30 to meet the interior noise thresholds of 45 dBA Ldn and 65 dBA Lmax. The apartments along the southern side of the proposed building (which would have a direct line-of-sight to South Bernardo Avenue) will be shielded from East Evelyn Avenue and the Caltrain tracks. Sound-rated windows and doors with a minimum STC rating of 30 shall be required for all apartments within 170 feet of the centerline of South Bernardo Avenue. For apartments beyond 170 feet from South Bernardo Avenue, windows and doors with minimum STC ratings of 24 to 28 would be required.

MM NOI-1.3: Provide forced-air mechanical ventilation, as determined by the City of Mountain View, for all residences on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.

MM NOI-2.1: Mechanical equipment shall be designed to minimize noise on multi-family residential uses adjacent and to the south of the project site. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls.

An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the City's 55 dBA daytime and 50 dBA nighttime noise limits. The study shall be submitted to the City of Mountain View for review and approval prior to issuance of any building permits.

Utilities and Service Systems Mitigation Measures

MM UTIL-1.1: The project applicant shall be responsible for a proportionate share (capacity basis) of the facilities that will be built to increase the capacity of the system pipeline serving the project as determined by the City of Mountain View Public Works Department, and based on the findings of the report prepared by Schaaf & Wheeler dated July 9, 2015 (refer to Appendix E of this Initial Study).

III. DETERMINATION

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

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

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

IV. FINDINGS

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

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

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

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

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

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

_____ _____

Randal Tsuda, Community Development Director Date

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
AIR QUALITY				
Impact AQ-1: Construction emissions could result in significant air quality impacts to nearby sensitive receptors. **[Significant Impact]**	**MM AQ-1.1:** The project shall develop and implement a plan to select construction equipment to minimize emissions such that DPM emissions are reduced by at least 70 percent. This may require: • All diesel-powered off-road equipment larger than 50 horsepower and operating on the project site for more than two days continuously shall meet US EPA particulate matter emissions standards Tier 4 engines or equivalent; and/or • Use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures listed above; and • The number of hours that equipment will operate shall be minimized, including the use of idling restrictions. • Measures to be used shall be approved by the City of Mountain View prior to any construction activity or permits, and demonstrated to reduce community risk impacts to less than significant. **[Less Than Significant Impact with Mitigation]**	Project applicant and contractors.	All measures will be required as part of development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to and during any construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
HAZARDOUS MATERIALS				
Impact HAZ-1: Hazardous materials contamination from asbestos-containing materials and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. **[Significant Impact]**	**MM HAZ-1.1:** The proposed project shall implement the following mitigation measures to reduce hazardous materials impacts related to ACMs and lead-based paint to a less than significant level: • In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on these structures. • A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.	Project applicant and contractors.	All measures will be required as part of the demolition and development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to and during any demolition activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Impact HAZ-1 (continued)	• During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed. **[Less than Significant Impact with Mitigation]**			
Impact NOI-1: Interior noise levels could exceed 45 dBA L_{dn} at the apartments nearest East Evelyn Avenue and South Bernardo Avenue assuming standard residential construction methods. **[Significant Impact]**	**MM NOI-1.1:** A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce interior noise levels to 45 dBA Ldn or lower. For the exterior-facing apartments with direct line-of-sight to the Caltrain tracks, the consultant shall also ensure that the 65 dBA Lmax standard is met. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans, prior to issuance of a building permit.	Project applicant and contractors.	All measures will be required as part of development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to and during any construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
IMPACT NOI-1 (continued)	**MM NOI-1.2:** For the apartments along the western and eastern sides of the building within 190 feet of the centerline of East Evelyn Avenue and the Caltrain tracks, which would include the apartments adjacent to the auto repair shop, the windows and doors would require a minimum STC rating of 30 to 35. Along the western façade, exterior-facing apartments beyond 190 feet from the centerline of East Evelyn would require windows and doors with minimum STC ratings of 24 to 28. Sound-rated construction methods would also be required at the apartments facing South Bernardo Avenue. For stucco exterior walls with a minimum STC rating of 46, windows and doors would require a minimum STC rating of 30 to meet the interior noise thresholds of 45 dBA Ldn and 65 dBA Lmax. The apartments along the southern side of the proposed building (which would have a direct line-of-sight to South Bernardo Avenue) will be shielded from East Evelyn Avenue and the Caltrain tracks. Sound-rated windows and doors with a minimum STC rating of 30 shall be required for all apartments within 170 feet of the centerline of South Bernardo Avenue. For apartments beyond 170 feet from South Bernardo Avenue, windows and doors with minimum STC ratings of 24 to 28 would be required.			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
IMPACT NOI-1 (continued)	**MM NOI-1.3:** Provide forced-air mechanical ventilation, as determined by the City of Mountain View, for all residences on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards. **[Less Than Significant Impact with Mitigation]**			
Impact NOI-2: Given the proximity of noise-sensitive uses to the project, there is a potential for noise from the project mechanical equipment to exceed the threshold for mechanical equipment noise. **[Significant Impact]**	**MM NOI-2.1:** Mechanical equipment shall be designed to minimize noise on multi-family residential uses adjacent and to the south of the project site. Design planning shall take into account the noise criteria associated with such equipment and use site planning to locate equipment in less noise-sensitive areas. Other controls could include, but shall not be limited to, fan silencers, enclosures, and screen walls. An acoustical study shall be prepared during final project design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary noise controls that are included in the design to meet the City's 55 dBA daytime and 50 dBA nighttime noise limits. The study shall be submitted to the City of Mountain View for review and approval prior to issuance of any building permits. **[Less Than Significant Impact with Mitigation]**	Project applicant (developer), and contractors.	All measures will be required as part of development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to the start of construction, following construction, and during project implementation.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Impact UTIL-1: Operation of the project could result in significant impact to the City's sewer infrastructure. **[Significant Impact]**	**MM UTIL-1.1:** The project applicant shall be responsible for a proportionate share (capacity basis) of the facilities that will be built to increase the capacity of the system pipeline serving the project as determined by the City of Mountain View Public Works Department, and based on the findings of the report prepared by Schaaf & Wheeler dated July 9, 2015 (Appendix E of the Initial Study, December 2015). **[Less Than Significant Impact with Mitigation]**	Project applicant (developer).	All measures will be required as a part of development permits, and paid prior to issuance of permits. Oversight of implementation by the City's Community Development and Public Works Departments.	Prior to issuance of building permit.

SOURCE: City of Mountain View. *779 E. Evelyn Family Housing Project Initial Study/Draft Mitigated Negative Declaration.* December 2015 (Amended February 2016).

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

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

Monday – Friday
8 a.m. to 4 p.m.

Note: City Hall will be closed on Monday, Feb. 15th