



**DATE:** June 23, 2015

**CATEGORY:** Consent

**DEPT.:** Community Development

**TITLE:** **2030 General Plan, San Antonio Change Area Subsequent Environmental Impact Report**

### **RECOMMENDATION**

Adopt a Resolution Certifying the City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program, San Antonio Change Area Subsequent Environmental Impact Report and Adopting CEQA Findings, a Statement of Overriding Considerations, Mitigation Measures, and a Mitigation Monitoring and Reporting Program, to be read in title only, further reading waived (Attachment 1 to the Council report).

### **BACKGROUND**

On July 10, 2012, the Mountain View City Council adopted the 2030 General Plan along with a Citywide Greenhouse Gas Reduction Program (GGRP) and certified the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR*.

Since adoption of the 2030 General Plan and certification of the 2030 General Plan EIR, the City has implemented the General Plan through adoption of new Precise Plans and review and approval of development applications implementing General Plan goals, policies, and land use direction. Given unanticipated development, the City has also updated growth projections for future development in the San Antonio Change Area beyond what was analyzed in the original 2030 General Plan EIR.

### **ANALYSIS**

#### *Purpose of SEIR Analysis*

The Subsequent Environmental Impact Report (SEIR) purpose is to update the General Plan analysis of Citywide impacts, resulting from the updated growth projections for the San Antonio Change Area. The focus of the SEIR analysis is on any changes to impacts and mitigation measures identified in the original General Plan EIR. The

SEIR's cumulative analysis also includes Citywide growth projections, including updated projections in the East Whisman Change Areas.

The cumulative analysis includes updated growth projections for the East Whisman Change Area because at the time the San Antonio Change Area SEIR began there was reasonably foreseeable additional growth in East Whisman. This anticipated growth was due to the 700 East Middlefield Road office project, and Council authorized work on a separate East Whisman Change Area SEIR studying an additional 1.5 million commercial and office square feet related to unanticipated development opportunities in the East Whisman Change Area (both now on hold).

Although no change is being made to the 2030 General Plan, updating the General Plan EIR enables it to be used as the foundation for analysis of future development projects that would otherwise have exceeded the growth analyzed in the original General Plan EIR. It also updates the General Plan analysis to align with the more specific environmental analysis for the San Antonio Precise Plan, discussed later in this report. This can streamline the California Environmental Quality Act (CEQA) process for those projects by allowing their CEQA documents to focus on project-specific analyses and avoid repetitious analyses of impacts that have already been adequately analyzed in the General Plan EIR and SEIR. This, in turn, can help facilitate the regulatory review process for such developments.

#### *Updated Growth Projections*

For the San Antonio Change Area, the 2030 General Plan EIR assumed a net increase of approximately 1,870 housing units, 560,000 square feet of retail space and 80,000 square feet of office space above the 2030 General Plan baseline conditions (2009). The updated San Antonio Change Area projections analyzed in this SEIR include an approximately 800,000 square foot increase in analyzed office space; the addition of up to 170 lodging rooms; an approximately 120,000 square foot decrease in net new retail space; and reallocation of 330 housing units to other areas of the City (net new 1,540 units). Worth noting is the recently adopted San Antonio Precise Plan (SAPP) established an office development cap of 600,000 net new square feet of office development, which is less than was analyzed in the SEIR and the SAPP EIR.

The San Antonio Change Area updated development projections (the SEIR "project") do not require an amendment to the 2030 General Plan because they are still less than the maximum allowed build-out under the General Plan.

### *SEIR Analysis and Impacts*

The SEIR updates and supplements the original General Plan EIR, and uses the same thresholds and analysis methods as the General Plan EIR to evaluate potential Citywide impacts of the updated projections. The SEIR studied all of the same environmental topics, but discussed the following topics in detail, given their potential for significant impacts:

- Land Use and Planning Policy;
- Population, Housing, and Employment;
- Air Quality;
- Global Climate Change;
- Noise;
- Public Services; and
- Utilities and Infrastructure.

The SEIR differentiates environmental impacts that would be new or more severe than the General Plan EIR versus impacts that are not substantially more severe. The SEIR found several environmental impacts would change under SEIR conditions, with some impacts decreasing and other impacts increasing. These impacts are summarized in Attachment 1 and in the table below.

Table 1 Summary of SEIR Impacts

Impact	Significance before Mitigation	Mitigation	Significance after Mitigation	Change from 2030 GP EIR
<b>Transportation and Circulation</b>				
<b>TRA-1:</b> Increase in daily vehicle miles traveled per service population over the existing condition.	Significant	None feasible	Significant and Unavoidable (SU)	Reduced intensity (reduced VMT/service population); still SU.
<b>TRA-2:</b> Increase in daily vehicle traffic or degradation of traffic operation on roadway segments.	Significant	None feasible	Significant and Unavoidable	<b>One new segment would have an SU impact: San Antonio Road between Central Expressway and California Street; all other segments remain at LOS F, but some improve to LOS E.</b>
<b>TRA-3:</b> Increase in daily vehicle traffic or degradation of traffic operation on freeway segments.	Significant	None feasible	Significant and Unavoidable	<b>One new segment would have an SU impact: NB SR 85 from Evelyn to Moffett Blvd. All other segments would maintain same LOS except SB SR 85 ECR to Fremont would worsen from LOS D to E and NB U.S. 101 from SR 237 to Ellis would improve from LOS F to E.</b>
<b>TRA-4:</b> Increase in peak-hour vehicle traffic or degradation of traffic operation on adjacent jurisdiction roadway segments.	Significant	None feasible	Significant and Unavoidable	<b>Reduced intensity of impact; still SU. Except increases to Palo Alto AM (SU) and Sunnyvale PM (not SU).</b>
<b>Air Quality</b>				
AQ-2b: Violation of a BAAQMD air quality standard or substantial contribution to an existing or projected air quality violation from Project operation.	Significant	None feasible	Significant and Unavoidable	Less intensity of impact; still SU. VMT still increases faster than service population.
AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant.	Significant	None feasible	Significant and Unavoidable	Less intensity of impact; still SU. VMT still increases faster than service population.
<b>Noise</b>				
NOI-3: Substantial permanent increase in ambient noise levels.	Significant	None feasible	Significant and Unavoidable	Decreased intensity for 3 roadway segments and slightly increased intensity – only 0.8 dB(A) or less – for 3 roadway segments; not substantially increased by the SEIR.
<b>Public Services</b>				
PS-1a: Reduced service ratios and response times for fire and police protection during construction.	Significant	Feasible	Less Than Significant	New potentially significant delays from temporary lane closures and construction-related traffic; mitigated by requirements for City-approved traffic control plans.

### *Concurrent Environmental Analyses*

The City recently certified the project-level EIR for the Merlone Geier Phase 2 (MG2) development and the program-level EIR for the SAPP. Those EIRs were standalone environmental documents, containing more focused analysis and significance thresholds, and did not rely on or tier from the analysis in the SEIR.

The MG2 EIR included the updated growth projections in the cumulative analysis, and the SAPP EIR included the updated growth projections as part of the project analysis. These environmental documents identified impacts and mitigation measures where feasible including, for example, intersection improvements at San Antonio Road and California Street specifically associated with the MG2 development.

### **FISCAL IMPACT**

There is no direct fiscal impact to this report. The City Council adoption of the 2030 General Plan recognized increased intensities and development in the City. A fiscal analysis was performed as part of the 2030 General Plan and found that continued development was fiscally beneficial for the City. Over the life of the General Plan, new development is expected to bring increases in revenue from new property and sales taxes and fees for public improvements and infrastructure, including from public benefits identified in the San Antonio Precise Plan.

### **CONCLUSION**

The SEIR updates the original General Plan EIR based on the City's revised growth projections for the San Antonio Change Area, which were also studied in more area-specific detail in the San Antonio Precise Plan EIR. The SEIR found several environmental impacts would change under SEIR conditions, with some impacts decreasing and other impacts increasing. In order to be used as a foundation for analysis of future development projects and avoid repetitious analysis, the SEIR would need to be certified by the City Council.

The Zoning Administrator considered the SEIR at a public hearing on May 13, 2015, including one written comment letter (Attachment 4), and has recommended the City Council certify the SEIR, including the Mitigation Monitoring and Reporting Program as well as the CEQA Findings of Fact and Statement of Overriding Considerations for new/worsened significant unavoidable impacts identified in the SEIR.

**ALTERNATIVES**

Do not certify the Subsequent Environmental Impact Report (SEIR).

**PUBLIC NOTICING**

Agenda posting, newspaper publication, and courtesy notices to interested parties and commenting agencies on the SEIR.

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- Attachments: 1. Resolution Certifying the General Plan SEIR  
2. [Final Subsequent EIR](#)  
3. [Draft Subsequent SEIR](#)  
4. Caltrans Comment Letter, dated May 13, 2015