CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2014

A RESOLUTION CERTIFYING THE 2600 MARINE WAY OFFICE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT (EIR) AND ADOPTING CEQA FINDINGS, INCLUDING A STATEMENT OF OVERRIDING CONSIDERATIONS, MITIGATION MEASURES, AND A MITIGATION MONITORING PROGRAM

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, the City has prepared an EIR for the 2600 Marine Way Office Project; and

WHEREAS, the City of Mountain View prepared and circulated for public comment a Draft EIR, held a public hearing on the Draft EIR before the Environmental Planning Commission on May 21, 2014, and gave all public notices in the manner and at the times required by law; and

WHEREAS, the Final EIR, which includes the Draft EIR and response to comments document for the 2600 Marine Way Office Project was presented to the City Council on June 10, 2014, and the City Council has reviewed the Final EIR on the proposed project and all associated staff reports, meeting minutes, testimony, and evidence constituting the record of proceedings (as defined in the Statement of Overriding Considerations); and

WHEREAS, the Final EIR identifies certain significant effects on the environment that would result from the implementation of the proposed project; and

WHEREAS, the Final EIR identifies mitigation measures which, when implemented, will substantially lessen or avoid the significant effects on the environment caused by the proposed project, with the exception of the significant unavoidable impact to two freeway segments for which a Statement of Overriding Considerations has been adopted; and

WHEREAS, a Statement of Overriding Considerations has been adopted, which finds that the benefits of the project outweigh the significant unavoidable impact to freeway segments; and

WHEREAS, the Final EIR identifies and analyzes alternatives to the proposed project; and

WHEREAS, the Mitigation Monitoring and Reporting Program has been prepared pursuant to CEQA to monitor the changes to the project, which the lead agency has adopted in order to mitigate or avoid significant effects on the environment;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View, having independently considered the Final EIR and the potentially significant environmental effects of the project as shown in the Final EIR for the 2600 Marine Way Office Project, that the Council:

1. Certifies that the Final EIR has been completed in compliance with CEQA and reflects the independent judgment of the City Council; and

2. Adopts the CEQA findings and Statement of Overriding Considerations for the project, which findings are incorporated by reference herein; and

3. Adopts all of the feasible mitigation measures identified and described in the Final EIR and determines that the project, as mitigated, will avoid or reduce all of the significant adverse impacts to a less-than-significant level, with the exception of the significant unavoidable impacts to two freeway segments, which significant unavoidable impacts are considered acceptable because these unavoidable adverse environmental effects are outweighed by the benefits of the project as set forth in the Statement of Overriding Considerations; and

4. Finds that the alternatives identified and analyzed in the Final EIR cannot achieve the project objectives to the same degree as the proposed project, and do not represent substantial environmental benefits over the proposed project and are, therefore, rejected as infeasible, within the meaning of CEQA, in favor of the proposed project; and

5. Adopts a Mitigation Monitoring and Reporting Program.

TIME FOR JUDICIAL REVIEW:

The time within which judicial review of this document must be sought is governed by California Code of Procedure Section 1094.6 as established by Resolution No. 13850 adopted by the City Council on August 9, 1983.

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SW/3/RESO
818-06-10-14r-E

Draft Environmental Impact Report
2600 Marine Way Office Project

March 2014

State Clearinghouse #2013012033
Mountain View File #436-12-R

Prepared by:

City of Mountain View

In Consultation with:

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

CITY OF MOUNTAIN VIEW

NOTICE OF AVAILABILITY
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title	2600 Marine Way Office Project (SCH#2013012033)
City/County:	City of Mountain View, Santa Clara County, California
Public Review Period:	Friday, March 7, 2014 to Monday, April 21, 2014

NOTICE IS HEREBY GIVEN that the Draft Environmental Impact Report (EIR) for the 2600 Marine Way Office Project in the City of Mountain View is available beginning on **Friday, March 7, 2014** for review and comment by the public and all interested persons, agencies, and organizations for a period of 45 days, ending **Monday, April 21, 2014**. All comments on the Draft EIR must be received by that date.

Project Location: The proposed project is located at 2600/2660/2698 Marine Way, 2591/2599 Garcia Avenue, 2618/2634/2636 Bayshore Parkway, and 2551 to 2601 Casey Avenue in northwest Mountain View, on Assessor's Parcel Numbers (APN) 116-02-021, -024, -046, -063, -067, -075, -076, -087, -090, and -091. The project site is located north (east) of U.S. 101, within the North Bayshore area of the City.

Project Description: The proposed project is the redevelopment of existing office/light industrial properties with high-density office uses. The project proposes to demolish 132,787 square feet of space in ten existing one- and two story buildings and remove parking lots, driveways, and landscaping. Following demolition and site clearing, the project would construct two detached office buildings of up to four-stories each, and install new landscaping, utilities, and other site improvements. One parcel on Casey Avenue would be used for interim construction parking, and once construction is completed, for outdoor recreation. The proposed office buildings would contain approximately 364,000 square feet of new office space, an increase of approximately 231,213 square feet over the existing development on the site. The project would include two garages with three to four levels above grade and one to two levels of parking below grade. The project proposes a rezoning of the site from the *Limited Industrial (ML)* zoning district to a *Planned Community (P)* zoning district. The proposed project would have potentially significant effects from hazardous materials, flooding, and cumulative nitrogen deposition, which would be reduced to a less than significant level with mitigation measures. The project would have significant unavoidable impacts to freeway traffic. The project site is not listed as an open hazardous materials case on lists compiled pursuant to Government Code Section 65962.5.

Availability of the Draft Environmental Impact Report: Copies of the Draft EIR will be available for review beginning on Wednesday, March 5 at the following locations:

- City of Mountain View, Community Development Department, 500 Castro Street, 1st Floor, Mountain View, during business hours, Monday to Friday, 8:00 a.m. to 12:00 p.m., and 1:00 p.m. to 4:00 p.m., (650) 903-6306.
- Mountain View Public Library, 585 Franklin Street, Mountain View, CA, 94041, (650) 903-6887.
- City of Mountain View Website: http://www.mountainview.gov/city_hall/community_development/planning/.

Comments may be submitted in writing to: Margaret Netto, Planner, City of Mountain View Planning Division, 500 Castro Street, P.O. Box 7540, Mountain View, CA, 94039, or emailed to Margaret.Netto@mountainview.gov, no later than **Monday, April 21, 2014, at 5:00 p.m.**

Signature/Title: MLN, Planner Date: 3/04/14

Draft Environmental Impact Report

2600 Marine Way Office Project

State Clearinghouse #2013012033
Mountain View File #436-12-R

Prepared by the

CITY OF MOUNTAIN VIEW

In Consultation with:

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

March 2014

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EXECUTIVE SUMMARY

PROJECT LOCATION

The proposed project is located at 2600/2660/2698 Marine Way, 2591/2599 Garcia Avenue, 2618/2634/2636 Bayshore Parkway, and 2551 to 2601 Casey Avenue in northwest Mountain View, on Assessor's Parcel Numbers (APN) 116-02-021, -024, -046, -063, -067, -075, -076, -087, -090, and -091. The 9.62-acre project site is comprised of six parcels south of Garcia Avenue and east of Bayshore Parkway (Bayshore Site), three parcels north of Garcia Avenue and east of Marine Way (Marine Way Site), and one parcel south of Casey Avenue (Casey Site). The project site is located north (east) of U.S. 101, within the North Bayshore area of the City. The site is bounded by office and light industrial uses on all sides.

PROJECT OVERVIEW

The proposed project is the redevelopment of existing office/light industrial properties with high-density office uses. The proposed project would add two new buildings and two parking structures to the existing Intuit, Inc. corporate campus. The project site is currently developed with ten office/light industrial buildings containing approximately 132,787 square feet of space, in addition to parking lots, driveways, and landscaping. The project proposes to demolish the existing buildings and remove pavement, landscaping and other improvements on the site. Following demolition and site clearing, the project would construct two detached office buildings of up to four-stories each, and install new landscaping, utilities, and other site improvements. The Casey Site would be used for construction parking, and no office development would occur on that 1.23-acre area as part of the project. After the interim use of construction parking is no longer needed when the new buildings are completed, Intuit proposes to use the site for outdoor recreation.

The proposed office buildings would contain approximately 178,600 square feet (Bayshore Building) and 185,400 square feet (Marine Way Building) of office space. The approximately 364,000 square feet of new office space would represent an increase of approximately 231,213 square feet over the existing development on the site. The project would include one level of parking below the Marine Way Building, in addition to a separate garage that would include four levels of parking above grade and two levels of parking below grade. The Bayshore Building includes an attached garage structure with three levels of structured parking above grade and one level of parking below grade.

The site has a land use designation of *High Intensity Office* in the Mountain View 2030 General Plan. This land use designation allows office development up to a floor area ratio (FAR) of 1.0. The FAR of the proposed project would be 1.0 (or slightly below). The project proposes a rezoning of the site from the *Limited Industrial (ML)* zoning district to a *Planned Community (P)* zoning district under Section 36.22 of the City's Municipal Zoning Ordinance. This rezoning would allow an increase in development on the site from an allowed FAR of 0.35 up to an FAR of 1.0.

The project includes a transportation demand management (TDM) plan to reduce vehicle trips and promote other modes of transit. The project would incorporate a number of sustainability and energy

efficiency features in building and site design, and would seek LEED[1] Platinum certification. The project would also include a number of design features to reduce bird-strikes.

Discretionary actions proposed to implement the project include a Rezoning, a Planned Community Permit, a Development Agreement, and a Heritage Tree Removal Permit.

SUMMARY OF SIGNIFICANT IMPACTS

The following table summarizes the ***significant*** effects of the proposed project on the environment and the mitigation measures identified to reduce the effects to less than significant. A significant effect on the environment means a substantial, or potentially substantial, adverse change on the environment. Impacts that are less than significant are not described in this summary, but are addressed in the text of the EIR. A complete description of the project and of its impacts and proposed mitigation measures can be found in the text of the EIR which follows this summary.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
Transportation Impacts	
Impact TRANS-2: Implementation of the project would result in significant impacts to two freeway segments during the AM peak hour on US 101. **[Significant Impact]**	No mitigation measures have been identified that would reduce these impacts to a less than significant level. **[Significant Unavoidable Impact]**
Hydrology and Water Quality Impacts	
Impact HYDRO-4: The proposed project is located in a special hazard flood zone (an area subject to the 100-year flood). **[Significant Impact]**	**MM HYDRO-4.1:** Construction of the proposed project on site will comply with the provisions of the City of Mountain View Flood Hazard Ordinance for non-residential construction, including Section 8.164.1, Standards of Construction. The applicable requirements of the Municipal Code for construction in a flood zone will be required of the project as conditions of approval. **MM HYDRO-4.2:** Construction of the proposed project will comply with the requirements of the Federal Emergency Management Agency for flood hazard areas. These requirements include obtaining a FEMA Floodproofing Certificate, including documentation of certification by a registered professional engineer or

[1] LEED (Leadership in Energy and Environmental Design) is a program of the U.S. Green Building Council that provides third party verification of green buildings.

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	architect that the design and methods of construction of the buildings are in accordance with accepted practices for meeting the floodproofing requirements in the City's floodplain management ordinance. This documentation is required for both floodplain management requirements and insurance rating purposes. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**
Hazardous Materials Impacts	
Impact HAZ-1: Residual hazardous materials contamination in soils and groundwater could expose construction workers or future employees to hazardous materials on site. **[Significant Impact]**	**MM HAZ-1.1:** Because low levels of petroleum hydrocarbons and volatile organic compounds (VOCs) were detected at the site in the soil and groundwater, a Site Management Plan (SMP) and a Health and Safety Plan (HSP) shall be prepared prior to construction. The SMP will provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of petroleum hydrocarbons and VOCs in the soil and groundwater. The SMP shall be reviewed and approved by the Santa Clara County Department of Environmental Health, the San Francisco Bay Regional Water Quality Control Board (RWQCB) or other appropriate agency addressing oversight to establish management practices for handling contaminated soil or other materials (including groundwater) if encountered during demolition and construction activities. The details of the SMP shall include the provision of a vapor barrier (refer to **MM HAZ-1.3**) and details about ventilation systems for the garages and buildings, including air exchange rates and operation schedules for the systems. The SMP will also contain contingency plans to be implemented during excavation activities if unanticipated hazardous materials are encountered. **MM HAZ-1.2:** The Health and Safety Plan (HSP) will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. Each contractor working at the site shall prepare a health and safety plan that addresses the safety and health hazards of

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	each phase of site operations that includes the requirements and procedures for employee protection. Employees conducting earthwork activities at the site must complete a 40-hour training course, including respirator and personal protective equipment training. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater was handled according to requirements of the SMP. **MM HAZ-1.3:** A vapor barrier shall be installed beneath all structures to mitigate any issues associated with the potential presence of VOCs or petroleum hydrocarbon vapors at the site. The vapor barrier design shall be equivalent to those required for sites with known vapor concerns in Mountain View that are also exposed to groundwater. Specifications for the vapor barrier included in the SMP shall include thickness, type, durability, and diffusion rates for VOCs of concern. The specifications shall also describe the effectiveness of the liner over the life of the building. **MM HAZ-1.4:** Prior to the existing tenants vacating the site, the Mountain View Fire Department shall be contacted to determine facility closure requirements, if any. These requirements could include baseline sampling and analysis and decontamination activities. **MM HAZ-1.5:** Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility. **MM HAZ-1.6:** An Operations and Maintenance Plan shall be prepared if contaminated soil (as defined in the SMP) is to be left in place. The purpose of this plan is to notify tenants of the existence and location of this contamination, and to provide protocols for handling this soil if encountered during site maintenance activities. **MM HAZ-1.7:** If utility trenches extend into the top of groundwater, appropriate measures will be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures shall include placement of

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
	low-permeability backfill "plugs" at intervals on-site and where the utility trenches extend off-site. In addition, if utility conduits are placed below groundwater, they will be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. **MM HAZ-1.8:** If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy coating, using corrosion resistant piping materials (including gaskets, flanges and couplings), and/or installing a cathodic protection system. Contractors working on site shall implement all recommended protection measures. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-2: Asbestos-containing building materials (ACMs) could present a risk to workers during demolition of the existing buildings. **[Significant Impact]**	**MM HAZ-2.1:** To identify and quantify ACMs in the buildings, sampling and testing for all buildings shall be completed prior to the demolition activities. **MM HAZ-2.2:** All potentially friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. **MM HAZ-2.3:** All demolition 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. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**
Impact HAZ-3: Lead-based paint could present a risk to workers during demolition on the site.	**MM HAZ-3.1:** Surveys and sampling for lead-based paint shall be completed prior to demolition. If lead-based paint is bonded to building materials, removal is not required. If

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES
[Significant Impact]	the paint is flaking, peeling, or blistering, it should be removed prior to demolition. **MM HAZ-3.2:** 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. **MM HAZ-3.3:** 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]**
Cumulative Biological Resources Impacts	
Impact C-BIO-1: The project would contribute to nitrogen emissions that impact sensitive serpentine habitats and species in Santa Clara County through nitrogen deposition, as identified in the adopted SCV Habitat Plan. **[Significant Cumulative Impact]**	**MM C-BIO-1:** The project shall pay a Nitrogen Deposition Fee to the Santa Clara Valley Habitat Agency, which is a Joint Powers Authority made up of the cities of San José, Gilroy and Morgan Hill; Santa Clara Valley Water District; Valley Transportation Authority; and Santa Clara County that has been created to implement the Santa Clara Valley Habitat Plan. The fee would be used to protect and enhance sensitive habitat in the Coyote Ridge and South County area that is subject to degradation due to nitrogen deposition (related primarily to vehicle emissions). The payment would be based on a rate of $3.60 per net new vehicle trip established for projects covered by the SCV Habitat Plan. This Nitrogen Deposition Fee shall be paid prior to issuance of building permits for the project. **[Less Than Significant Cumulative Biological Resources Impact with Mitigation Measures Incorporated in the Project]**

SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project would result in the addition of traffic constituting more than one percent of capacity to two freeway segments currently operating at LOS F. Feasible mitigation that would reduce this impact to freeway segments has not been identified, and this impact would be a significant unavoidable impact.

All other impacts of the proposed project would be mitigated to a less than significant level with incorporation of the project-specific mitigation measures identified in this Draft EIR.

SUMMARY OF ALTERNATIVES

CEQA requires that an EIR identify alternatives to the project as proposed. The CEQA Guidelines specify that an EIR identify alternatives which "would feasibly attain the most basic objectives of the project, but avoid or substantially lessen many of the significant environmental effects of the project," or would further reduce impacts that are considered less than significant with the incorporation of identified mitigation.

The stated primary objectives of the project proponent, Intuit, Inc., are to:

- Provide high-quality, highly sustainable office space, with increased development intensity of up to a floor area ratio (FAR) of 1.0 that targets LEED Platinum standards and incorporates a Transportation Demand Management (TDM) Plan, consistent with the Mountain View 2030 General Plan and the Greenhouse Gas Reduction Program.

- Redevelop an underutilized area, currently developed at a floor area ratio of less than 0.35, into a more efficient, economically viable office campus.

- Develop higher intensity office space on the site at an increased FAR of up to 1.0 that will help Intuit, Inc. provide for and foster on-going job growth on its Mountain View campus.

No Project Alternative: The No Project Alternative would avoid the project's significant freeway impacts. The No Project Alternative would avoid the less than significant (with mitigation incorporated) hazardous materials impacts of the proposed project.

The No Project Alternative, however, would not avoid or mitigate impacts from the 100-year flood, unless the site was redeveloped to raise the base flood elevation. The No Project Alternative would not meet any of the project's specific objectives, including those of redeveloping the site, developing high quality, highly sustainable office space, or increasing the size and employment capacity of the Intuit, Inc. campus.

Reduced Intensity Alternative:

To determine how large an office development on the project site would be before it triggered significant freeway impacts, a freeway segment sensitivity test was completed. The sensitivity analysis determined that the controlling freeway segment for this project is US 101 Northbound, between State Route 85 and Shoreline Boulevard during the AM peak hour (triggered by adding more than one percent to the freeway, which is currently operating at LOS F).

To define the appropriate reduced project size, the project trips were lowered just enough to stay under the one percent threshold. The resulting reduced project size that would avoid any freeway impact would be a project size with a net increase of 187,604 square feet, for a total project size of 320,000 square feet of office uses (e.g., 44,000 square feet less than the proposed project). This

alternative assumes a verified trip reduction of 35 percent of peak hour trips for the implementation of Transportation Demand Management (TDM) measures. Under this scenario, the site would be developed to an FAR of 0.76, which, similar to the proposed project, would require a rezoning from the *Limited Industrial (ML)* zoning district to a *Planned Community (P)* district to allow an FAR above 0.35.

The Reduced Intensity Alternative would partially achieve the basic objectives of the project in terms of intensifying office uses on the site and providing for more employment space on the Intuit campus. It would not conform to the land use intensities envisioned in the City of Mountain View 2030 General Plan for the project area and reflected in the project objectives.

Alternatives Considered But Rejected – Location Alternative: The CEQA Guidelines encourage consideration of an alternative site when significant effects of the project might be avoided or substantially lessened (Section 15126.6(f)(2)(A)). Only locations that would avoid or substantially lessen any of the significant impacts of the project and meet most of the project objectives need be considered for inclusion in the EIR.

This size and intensity of development, however, within Mountain View could be expected to have similar freeway impacts, or possibly other traffic impacts (such as intersection impacts), as well as impacts associated with the project construction. Any project of this size and intensity is likely to result in the same or similar impacts to freeway segments, some perhaps more significant. In addition, a location alternative would not fulfill the objective of building more buildings to provide space for a larger Intuit, Inc. campus. Since no suitable alternative site was found that could meet the basic objectives of the project and reduce significant impacts, a feasible location alternative is not evaluated in this EIR.

Environmentally Superior Alternative(s): The *CEQA Guidelines* state than an EIR shall identify an environmentally superior alternative. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6(e)(2)).

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the significant unavoidable impacts to two freeway segments, although it would not avoid environmental effects to building structures from the 100-year flood.

The Reduced Intensity Alternative would reduce the significant impacts to the two freeway segments, and would partially, but not fully, meet the basic objectives of the project. The Reduced Intensity Alternative would be environmentally superior to the proposed project.

AREAS OF PUBLIC CONTROVERSY

No areas of public controversy have been identified.

SECTION 1.0 INTRODUCTION

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

This document has been prepared by the City of Mountain View as the Lead Agency in conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The purpose of this Environmental Impact Report (EIR) is to inform decision-makers and the general public of the physical environmental effects which might result from approval of the 2600 Marine Way Office Project and Planned Community rezoning.

1.1.1 Purpose of an EIR

The purpose and role of an EIR are detailed in CEQA and the CEQA Guidelines. The following CEQA guidelines clarify the role of an EIR:

> Section 15121(a). Informational Document. An EIR is an informational document, which will inform public agency decision makers, and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information which may be presented to the agency.
>
> Section 15146. Degree of Specificity. The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR.
>
> > (a) An EIR on a construction project will necessarily be more detailed in the specific effects of a project than will an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
> >
> > (b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction project that might follow.
>
> Section 15151. Standards for Adequacy of an EIR. An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently considers environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

1.2 ORGANIZATION OF THE DRAFT EIR

The Draft EIR includes the following sections:

Executive Summary

The Executive Summary of the Draft EIR, which precedes this introduction, includes a brief description of the proposed project and summarizes the project's impacts, mitigation measures, and alternatives to the project. The summary also briefly describes any known areas of public controversy and the views of local groups.

Section 1.0 Introduction

This section provides a general overview of the CEQA process, describes the public participation process and opportunities for input, contains a summary of responses to the Draft EIR Notice of Preparation (NOP), and outlines the contents of the Draft EIR.

Section 2.0 Description of the Proposed Project

This section describes the physical and operational characteristics of the proposed project. Information on the location of the project and assumptions about implementation of the proposed project are addressed in this section. This section also describes the intended uses of the EIR, and lists the applicant objectives for the project.

Section 3.0 Environmental Setting, Impacts, and Mitigation

The Environmental Setting, Impacts, and Mitigation section includes descriptions of the physical setting of the project area, identifies environmental impacts resulting from the project, and identifies mitigation measures for the environmental impacts examined in the EIR. The Draft EIR identifies proposed mitigation measures for significant impacts in this section and briefly evaluates the expected effectiveness/feasibility of these measures.

Section 4.0 Growth Inducing Impacts

The discussion of growth inducing impacts addresses the ways in which the proposed project could foster economic or population growth or the construction of additional housing in the surrounding area.

Section 5.0 Cumulative Impacts

This section includes a discussion of cumulative environmental impacts of the project along with other past, pending and future development in the area.

Section 6.0 Consistency with Relevant Plans

The project's consistency with policies in the City's General Plan and applicable regional plans is described in this section.

Section 7.0 Alternatives to the Proposed Project

This section identifies a reasonable range of alternatives to the proposed project which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen the significant impacts of the project. The environmental impacts associated with each

alternative are discussed and a comparison of the impacts to those of the project presented. Each of the alternatives is assessed to determine its ability to meet the project objectives.

Section 8.0 Significant Unavoidable Impacts

This section lists any significant unavoidable impacts that could result if the proposed project is implemented.

Section 9.0 Significant Irreversible Environmental Changes

This section discusses the irreversible commitment of natural resources that could occur as a result of implementation of the proposed office project.

Section 10.0 References

This section lists the references, persons, and organizations consulted during preparation of the Draft EIR.

Section 11.0 List of Preparers

This section lists the lead agency staff and consultants who participated in preparation of the Draft EIR.

Appendices

These attachments to the Draft EIR include the Notice of Preparation, responses to the Notice of Preparation, and technical appendices to the Draft EIR.

1.3 ENVIRONMENTAL REVIEW PROCESS AND PUBLIC PARTICIPATION

1.3.1 Environmental Review Process

In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in this EIR for 30 days, from January 11 to February 11, 2013. This EIR addresses those environmental issues which were raised by the public and responsible agencies in response to the NOP. A copy of the Notice of Preparation for the EIR is included as Appendix A of this Draft EIR. Responses to the Notice of Preparation from public agencies and the public are included in Appendix B of this document.

This Draft EIR includes descriptions of the physical environment in the vicinity of the project, as those conditions existed at the time the NOP was circulated. The consideration and discussion of environmental impacts that follow evaluate whether the environmental effects are significant; that is: do those effects exceed stated levels, or "thresholds" of significance. Mitigation measures, proposed to minimize the identified significant environmental effects, are also described in the discussion of environmental impacts and mitigation measures, per CEQA Guidelines Section 15126.

1.3.1.1 *Mountain View General Plan Program EIR*

This EIR incorporates by reference the City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report (SCH No. 2011012069), including all

appendices thereto (General Plan EIR), certified by the Mountain View City Council on July 10, 2012.

1.3.2 Project Scoping and Public Participation

The City of Mountain View, as required under CEQA, encourages public participation in the environmental review process. Opportunities for comments by public agencies and the public include responding to the Notice of Preparation of the Draft EIR, written comments on this Draft EIR, and presentation of written or verbal comments at future public hearings.

The City of Mountain View is the Lead Agency for the project. In addition to the circulation of the NOP to the public and responsible agencies, the project was discussed at an EIR scoping meeting held during a Zoning Administrator meeting at the Mountain View City Hall on June 12, 2013, when the public was invited to make comments on the project.

Under CEQA, the Lead Agency is required, after completion of a Draft EIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. Written comments concerning the environmental review contained in this Draft EIR must be received by the Lead Agency at the following address before 5:00 p.m. on the last day of the 45-day public review and comment period, which runs from March 7, 2014 to April 21, 2014. Written and verbal comments may also be presented at scheduled public hearings on certification of the Final EIR; however, only timely comments on the Draft EIR will be provided written responses in the Final EIR.

City of Mountain View
Community Development Department
Attention: Margaret Netto, Planner
500 Castro Street
Mountain View, CA 94039
(650) 903-6306
Margaret.Netto@mountainview.gov

Copies of documents referred to in this EIR are available for review as follows:

City of Mountain View
Community Development Department
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Library Hours:
Monday to Thursday, 10:00 a.m. to 9:00 p.m.
Friday to Saturday, 10:00 a.m. to 6:00 p.m.
Sunday, 1:00 p.m. to 5:00 p.m.

1.3.3 Summary of Responses to Notice of Preparation

The City of Mountain View received two letters in response to the NOP and scoping process, in addition to a letter acknowledging receipt of the NOP from the State Clearinghouse. In addition, a letter commenting on the project was received on May 22, 2013 from neighboring property owners prior to the EIR scoping meeting. Copies of these letters are reproduced in Appendix B, and brief responses are provided below.

1.3.3.1 *Letter from the California Department of Transportation (DOT), Dated January 17, 2013*

The California Department of Transportation (DOT) requests that the Draft EIR discuss the project's implementation of mitigation measures in detail, including potential roadway improvements and encroachment permits. The DOT also expresses concerns about impacts to US 101, and in particular the US 101/San Antonio interchange. The discussion of the project's impact on US 101 and other freeways and related mitigation measures can be found in *Section 3.2.2.5, Freeway Impacts*, starting on page 54. No encroachment permits for work within DOT (Caltrans) facilities would be required for the proposed project.

Recommended components of traffic impact studies are listed, and the DOT encourages the project to develop TDM measures and analyze secondary impacts on pedestrians and bicycles. The traffic report was prepared following the Valley Transportation Authority's Congestion Management Program (CMP) Transportation Impact Analysis (TIA) Guidelines. The project's TDM measures are described in *Section 3.2.2.2, Trip Generation and Distribution*, on page 48, and in the applicant's TDM plan included as Appendix D. Impacts to transit, bicycles, and pedestrians are described in *Section 3.2.2.6, Transit, Bicycle, and Pedestrian Impacts*, starting on page 56.

1.3.3.2 *Letter from the Santa Clara Valley Transportation Authority (VTA), Dated February 11, 2013*

The VTA requests preparation of a TIA in conformance with its Congestion Management Program (CMP) guidelines. The project meets the minimum threshold of 100 or more new peak-hour trips, and therefore a transportation impact analysis (TIA) was prepared by the City of Mountain View for the project under the CMP guidelines (Appendix C). Transportation and traffic impacts are described in *Section 3.2, Transportation and Traffic* of this Draft EIR.

The VTA also recommends that the EIR utilize the TIA Guidelines for the trip generation methodology. The EIR's trip generation discussion can be found in *Section 3.2.2.2, Trip Generation and Distribution*, starting on page 48. The VTA also recommends development of a TDM program, which is described in the same section and in Appendix D.

1.3.3.3 *Letter from Boyd Smith, on behalf of Charleston Properties, Dated May 22, 2013*

Charleston Properties, the owners of a 30-acre property adjacent to the project site, provided written comments to the City after a City Council study session on the project on April 23, 2013 and prior to the EIR scoping meeting on June 12, 2013. Charleston Properties expressed concerns about the two parking garages, based on aesthetic and landscaping concerns. Specifically, the height of the Marine Way parking garage next to Charleston Properties' two-story building on Coast Avenue, and the visual impact of the parking garages as seen on approaches from US 101 and Bayshore Parkway were identified as concerns. The letter also states that the area does not currently contain parking garages, which the commenter feels would impact the campus environment of the area.

The project applicant has been working with Charleston Properties to address its concerns, and the proposed Marine Way garage has been redesigned since the project plans were originally reviewed by Charleston Properties. The Marine Way garage height was reduced substantially, and is now proposed to be approximately 44 feet to the top deck, and 57 feet to the top of the elevator structures, with two levels of sub-grade parking. Please see *Section 3.11, Visual and Aesthetic Resources*, starting on page 131, for a discussion of the effects of the project on the visual quality of the environment.

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND EXISTING SITE CONDITIONS

2.1.1 Project Location

The proposed project is located at 2600/2660/2698 Marine Way, 2591/2599 Garcia Avenue, 2618/2634/2636 Bayshore Parkway, and 2551 to 2601 Casey Avenue in northwest Mountain View, on Assessor's Parcel Numbers (APN) 116-02-021, -024, -046, -063, -067, -075, -076, -087, -090, and -091. The 9.62-acre project site is comprised of six parcels south of Garcia Avenue and east of Bayshore Parkway (Bayshore Site), three parcels north of Garcia Avenue and east of Marine Way (Marine Way Site), and one parcel south of Casey Avenue (Casey Site). The project site is located north (east) of U.S. 101, within the North Bayshore area of the City. The site is bounded by office and light industrial uses on all sides.

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

2.1.2 Existing Site Conditions

The project site is currently developed with ten one- and two-story office/light industrial buildings containing approximately 132,787 square feet of space, in addition to parking lots, driveways, and landscaping. Some of the buildings are currently occupied with office and light-industrial uses (refer to Photos 1-8, on pages 17 to 20) and others are unoccupied, including both buildings on Casey Avenue.

2.2 PROJECT DESCRIPTION

2.2.1 Site Redevelopment

The project proposes the redevelopment of the 9.62-acre site with new office buildings, parking garages, utilities, and landscaping. The proposed project would add two new office buildings and two parking structures to the existing Intuit, Inc. corporate campus.

The ten existing detached buildings and other development on the site would be demolished, along with pavement, landscaping and other improvements. An existing cellular phone tower on the Bayshore Site would be relocated within the site to the enclosed rooftop mechanical room. Following demolition and site clearing, the project would construct two detached office buildings of up to four-stories each, as well as install new landscaping, utilities, and other site improvements. The Casey Site would be used for construction parking, and no office development would occur on that 1.23-acre area as part of the project. After the interim use of construction parking is no longer needed when the new buildings are completed, Intuit proposes to use the site for outdoor recreation.

The proposed office buildings would contain approximately 178,600 square feet (Bayshore Building) and 185,400 square feet (Marine Way Building) of office space. The approximately 364,000 square

feet of new office space would represent an increase of approximately 231,213 square feet over the existing development on the site.

The project would include one level of parking below the Marine Way Building, in addition to a separate garage that would include four levels of parking above grade and two levels of parking below grade. The Bayshore Building includes an attached garage structure with three levels of structured parking above grade and one level of parking below grade. The project does not propose surface parking, apart from the construction parking proposed on the Casey Site. Conceptual site and landscape plans are shown on Figures 4 to 6, and conceptual building elevations are shown on Figures 7 to 10.

2.2.1.1 *General Plan*

The project site is currently designated as *High Intensity Office* in the Mountain View 2030 General Plan. The proposed project would be consistent with this designation, which allows office development of up to a floor area ratio (FAR) of 1.0, with the incorporation of highly sustainable site and building features.

2.2.1.2 *Rezoning*

The project proposes a rezoning of the site from the *Limited Industrial (ML)* zoning district to the *Planned Community (P)* zoning district. This rezoning would allow an increase in development on the site from an allowed FAR of 0.35 under the *ML* zoning up to an FAR of 1.0. The *Planned Community* zoning would allow the flexibility to implement standards and features (such as an increased FAR) that more closely conform to the Mountain View 2030 General Plan policy direction for the North Bayshore area.

The zoning standards for the North Bayshore area will be provided with adoption of the North Bayshore Precise Plan, currently in preparation. The proposed rezoning is anticipated to be consistent with the future North Bayshore Precise Plan. The existing and proposed zoning districts for the site are shown on Figure 11.

2.2.1.3 *Access, Circulation, and Parking*

The site would be accessed from five paved driveways: one two-way driveway from Bayshore Parkway leading to the Bayshore garage, one driveway off Garcia Avenue at the front of the Bayshore Building for the on-site shuttle stop, one two-way driveway for the sub-grade parking below the Marine Way building from Marine Way, one two-way driveway from Marine Way for the Marine Way garage, and one two-way driveway for the loading dock area at Marine Way. Access to the Casey Avenue interim construction parking area would be provided via one driveway on Marine Way and one from the south side of Casey Avenue.

Sidewalks would be provided along the project frontages with separated landscape strips. One new and one enhanced pedestrian crosswalk is proposed across Garcia Avenue, and one east of Marine Way at "Main Street," the main pedestrian spine within the campus.

Approximately 1,090 vehicle parking spaces would be provided by the project; with 555 spaces provided on the Marine Way Site and 535 spaces provided on the Bayshore Site, including 17 electric vehicle parking fueling stations at each site. The project would provide a total of 55 long-term bicycle parking spaces (in a locked room) and 55 short-term bicycle parking spaces. The project does not propose surface parking near the new buildings.

2.2.1.4 *Utilities and Service Systems Improvements*

The proposed project would connect to existing utilities in the vicinity, as discussed further in *Section 3.12, Utilities and Service Systems.*

2.2.1.5 *Demolition and Grading Activities*

The project would require the export of approximately 77,000 cubic yards of material from the demolition of existing buildings and structures, and would export an estimated 114,400 cubic yards of soils from the excavation for the sub-grade parking area. Approximately 24,500 cubic yards of fill would be imported to the site, in part to raise the site above the flood elevation. Existing concrete on site may also be ground for reuse in project construction.

2.2.1.6 *Trees and Landscaping*

Approximately 86 Heritage trees, as defined in the City of Mountain View Municipal Code, are currently located on the site. Forty-one Heritage trees would be removed, and 45 Heritage trees would be retained in place. The project would plant new trees on site at a replacement ratio of at least 2:1, and in conformance with the City of Mountain View's requirements, as described further in *Section 3.8, Biological Resources* of this EIR.

The project would increase pervious surfaces on the site by approximately 15 percent over the existing condition. The increase in pervious surfaces and landscaping would include naturalized wetland bio-filtration areas, natural planted areas, and green roofs (refer to Figure 5).

2.2.1.7 *Bird-Safe Design*

The project is designed to reduce impacts from potential bird strikes, as described in *Section 3.8.3.3, Impacts to Nesting and Migratory Birds*. These measures include reducing interior and exterior lighting, designing lighting so that it is directed downwards, treating at least 90 percent of the glazed surface of each building with "frit" patterns designed to break up extensive glazed areas, and reducing reflective glass surfaces.

As an alternative to fritted glass, the project applicant is also exploring the possible use of treated glass with a patterned, UV reflective coating which is visible to birds, but not to people. Both fritted and UV reflective glasses are recognized as equally effective measures to reduce potential bird strikes. During operation of the buildings, bird strikes would be monitored by on-site facilities staff. Adaptive management will be implemented in consultation with an ornithologist (refer to *Section 3.8.3.3*).

2.2.1.8 *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 Nonresidential Mandatory Measures of the 2013 California Green Building Code (CALGreen). The Green Building Code also requires new non-residential buildings of over 25,000 square feet to exceed the energy use reduction requirements of Title 24, Part 6 by 10 percent, and meet the intent of LEED[2] Silver.

In addition, the project would include the following energy and emissions reduction features (refer also to *Section 3.5, Greenhouse Gas Emissions*),

- The project would seek a certification of LEED Platinum, which exceeds LEED Silver.
- A water budget calculation will be developed for landscape irrigation, consistent with the City's Water Conservation in Landscape Regulations and "Water-Efficient Design and Maintenance Checklist."
- All appliances will be Energy Star qualified where available.
- Construction waste generated at the site will be diverted to recycle or salvage (50 percent reduction).
- A Transportation Demand Management Plan, as described below.

2.2.1.9 *Transportation Demand Management Plan*

A draft Transportation Demand Management Plan (TDM) has been prepared by the applicant and is included in the project (Appendix D). As described in *Section 3.2, Transportation and Traffic*, this plan would be required to provide at least a 35 percent reduction in peak hour vehicle trips and a 10 percent reduction in daily trips to and from the project site.

The components of the TDM plan include:

- Transit Pass Program
- Shuttles
- Shuttle Loading Area
- Vanpool Subscription
- Telecommute Program
- Individualized Marketing
- Local Access Guide
- TDM Website
- Branding
- Carpool/Vanpool Matching
- Car Sharing
- Secure Bicycle Storage
- Showers/Changing Facilities
- Bicycle Share Program
- On-site Management
- Guaranteed Ride Home
- Commute Rewards
- Information Kiosk
- Low Emission Vehicle (LEV) Parking

The project applicant would also participate in a non-profit Transportation Management Association (TMA), which is being organized by employers in the East Whisman and North Bayshore areas. The TMA will offer programs such as shuttles, bicycle parking, car sharing vehicles, and transit pass

[2] US Green Building Council's Leadership in Energy and Environmental Design (LEED).

subsidies to participating businesses, with the goal of reducing vehicle trips in these employment areas.

As described in *Section 3.5, Greenhouse Gas Emissions* and *Section 3.2, Transportation and Traffic*, the applicant would be required to provide an annual monitoring report in the fourth quarter of the year for five years following occupancy to the City to verify that at least a 35 percent reduction in peak hour trips and a 10 percent reduction in daily trips from new employment-generating development has been achieved by the TDM Plan. The annual report will be accompanied by a report on all incentive programs or use of commute alternatives currently being offered to all persons that work in the buildings. In the event that the commuter survey and report determine that the project is not performing at or above a 35 percent peak hour trip reduction level, the project will take additional actions and implement enhanced TDM measures to establish greater ridership activities for the following year.

2.3 PROJECT GOALS AND OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, the EIR must include a statement of the objectives sought by the proposed project.

The stated primary objectives of the project proponent, Intuit, Inc., are to:

- Provide high-quality, highly sustainable office space, with increased development intensity of up to a floor area ratio (FAR) of 1.0 that targets LEED Platinum standards and incorporates a Transportation Demand Management (TDM) Plan, consistent with the Mountain View 2030 General Plan and the Greenhouse Gas Reduction Program.

- Redevelop an underutilized area, currently developed at a floor area ratio of less than 0.35, into a more efficient, economically viable office campus.

- Develop higher intensity office space on the site at an increased FAR of up to 1.0 that will help Intuit, Inc. provide for and foster on-going job growth on its Mountain View campus.

2.4 USES OF THE EIR

This EIR evaluates the environmental impacts that would likely result from the proposed project. Measures to mitigate impacts are also identified in this EIR. This EIR is intended to be an informational document and is subject to public review, agency review, and consideration by the City of Mountain View. The purpose of this EIR is to identify potentially significant effects of the project on the physical environment, to determine the extent to which these effects could be reduced or avoided, and to identify feasible alternatives to the project. The EIR is an informational document and in itself does not determine whether a project should or will be approved.

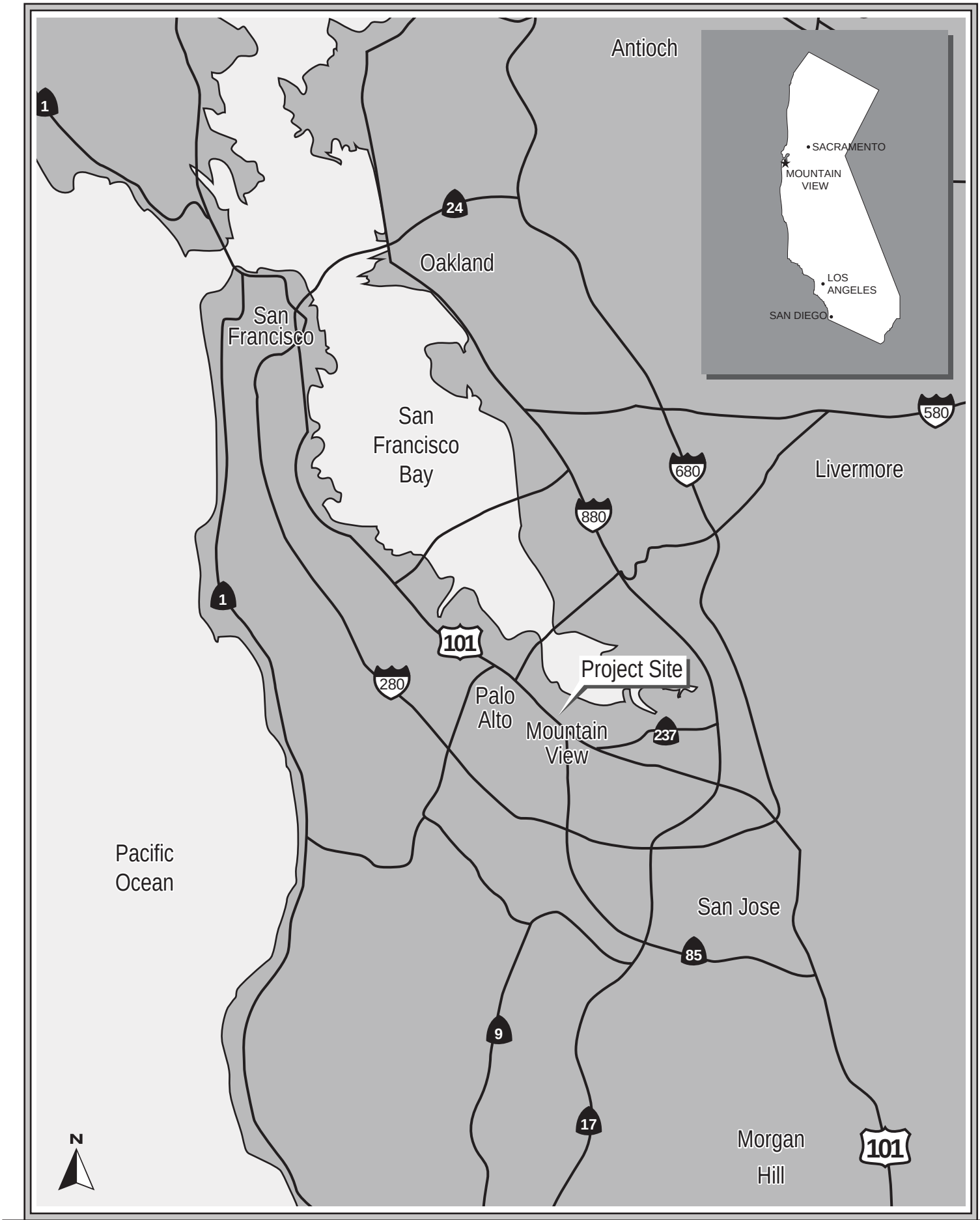
This EIR would provide decision-makers in the City of Mountain View (the CEQA Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the project.

The approvals that would require discretionary actions, could include:

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

The EIR may also be relied upon for other agency approvals necessary to implement the project, including by the following agencies:

- Santa Clara County Department of Environmental Health
- San Francisco Bay Regional Water Quality Control Board
- California Department of Toxic Substances Control



REGIONAL MAP FIGURE 1

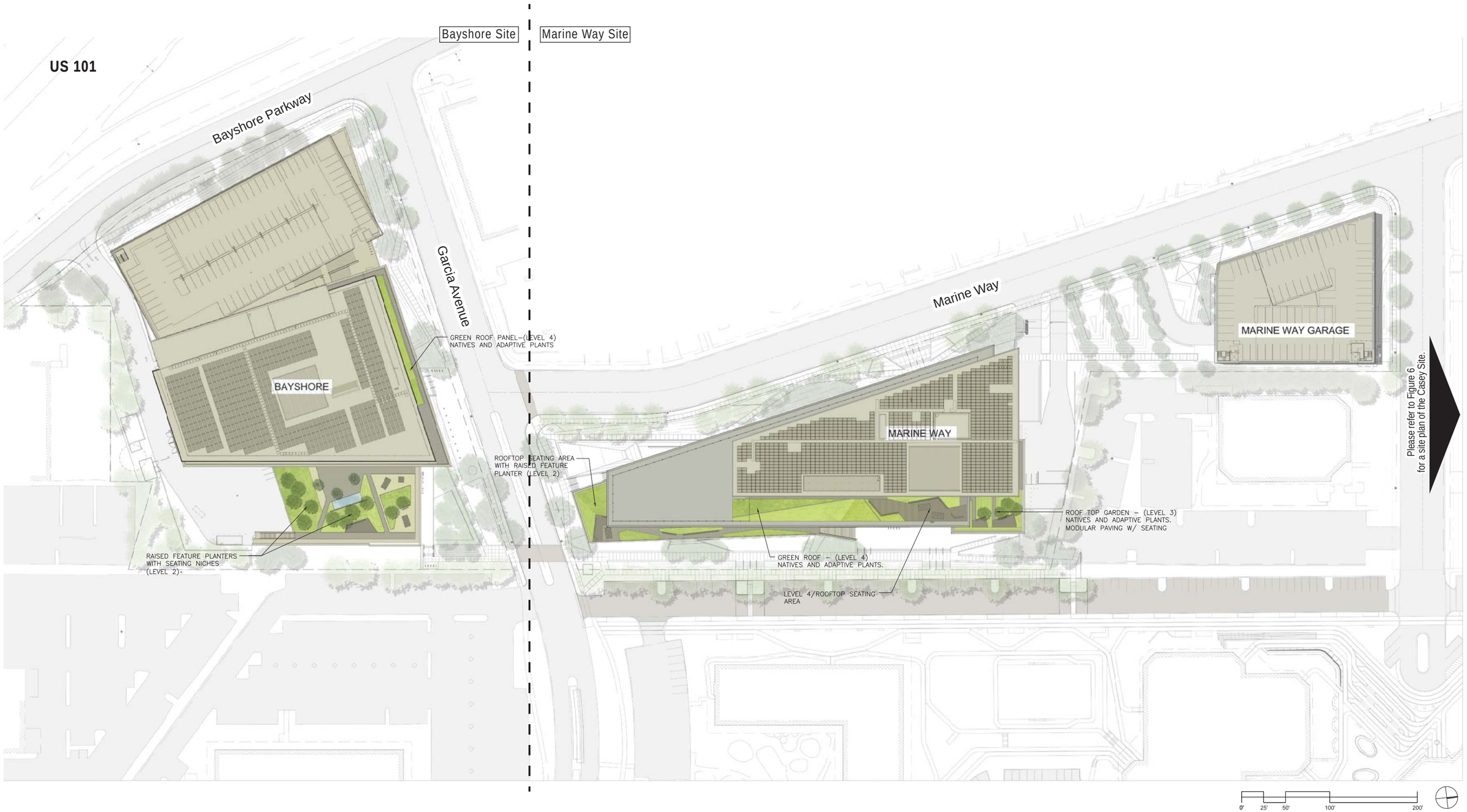
VICINITY MAP

FIGURE 2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES FIGURE 3

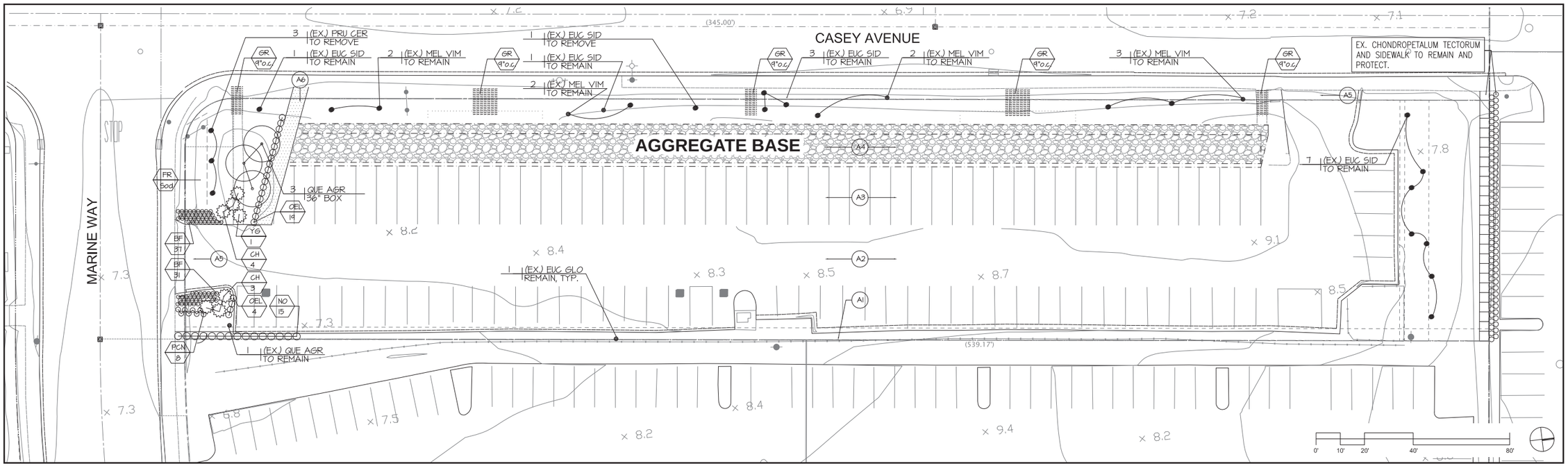
CONCEPTUAL LANDSCAPE PLAN - SITE & BUILDING LEVEL ONE, BAYSHORE AND MARINE WAY SITES

FIGURE 4

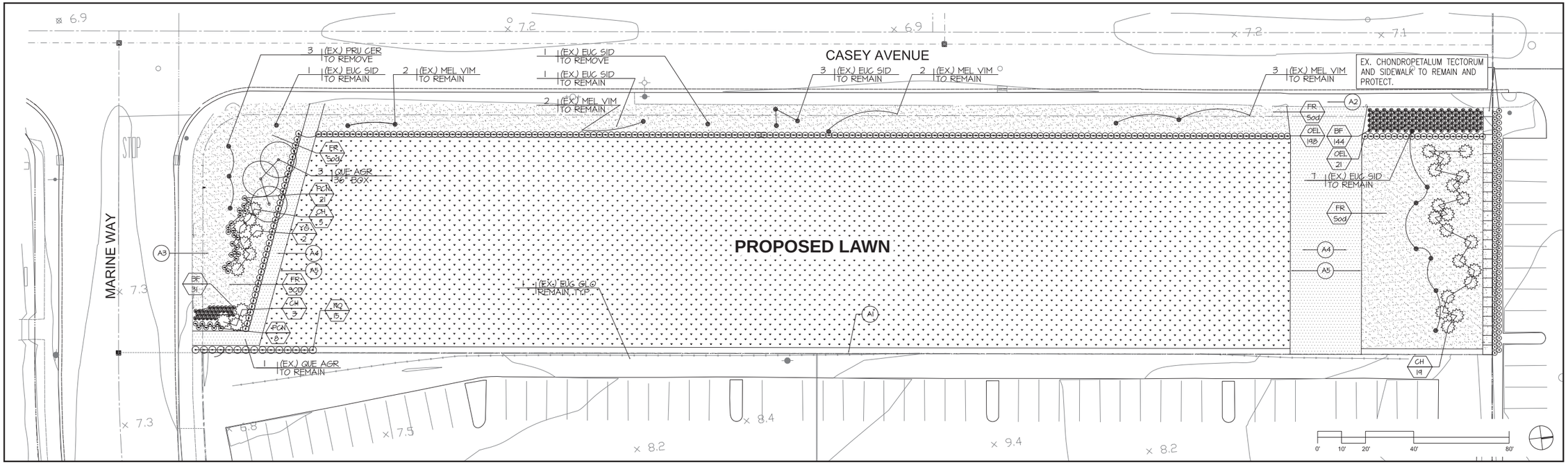


CONCEPTUAL LANDSCAPE PLAN - ILLUSTRATIVE ROOFTOP PLAN, BAYSHORE AND MARINE WAY SITES

FIGURE 5



INTERIM USE: CONSTRUCTION PARKING

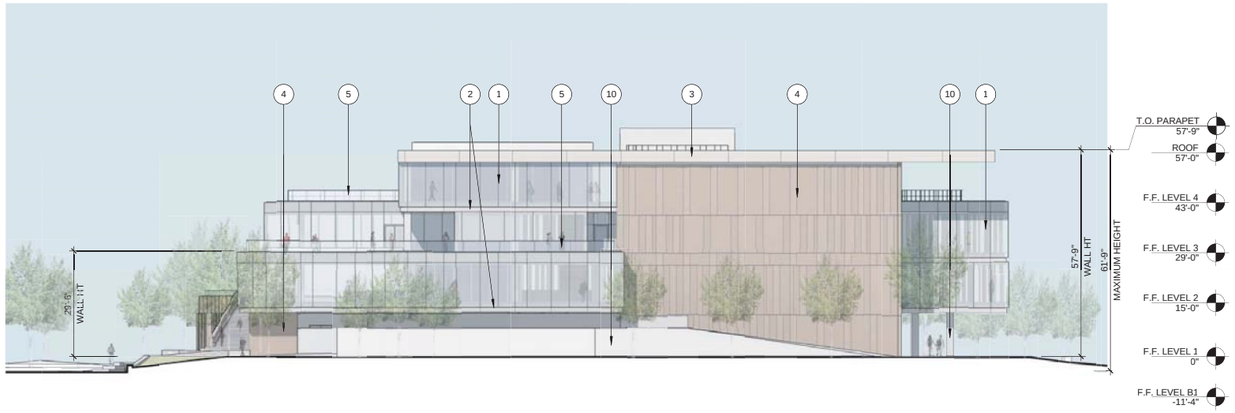


FUTURE USE: RECREATIONAL PLAY FIELD

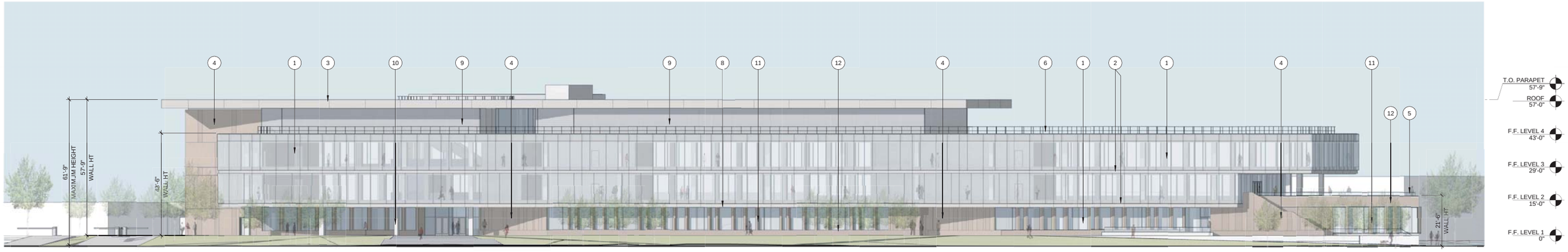
INTERIM AND PROPOSED USES, CASEY SITE

FIGURE 6

1. STRUCTURAL SILICON GLAZED CURTAIN WALL SYSTEM WITH INSULATING CLEAR GLASS WITH BIRD CONTROL FRIT PATTERN (1/8" HORIZONTAL LINES @ 2" O.C.)
2. METAL SPANDREL PANEL
3. METAL PANEL
4. SHAPED PRECAST CONCRETE PANEL
5. GLASS BALUSTRADE
6. GREEN ROOF / PLANTER
7. METAL DOOR
8. WOOD SOFFIT
9. METAL LOUVERS
10. CIP CONCRETE
11. PRECAST CONCRETE FIN
12. SMOOTH PRECAST CONCRETE PANEL, SEE A1.801
13. BELOW GRADE WATERPROFING



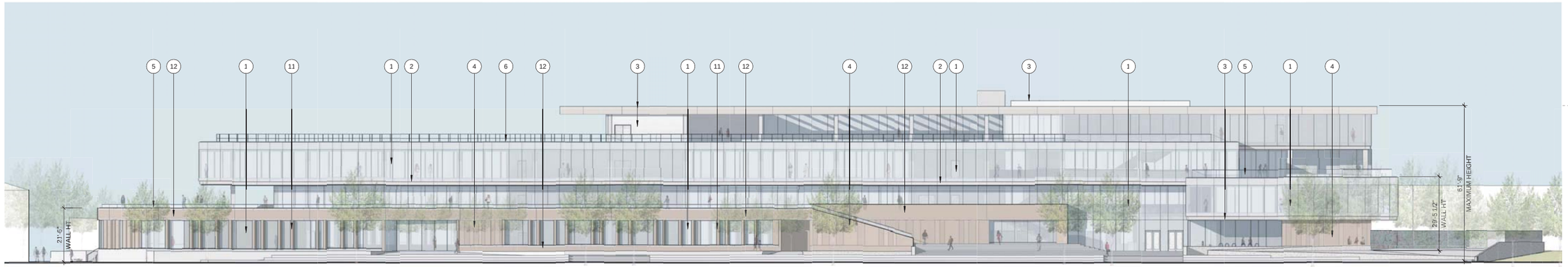
NORTH ELEVATION



WEST ELEVATION

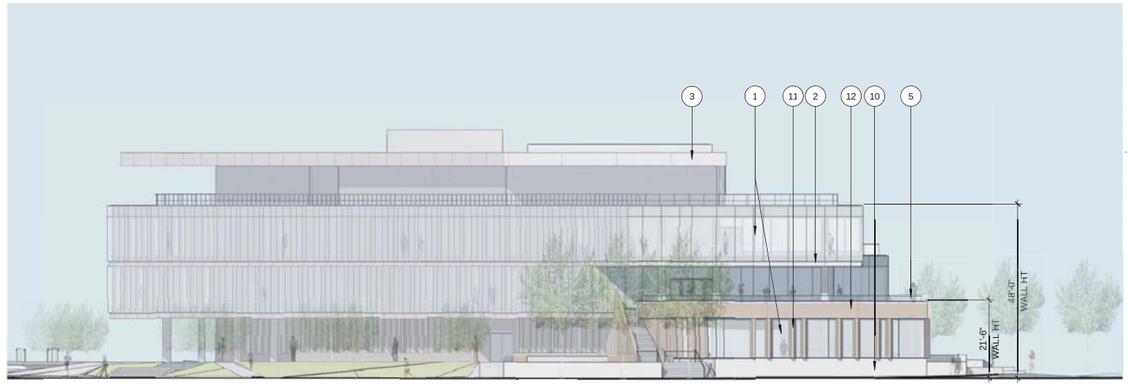
CONCEPTUAL BUILDING ELEVATIONS: MARINE WAY SITE, NORTH AND WEST

FIGURE 7



EAST ELEVATION

1. STRUCTURAL SILICON GLAZED CURTAIN WALL SYSTEM WITH INSULATING CLEAR GLASS WITH BIRD CONTROL FRIT PATTERN (1/8" HORIZONTAL LINES @ 2" O.C.)
2. METAL SPANDREL PANEL
3. METAL PANEL
4. SHAPED PRECAST CONCRETE PANEL
5. GLASS BALUSTRADE
6. GREEN ROOF / PLANTER
7. METAL DOOR
8. WOOD SOFFIT
9. METAL LOUVERS
10. CIP CONCRETE
11. PRECAST CONCRETE FIN
12. SMOOTH PRECAST CONCRETE PANEL, SEE A1.801
13. BELOW GRADE WATERPROFING

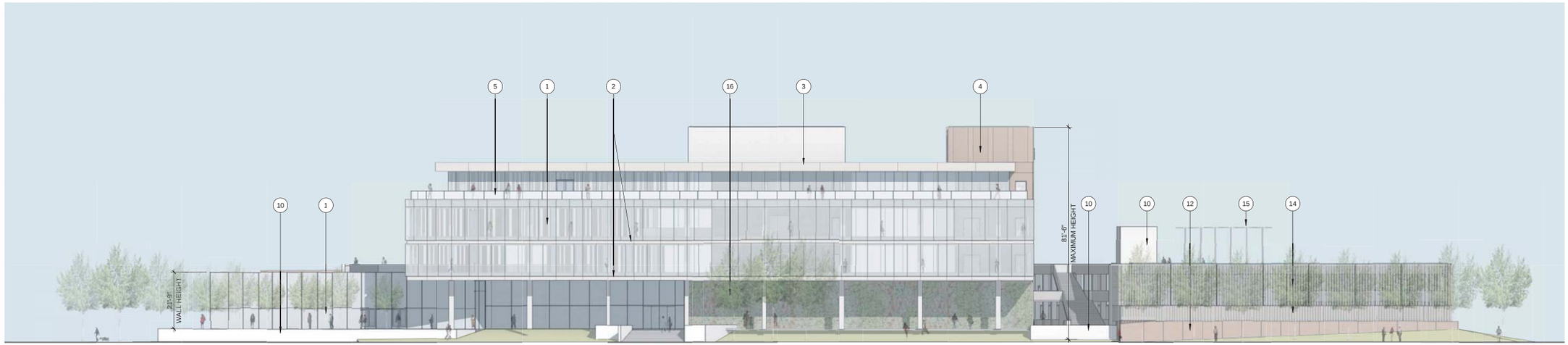


SOUTH ELEVATION

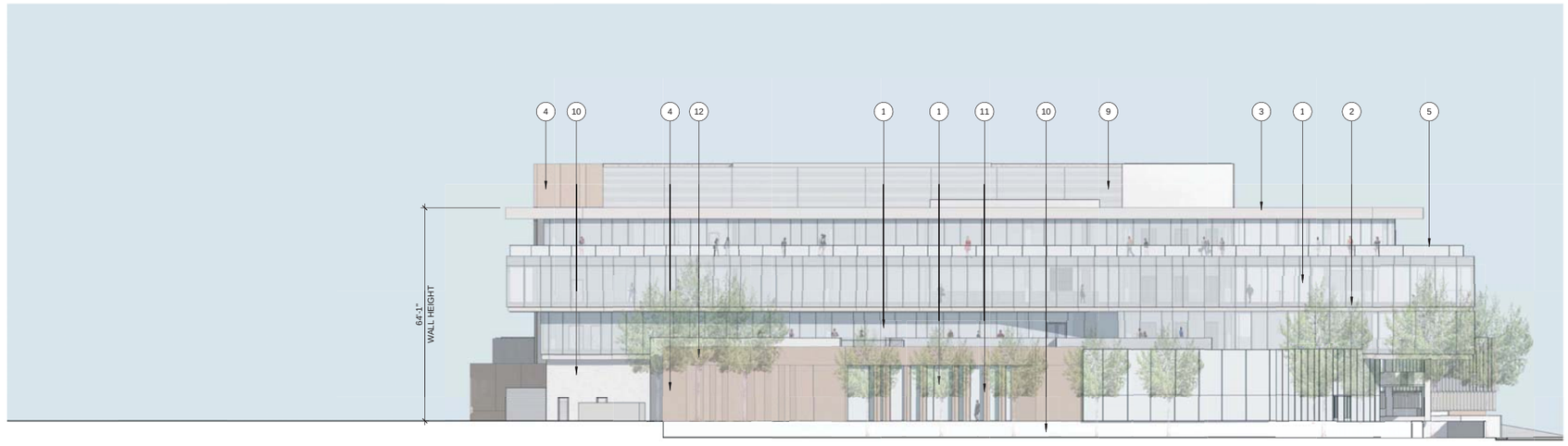
0' 10' 20' 40' 80'

CONCEPTUAL BUILDING ELEVATIONS: MARINE WAY SITE, EAST AND SOUTH

FIGURE 8



NORTH ELEVATION



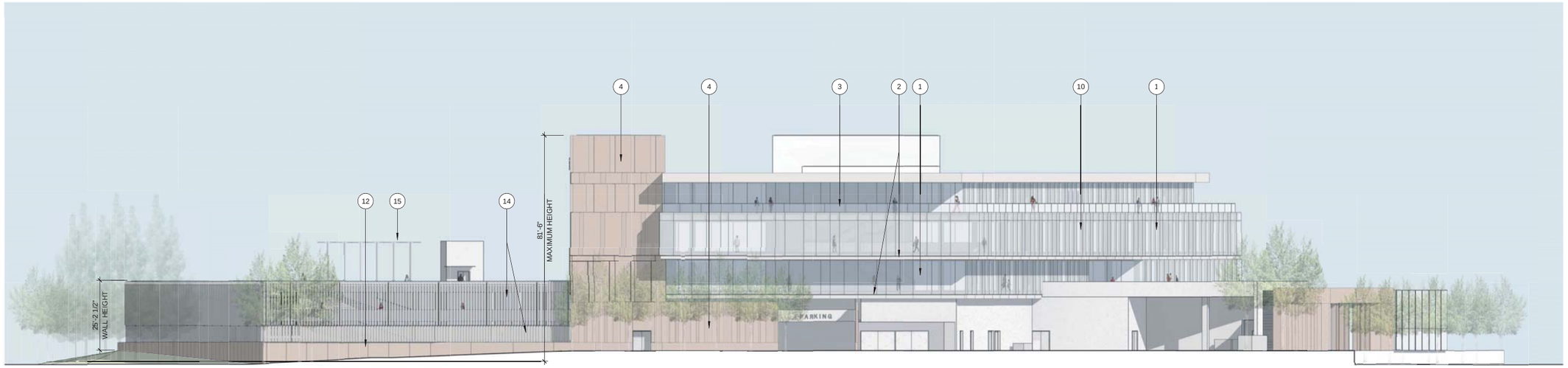
EAST ELEVATION

0' 10' 20' 40' 80'

1. GLAZED CURTAIN WALL SYSTEM - 4 SIDED STRUCTURAL SILICONE GLAZED CURTAIN WALL SYSTEM WITH INSULATED CLEAR GLASS WITH BIRD CONTROL FRIT PATTERN - 1/8" THICK HORIZONTAL LINES @ 2" OC
2. METAL PANEL
3. SHAPED PRECAST CONCRETE PANEL
4. GLASS BALUSTRADE
5. GREEN ROOF/ PLANTER
6. METAL DOOR
7. WOOD SOFFIT
8. METAL LOUVERS
9. CIP CONCRETE
10. PRECAST CONCRETE FIN
11. SMOOTH PRECAST CONCRETE PANEL
12. BELOW GRADE WATERPROOFING
13. EXTRUDED METAL SCREEN
14. POLE MTD AREA LIGHT
15. VEGETATIVE SCREEN

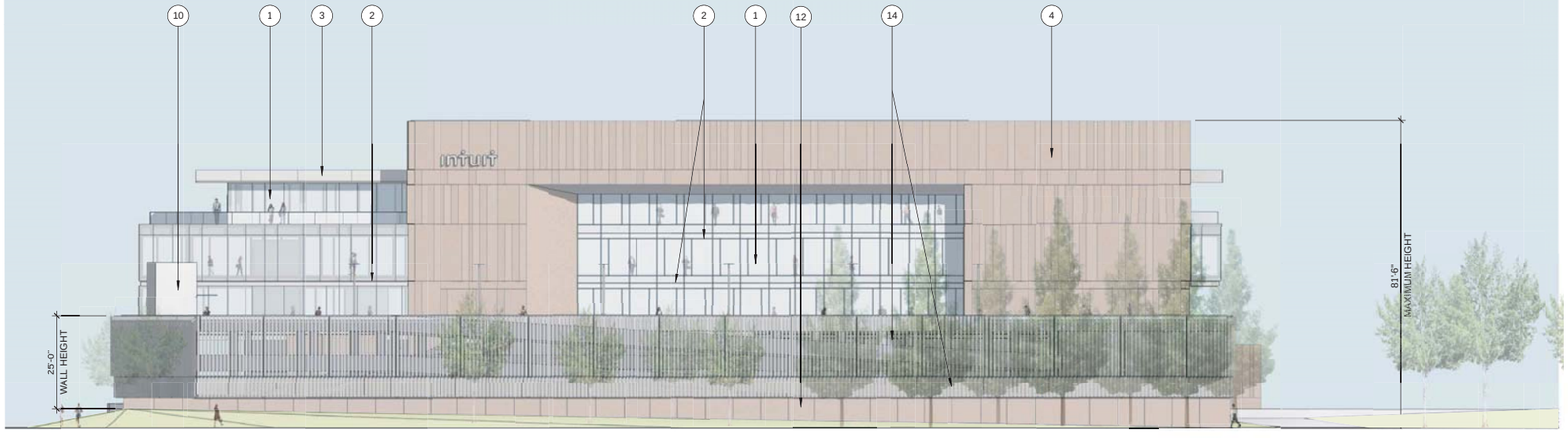
CONCEPTUAL BUILDING ELEVATIONS: BAYSHORE BUILDING, NORTH AND EAST

FIGURE 9



SOUTH ELEVATION

1. GLAZED CURTAIN WALL SYSTEM - 4 SIDED STRUCTURAL SILICONE GLAZED CURTAIN WALL SYSTEM WITH INSULATED CLEAR GLASS WITH BIRD CONTROL FRIT PATTERN - 1/8" THICK HORIZONTAL LINES @ 2" OC
2. METAL PANEL
3. SHAPED PRECAST CONCRETE PANEL
4. GLASS BALUSTRADE
5. GREEN ROOF/ PLANTER
6. METAL DOOR
7. WOOD SOFFIT
8. METAL LOUVERS
9. CIP CONCRETE
10. PRECAST CONCRETE FIN
11. SMOOTH PRECAST CONCRETE PANEL
12. BELOW GRADE WATERPROOFING
13. EXTRUDED METAL SCREEN
14. POLE MTD AREA LIGHT
15. VEGETATIVE SCREEN

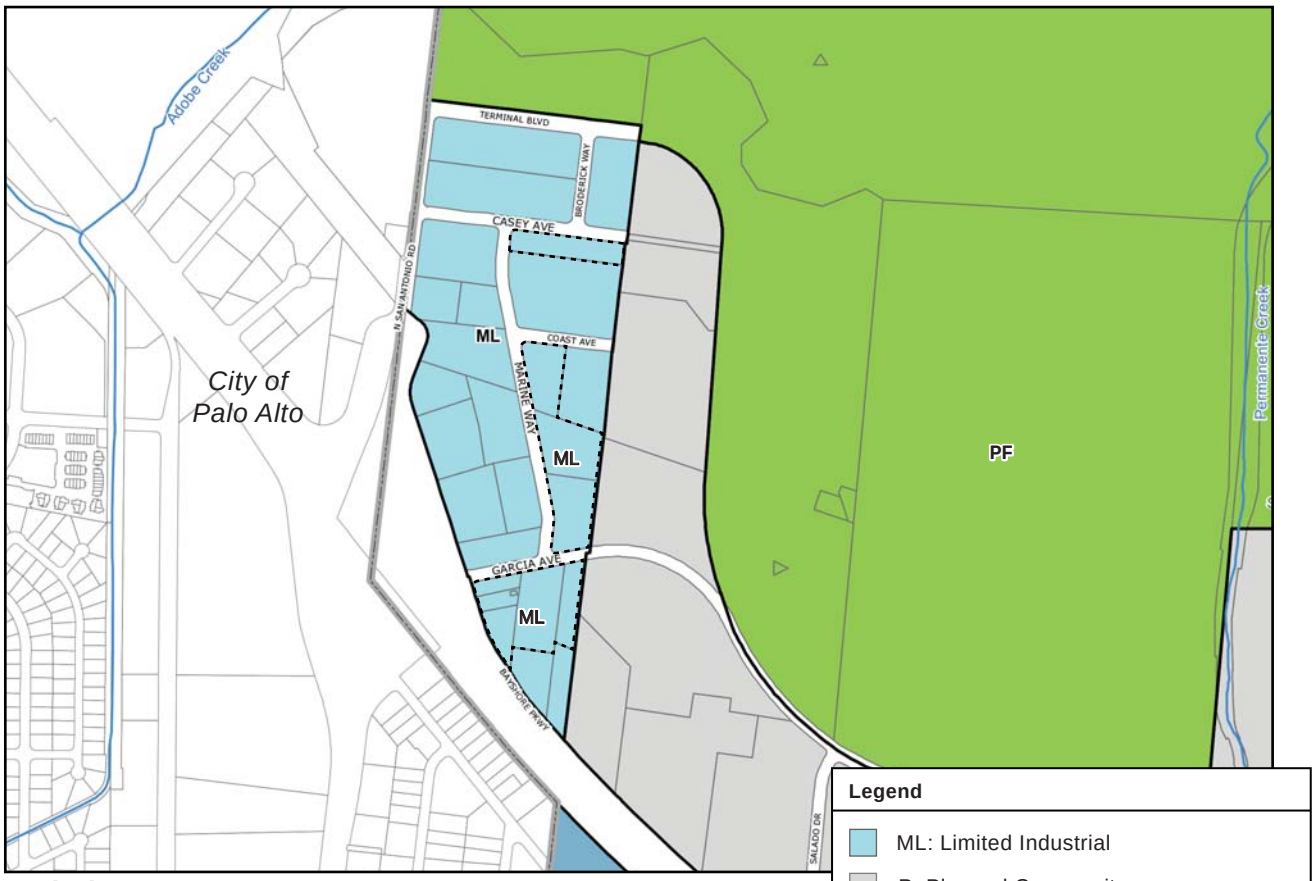


WEST ELEVATION

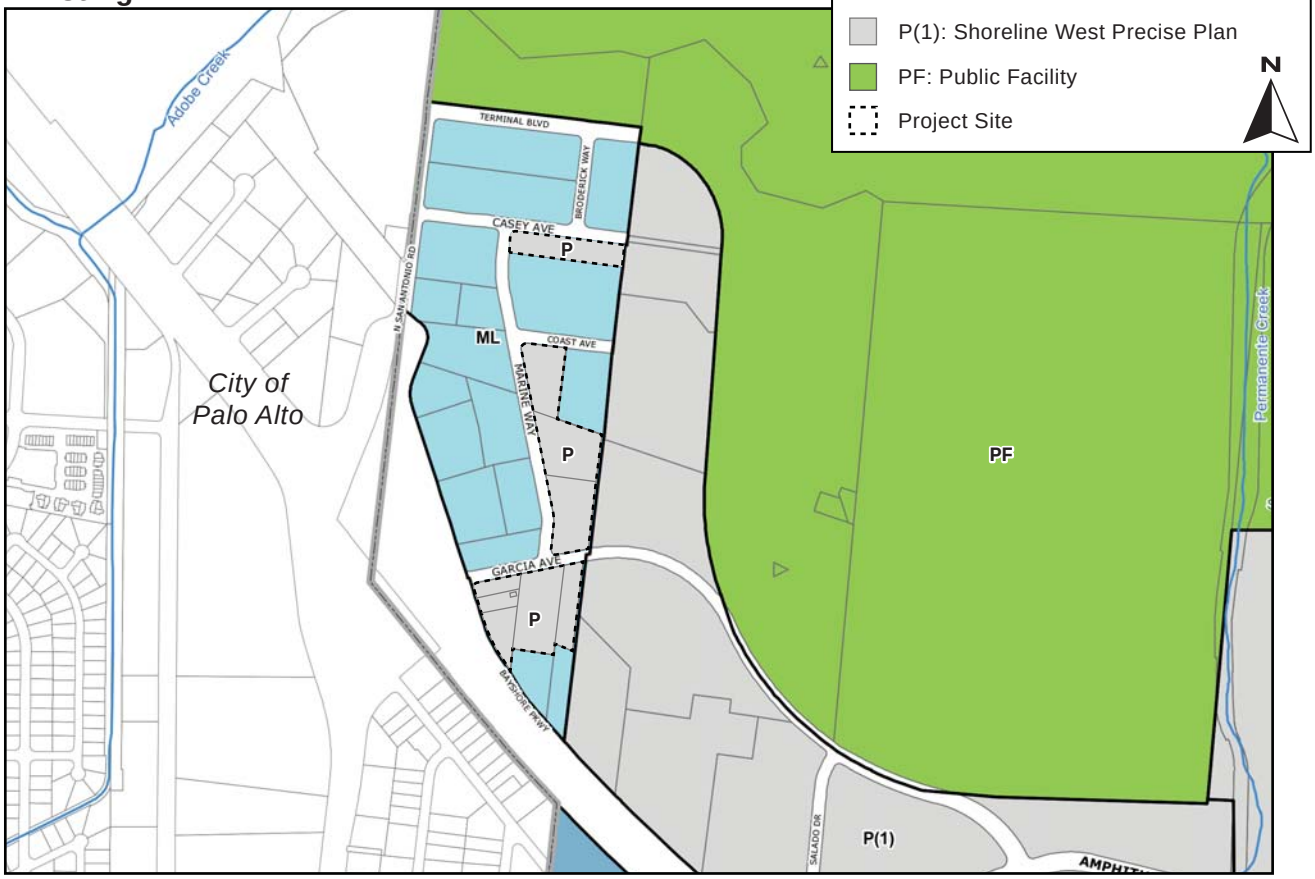
0' 10' 20' 40' 80'

CONCEPTUAL BUILDING ELEVATIONS: BAYSHORE BUILDING, SOUTH AND WEST

FIGURE 10



Existing



Proposed

EXISTING AND PROPOSED ZONING DISTRICTS FIGURE 11

SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

3.1 LAND USE

The following discussion is based upon the following land use documents:

- City of Mountain View 2030 General Plan
- City of Mountain View Municipal Code

3.1.1 Land Use Plans and Regulations

'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.

3.1.1.1 *City of 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, and provides the City with a guide for future land use decisions in the city.

North Bayshore Change Area

The project site is within the North Bayshore Change Area of the 2030 General Plan. The North Bayshore Change Area is located within the North Bayshore Planning Area of the General Plan, and this area is largely defined by its open space resources, high-technology office campuses and suburban-style office parks. Although the US 101 freeway barrier separates North Bayshore from the rest of the city, the area is an important employment center for the city and the region. Parks and open spaces, including Shoreline at Mountain View Regional Park, and entertainment destinations, such as Shoreline Amphitheater, make the area attractive to visitors and businesses. Some commercial uses, including cafes and restaurants, are located in this area and provide services for nearby workers.

In the 2030 General Plan vision for the North Bayshore Change Area, the area continues its role as a major high-technology employment center, and emerges as a model of innovative and sustainable development that protects and stewards biological habitat and open space within the Change Area and North Bayshore as a whole.

3.1.1.2 *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 City of Mountain View is planning to prepare and adopt a new Precise Plan for the area identified as the North Bayshore Change Area in the Mountain View 2030 General Plan. The new Precise Plan will integrate elements of five existing Precise Plans, in addition to areas zoned *Limited Industrial (ML)*, *General Industrial (MM-40)*, and *Flood Plain (F)*, and will provide a single set of development standards and design guidelines for the properties in this area. It is anticipated that the Precise Plan will be completed by December 2014.

3.1.2 Existing Setting

3.1.2.1 *Existing Land Uses*

The proposed project is located at 2600/2660/2698 Marine Way, 2591/2599 Garcia Avenue, 2618/2634/2636 Bayshore Parkway, and 2551 to 2601 Casey Avenue in northwest Mountain View. The 9.62-acre project site is comprised of six parcels south of Garcia Avenue and east of Bayshore Parkway (Bayshore Site), three parcels north of Garcia Avenue and east of Marine Way (Marine Way Site), and one parcel south of Casey Avenue (Casey Site). The project site is located north (east) of U.S. 101, within the North Bayshore area of the City. The site is bounded by similar office and light industrial uses on all sides.

The project site is currently developed with ten office/light industrial buildings containing approximately 132,787 square feet of space, in addition to parking lots, driveways, and landscaping. Some of the buildings are currently partially occupied with several office and light-industrial uses (refer to Photos 1-8), and others are unoccupied, including both buildings on the Casey Site.

The project site was primarily agricultural land until it was developed for industrial and office uses, beginning in the 1960's.

3.1.2.2 *Existing General Plan Land Use Designation*

The project site has the existing General Plan land use designation of *High-Intensity Office*. This designation is found throughout the North Bayshore Change Area, apart from areas designated for mixed-use along the North Shoreline Boulevard corridor, the mobile-home park in the eastern part of the area, and public parkland.

High-Intensity Office accommodates major corporations, financial and administrative offices, high-technology industries, and other scientific facilities, as well as supporting retail and service uses. High-intensity office areas support technological advancement and research and development.

PHOTO 1: Building at 2636 Bayshore Parkway, view from the Garcia Avenue sidewalk towards the southwest.

PHOTO 2: Cell tower at 2634 Bayshore Parkway, view from the Garcia Avenue sidewalk towards the southwest.

PHOTOS 1 AND 2

PHOTO 3: View of 2698 Marine Way, with PG&E power line structure in the foreground. View towards the northeast from sidewalk of Marine Way.

PHOTO 4: View of intersection of Marine Way and Garcia Avenue. View from Marine Way sidewalk looking towards the south.

PHOTOS 3 AND 4

PHOTO 5: View of buildings on project site at 2691 Garcia Avenue (left) and 2599 Garcia Avenue (right), looking across Garcia Avenue to the southwest.

PHOTO 6: View of 2618 Bayshore Parkway, looking east from the roadway.

PHOTOS 5 AND 6

PHOTO 7: Trees on site at 2660 Marine Way, view to the northeast.

PHOTO 8: Building at 2660 Marine Way, view to the northeast.

PHOTOS 7 AND 8

The *High-Intensity Office* designation is further defined as follows:

> Allowed Land Uses: Office and ancillary commercial; light industrial, light manufacturing, startups and other commercial and industrial uses as appropriate.
>
> Density and Intensity: 0.35 FAR; intensities above 0.35 FAR and up to 1.0 FAR may be permitted with measures for highly sustainable development specified within zoning ordinance or precise plan standards.
>
> Height Guideline: up to 8 stories.

The site is within the North Bayshore Change Area of the 2030 General Plan. The North Bayshore Change Area goals and policies applicable to the project site include:

Innovation and Sustainability: Innovation and sustainability policies support the area's future as a leader in highly sustainable and innovative development.

> **Goal LUD-15:** An area that is a model of highly sustainable and innovative development, protective of the natural and biological assets of the area.
>
> **Policy LUD 15.1:** *A leader in sustainable planning.* Create and promote North Bayshore as a leader in innovative and sustainable planning and growth.
>
> **Policy LUD 15.2:** *Sustainable development focus*. Require sustainable site planning, building and design strategies.
>
> **Policy LUD 15.3:** *Highly sustainable development*. Encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.
>
> **Policy LUD-15.4:** *Wildlife friendly development*. Implement wildlife friendly site planning, building and design strategies.

Land Use and Design: Land use and design policies support an increased diversity and mix of land uses and protected open space resources and habitat.

> **Goal LUD-16:** A diverse area of complementary land uses and open space resources.
>
> **Policy LUD 16.1:** *Protected open space*. Protect and enhance open space and habitat in North Bayshore.
>
> **Policy LUD 16.4:** *Innovative corporate campuses*. Encourage innovative corporate campus designs.
>
> **Policy LUD 16.5:** *Protected views.* Protect views by including open areas between tall buildings.

Policy LUD 16.6: *Open space amenities*. Encourage development to include open space amenities, plazas and parks that are accessible to the surrounding transit, bicycle and pedestrian network.

Mobility: Mobility policies create a sustainable and efficient transportation system that connects to Downtown, improves bicycle and pedestrian circulation, and plans for future connections to surrounding areas.

Goal LUD-17: A sustainable and efficient multi-modal transportation system.

Policy LUD 17.1: *Connectivity*. Improve connectivity and integrate transportation services between North Bayshore, Downtown, NASA Ames and other parts of the city.

Policy LUD 17.2: *Transportation Demand Management strategies*. Require development to include and implement Transportation Demand Management strategies.

Policy LUD 17.3: *Bicycle and pedestrian focus*. Support bicycle and pedestrian improvements and connections to and throughout North Bayshore.

Sea-Level Rise: Sea-level rise policies create a forward-thinking strategy for adapting to this potential future change.

Goal LU-18: A comprehensive strategy for reducing the effects of future sea-level rise.

Policy LUD 18.2: Flood retention areas. Plan for the development of flood retention areas to address effects from sea-level rise.

3.1.2.3 *Existing Zoning District*

The site is currently zoned *Limited Industrial (ML)*, which allows development to a floor area ratio (FAR) of 0.35. Within the City of Mountain View, all properties adjacent and in the vicinity of the project site are zoned *Limited Industrial (ML)* or *Precise Plan (P)* (refer to Figure 11, Existing and Proposed Zoning Districts).

The North Bayshore Change Area defines the area that will be eventually included in a North Bayshore Precise Plan, which will define zoning and design standards for future development in the area. The Precise Plan is currently being drafted for public review.

3.1.2.4 *Population and Employment*

As of 2013, the California Department of Finance estimates the City of Mountain View's population (within the City limits) at 76,620, with an estimated 34,136 housing units.[3]

[3] Source: California Department of Finance (Table E-5). *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2013, with 2010 Census Benchmark.* Revised May 10, 2013. Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.

The Association of Bay Area Governments' (ABAG) *Building Momentum: Projections and Priorities 2009* estimates that for 2035, the projected population would be 90,600 residents in 42,120 households. ABAG is projecting that jobs in Mountain View will increase to 72,470 by 2035[4] compared to an estimated 67,327 jobs in 2011.[5]

3.1.2.5 *Agriculture and Forest Land*

The project site is not currently used for agricultural purposes, and is located within an existing developed, urban area of Mountain View. According to the *Santa Clara County Important Farmlands 2010 Map*,[6] the site is designated as "Urban and Built-up Land," which is defined as residential land with a density of at least six units per 10-acre parcel, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, sewage treatment, and water control structures.

The project site is not designated by the California Resources Agency as farmland of any type and is not subject to a Williamson Act contract. No land adjacent to the project site is designated or used as farmland or timberland.

3.1.3 Land Use Impacts

3.1.3.1 *Thresholds of Significance*

For the purposes of this EIR, land use impacts are treated as encompassing traditional land use impacts, as well as impacts on population and housing, and agricultural resources.

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a land use impact is considered significant if the project would:

- Physically divide an established community; or
- 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; or
- 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); or
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere; or

[4] Association of Bay Area Governments, *Projections 2009*. 2010.
[5] Op. cit.
[6] California Department of Conservation. June 2011.

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping & Monitoring Program of the California Resources Agency, to non-agricultural use; or
- Conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production; or
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- 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.

3.1.3.2 *Land Use Compatibility Impacts from the Proposed Project*

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 proposed project site is located in the North Bayshore Change Area as identified in the Mountain View 2030 General Plan. The North Bayshore Change Area consists of similar office and light industrial uses surrounding the project site. The proposed project would redevelop the existing office/light industrial site with new office uses at a greater density than is currently allowed on the site. This greater density would not result in an incompatible land use, since it would not introduce new uses to the area, and would not introduce new sources of hazardous chemicals, odors, or new sources of noise and vibration to the site. The project would not physically divide an existing community, since there are no nearby residential areas and the project is an intensification of existing uses. The project, therefore, is consistent with these thresholds.

Impact LU-1: The proposed project would not physically divide an existing community, or place incompatible land uses adjacent to existing uses. **[Less Than Significant Impact]**

3.1.3.3 *Mountain View 2030 General Plan*

The project site is designated as *High-Intensity Office* in the 2030 General Plan. The *High-Intensity Office* land use designation accommodates major corporations, financial and administrative offices, high-technology industries, and other scientific facilities, as well as supporting retail and service uses. High-intensity office areas support technological advancement and research and development. The *High-Intensity Office* designation allows office development up to an FAR of 1.0 with highly sustainable development, at heights up to eight stories.

The proposed project would seek LEED Platinum certification, and would be constructed using green building features in conformance with City of Mountain View standards. The project includes transportation demand management features as described in *Section 3.2, Transportation and Traffic*. Since the project includes these sustainability and green building features, the proposed project would be consistent with the current 2030 General Plan land use designation of *High-Intensity Office*. The proposed rezoning and increase in FAR from 0.35 to 1.0 on the site would be consistent with the standards proposed for this land use designation, as defined in the 2030 General Plan.

The proposed project is also generally consistent and would not conflict with the goals and policies of the General Plan, including those related to developing more uses with sustainable features. The project's consistency with the individual General Plan goals and policies is discussed in detail in the *Section 6.2, Consistency with Local Plans and Policies* Section of this Draft EIR.

Impact LU-2: The proposed project would not conflict with the existing 2030 General Plan land use designation and applicable General Plan policies for the site. **[Less Than Significant Impact]**

3.1.3.4 *Mountain View Zoning Ordinance*

The project proposes a rezoning of the existing light industrial/office site from the *Limited Industrial (ML)* zone to a *Planned Community (P)* zoning district, under Section 36.22 of the City's Municipal Zoning Ordinance, to allow the proposed increase in density from 0.35 to 1.0 FAR on the site. The *Planned Community* zoning would allow the flexibility to implement standards and features that conform to the 2030 General Plan policy direction for the area prior to the adoption of the North Bayshore Precise Plan.

The proposed project would intensify office uses in a development that has been designed to be highly sustainable, and which would seek to reduce single-occupancy vehicle trips to the extent feasible. As previously described in *Section 3.1.3.2*, the design and construction of the project would not place incompatible uses adjacent to existing uses or otherwise conflict with development standards in the city's zoning ordinance in a manner that would result in a substantial environmental effect on adjacent or nearby land uses. Following approval of the proposed rezoning, the project would be in conformance with the Mountain View Zoning Ordinance. Therefore, adoption of the proposed *P* zoning would not conflict with the Mountain View Zoning Ordinance. The proposed rezoning is also anticipated to be consistent with the North Bayshore Precise Plan, which is currently in development and is anticipated to be completed by December 2014.

Impact LU-3: The proposed project is inconsistent with the existing *Limited Industrial (ML)* zoning for the site. The proposed development standards in *the Planned Community (P)* rezoning would not conflict with the City's Zoning Ordinance and would not result in significant land use impacts. **[Less Than Significant Impact]**

3.1.3.5 *Population and Housing Impacts*

The project would not remove existing housing.

Currently, the City of Mountain View has a "surplus" number of jobs compared to the number of housing units located within the City.[7] As described previously, the project proposes a rezoning to change the land use designation on-site from *Limited Industrial (ML)* to a new *Planned Community (P)* designation that would allow an increase of density of office space on the site up to an FAR of 1.0, or an increase of 231,213 square feet over the existing development on the site.

Following project completion, up to 1,750 persons could be employed at the site (based on applicant projections), which would be an increase over the existing office/light-industrial uses. Therefore, the proposed project would allow for development of more jobs in the City, increasing the number of jobs compared to the number of housing units.

Impacts associated with adding employment and development on the site include increased energy usage, air quality and greenhouse gas emissions impacts, traffic and circulation impacts, and utility impacts, which are discussed in their relevant sections of this EIR.

Approval of the project would result in an increase in jobs in the City. The 2030 General Plan projects that the jobs/housing ratio in the city would improve from the rate of 1.51 in 2010 to 1.37 in 2035, based on housing growth. The project would be consistent with the employment projections in 2030 General Plan, and would not contribute to worsening the jobs/housing ratio. Therefore, based on the existing General Plan, the project would not result in a significant population and housing impact.

Impact LU-4: The proposed increase in the density of office development on the site would add jobs in the City, but in a manner consistent with the General Plan assumptions for the site. **[Less Than Significant Impact]**

3.1.3.6 *Agricultural Resources*

The project site is located within an existing developed area, and has been developed with industrial uses since the 1970's. The site is not used or zoned for agricultural purposes. The site is not designated by the Department of Conservation as farmland of any type, and is not the subject of a Williamson Act contract. None of the properties adjacent to the project site are used for agriculture, nor are any designated as forest land. For these reasons, the project would have no impact on agricultural or forest resources.

Impact LU-5: The proposed project would not have an impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

[7] Association of Bay Area Governments, *Projections 2009.* 2010.

3.1.4 Conclusion

Impact LU-1: The proposed project would not result in a significant land use compatibility impact. **[Less Than Significant Impact]**

Impact LU-2: The proposed project is consistent with the existing 2030 General Plan land use designation for the site. **[Less Than Significant Impact]**

Impact LU-3: The proposed project is inconsistent with the existing *Limited Industrial (ML)* zoning for the site. The proposed development standards in *the Planned Community (P)* rezoning would not conflict with the City's Zoning Ordinance in a manner that would result in significant environmental effects. **[Less Than Significant Impact]**

Impact LU-4: The proposed increase in the density of office development on the site would add jobs in the City, but in a manner consistent with the General Plan assumptions for the site. **[Less Than Significant Impact]**

Impact LU-5: The proposed project would not have an impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

3.2 TRANSPORTATION AND TRAFFIC

The discussion in this section is based on a Traffic Impact Analysis (TIA) prepared by *AECOM* in February 2014. This report is included in this Draft EIR as Appendix C.

A transportation demand management plan prepared for the project applicant by *Fehr & Peers* in January 2014 is attached to this Draft EIR as Appendix D.

3.2.1 Existing Setting

The project site is bordered by Marine Way, Garcia Avenue, and Bayshore Parkway in northwest Mountain View, Santa Clara County. The site is north of U.S. Highway 101 in the North Bayshore area of Mountain View, and east of the City of Palo Alto. The project streets and intersections in the project area are shown on Figure 12.

3.2.1.1 *Existing Roadway Network*

Regional Access

Regional access to the project site is provided via US 101 and State Route (SR) 85, as described below.

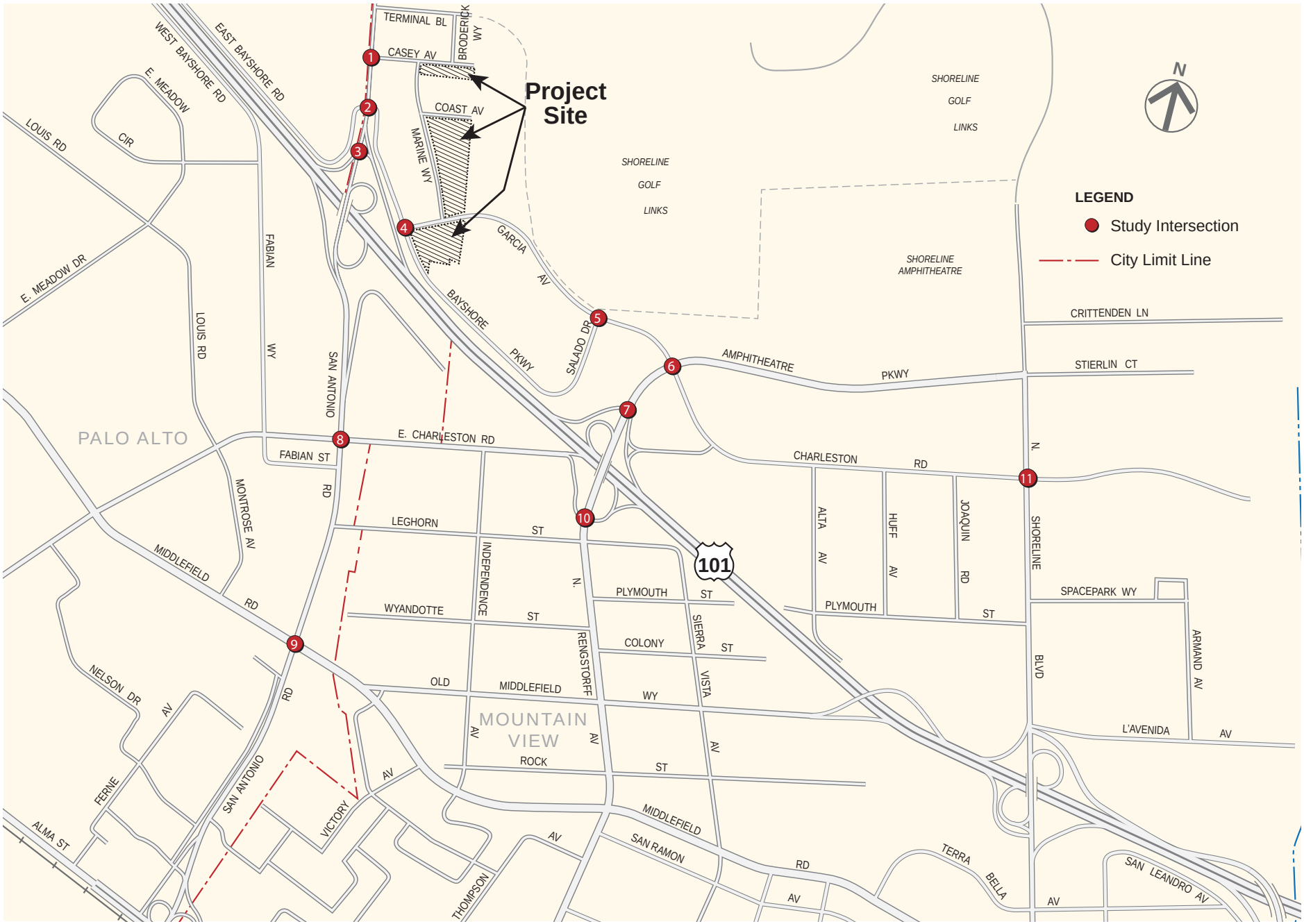
US 101 is an eight-lane freeway extending from north of San Francisco to San José and beyond with a posted speed limit of 65 miles per hour (mph). While US 101 generally runs in a north-south direction, in the vicinity of the project site, the freeway runs in the east-west direction. It has a high-occupancy/carpool (HOV) lane in both directions with hours of operation between 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. HOV lanes, also known as diamond lanes or carpool lanes, are restricted for use by vehicles occupied by two or more persons or motorcycles during these times. Regional access to the project site is provided by US 101 via its interchanges at San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard.

SR 85 is a six-lane freeway with a posted speed limit of 65 mph in the project vicinity. It has a carpool (HOV) lane in both directions with hours of operation from 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. SR 85 begins at US 101, east of Shoreline Boulevard and extends south towards San José. The project site access to and from SR 85 is provided at US 101.

Local Access

Local access to the project site is provided by San Antonio Road, Rengstorff Avenue, Bayshore Parkway, Garcia Avenue, Marine Way, and Casey Avenue.

San Antonio Road is a north-south arterial extending from Terminal Boulevard in Mountain View to Foothill Expressway in Los Altos. In the vicinity of the project, San Antonio Road has one travel lane in each direction. Sidewalks are provided along the west side of the street.



STUDY AREA AND STUDY INTERSECTIONS

FIGURE 12

Rengstorff Avenue is a north-south arterial extending from Garcia Avenue to West El Camino Real in Mountain View. Rengstorff Avenue becomes Amphitheatre Parkway after the intersection with Garcia Avenue. In the vicinity of the project, Rengstorff Avenue has two travel lanes in each direction separated by a median. Sidewalks are provided along the west side of the street north of the US 101 crossing.

Bayshore Parkway is a local roadway that runs east-west. It starts from the intersection of San Antonio Road and East Bayshore Road and ends when it turns into Salado Drive in Mountain View. In the vicinity of the project, Bayshore Parkway has one travel lane in each direction. It is adjacent to the project site, providing direct access via the project driveway. Generally, sidewalks are provided along both sides of the street except where it is adjacent to US 101. Parking is permitted along some sections of the roadway.

Garcia Avenue is a local roadway that runs east-west between Bayshore Parkway and Rengstorff Avenue in Mountain View. Garcia Avenue becomes Charleston Road after the intersection with Rengstorff Avenue. In the vicinity of the project, Garcia Avenue has one travel lane in each direction with Class II bike lanes on both sides of the street. Sidewalks are provided along both sides of the street.

Marine Way is a local roadway that runs north-south between Casey Avenue and Garcia Avenue in Mountain View. In the vicinity of the project, Marine Way has one travel lane in each direction. It is adjacent to the project site, providing direct access via the project driveway. Sidewalks are provided along both sides of the street.

Casey Avenue is a local roadway that runs east-west direction. Casey Avenue starts at San Antonio Road and ends at an existing office development in Mountain View. In the vicinity of the project, Casey Avenue has one travel lane in each direction. Sidewalks are provided along both sides of the street.

Shoreline Boulevard is a north-south arterial roadway that extends from El Camino Real (State Route 82) in the south to Permanente Creek Trail to the north. In the vicinity of the project, Shoreline Boulevard is four-lane divided road with sidewalks generally available on both sides of the street.

Charleston Road is an east-west roadway. East of Rengstorff Avenue, Garcia Avenue becomes Charleston Road. Charleston Road is a four-lane divided roadway with sidewalks generally available on both of the street. This street has Class II bike lanes on both sides of the street and provides a connection to Permanente Creek Trail from the project site.

3.2.1.2 *Existing Transit, Bicycle, and Pedestrian Facilities*

Transit Facilities

Existing bus and light rail service in Mountain View is provided by the Santa Clara Valley Transportation Authority (VTA). The VTA operates an express bus line (Line 120) and a local bus line (Line 40), and the Altamont Commuter Express (ACE) operates a shuttle (Line 824) in the area near the proposed project.

EXISTING TRANSIT FACILITIES

FIGURE 13

The nearest bus stops are located north of the project site at the intersection of San Antonio Road and Casey Avenue. Existing transit facilities are shown on Figure 13.

The Line 120 express bus service operates on weekdays from the Fremont BART station to the Lockheed Martin Transit Center in Sunnyvale, continuing limited service to the North Bayshore area only during the commute hours. This bus service runs two trips in the southbound direction in the morning and two trips in the northbound direction in the afternoon/evening. The nearest bus stop is located at the intersection of Garcia Avenue and Marine Way.

The Line 40 local bus service operates weekdays and weekends from La Avenida and Inigo Way in Mountain View to Foothill College in Los Altos Hills. The nearest bus stop is located at the intersection of Charleston Road and Amphitheater Parkway, about 0.6 miles south of the project site. This service runs with approximately 30-40 minute headways.

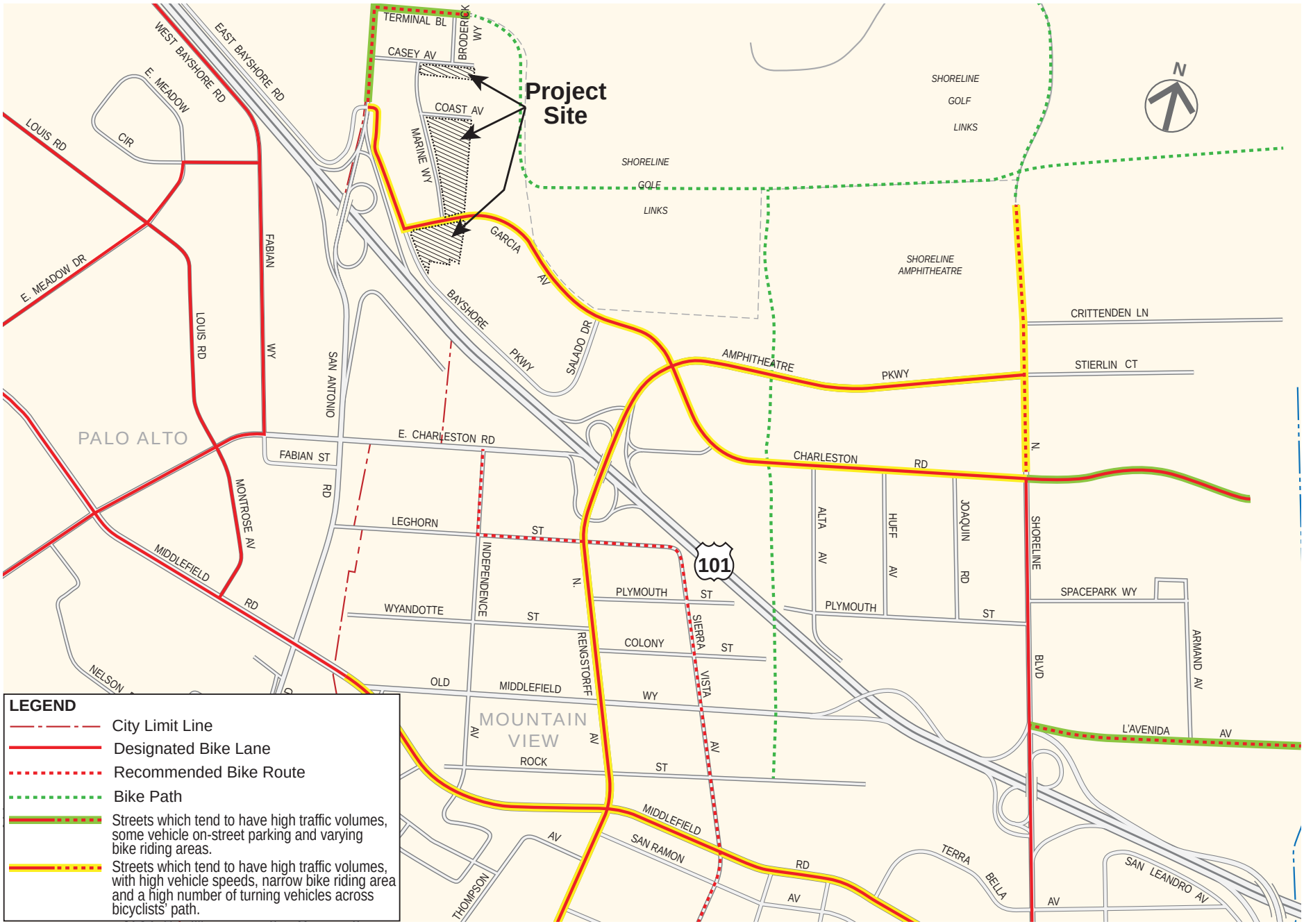
The Line 824 ACE Orange shuttle operates on weekdays from Great America ACE Station in Santa Clara to East Meadow Drive in Palo Alto. This service runs with approximate one-hour headways in the eastbound direction during PM peak hours, and 45-60 minute headways in the westbound direction during AM peak hours. The nearest bus stop is located at the intersection of Garcia Avenue and Marine Way.

North Bayshore Caltrain Shuttle: This shuttle operates on weekdays from Downtown Mountain View Transit Center to the Intuit campus. This service runs with 30-60 minute headway in the northbound direction during AM peak period and in the southbound direction during the PM peak period.

Shoreline Caltrain Shuttle: This shuttle operates on weekdays from Downtown Mountain View Transit Center to the Intuit campus. This service runs with approximately 10-50 minute headways and operates during AM and PM peak periods. Similar to the North Bayshore Caltrain Shuttle, this shuttle operates in the northbound direction during AM and in the southbound direction during the PM hours.

Caltrain Commuter Rail Service: The nearest Caltrain station is the San Antonio Station, approximately three (3) miles southwest of the project site. Trains from the San Antonio Station run with approximately one-hour headways in the AM and PM peak hours. The Mountain View Station is located approximately four (4) miles southeast of the project site, and is served by more trains than the San Antonio Station. Headways at the Mountain View Station run approximately 15-30 minutes in the AM and PM peak hours.

Mountain View – Winchester Light Rail Transit (LRT): Service on this LRT line is provided between Winchester Road in the City of Campbell and the City of Mountain View. The nearest light rail station to the project site is the Mountain View LRT Station at Castro Street and West Evelyn Avenue (approximately four miles southeast). This is a joint station for Caltrain and LRT rail services. The LRT runs with approximately 30 minute headways in the peak hours.



EXISTING BICYCLE FACILITIES

FIGURE 14

Bicycle Facilities

The existing bike facilities in the vicinity of the project are described below and shown on Figure 14. The existing bicycle facilities are classified as:

- Class I (bike path) provides an exclusive right-of-way for cyclists and pedestrians, with cross flows of motorists minimized.
- Class II (bike lane) provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
- Class III (bike route) provides a right-of-way designated by signs or permanent markings that is shared by pedestrians and motorists.

In the vicinity of the project, Bayshore Parkway is a Class II bike facility with a dedicated bike lane in both directions between San Antonio Road and Garcia Avenue. Garcia Avenue is a Class II bike facility.

The Stevens Creek Trail can be accessed via bike path (Class I) in Shoreline Park in the vicinity of the project site. The Permanente Creek Trail is a dedicated bike path that can be accessed via Garcia Avenue/Charleston Road in the vicinity of the project site. The Permanente Creek Trail has an overcrossing on US 101 connecting the neighborhood on the north side of the freeway with the south. The Adobe Creek Trail is a dedicated bike path, located to the north of the project in the City of Palo Alto, can be accessed from the northern terminus of San Antonio Road.

Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks, crosswalks, and off-street paths. Generally, favorable conditions exist for pedestrians in the vicinity of the project site. Sidewalks are generally provided on both sides of Bayshore Parkway, Garcia Avenue, Marine Way, and Casey Avenue. A gap in the sidewalks is present on the west end of the Garcia Avenue and Bayshore Parkway intersection on the project frontage. Crosswalks are available at the signalized intersections of Bayshore Parkway at San Antonio Road and the unsignalized intersection of Garcia Avenue at Marine Way.

3.2.1.3 *Existing Vehicular Traffic Level of Service Methodology*

The proposed development is located within the City of Mountain View, in Santa Clara County. The Santa Clara County Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for the County and has policies and regulations that are relevant to the project. The VTA is responsible for ensuring local government conformance with the Congestion Management Program (CMP), a program aimed at reducing regional traffic congestion. The CMP requires that each jurisdiction identify existing and future transportation facilities that will operate below an acceptable service level and provide mitigation where future growth degrades that service level. The VTA has review responsibility for proposed development projects that are expected to generate 100 or more additional peak-hour trips.

The VTA reviews the adequacy of CEQA analysis and measures to mitigate impacts. It maintains a countywide transportation model and has approval authority for the use of any local or subarea transportation models. Capital improvement programs for transportation projects across Santa Clara County are generally tracked by the VTA, and allocation of major funding programs are performed under the leadership of this agency.

The existing traffic conditions at project study intersections were evaluated using the level of service (LOS) standards of the City of Mountain View and the CMP. LOS is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little to no delay, to LOS F, or jammed conditions with excessive delays. The LOS defined as acceptable by the City of Mountain View is LOS D or better for City controlled intersections. The VTA defines acceptable operating level as LOS E or better for CMP designated intersections. Table 3.2-1 shows the LOS descriptions and thresholds for signalized intersections.

Table 3.2-1
Signalized Intersection Level of Service Definitions, Based on Control Delay

LOS	Description	Total Delay (seconds per vehicle)
A	Operations with very low delays occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delays occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000

Unsignalized Intersections

LOS D is the minimum operating level for unsignalized intersections in the City of Mountain View. The correlation between average delay and LOS for unsignalized intersections is shown in Table 3.2-2, below.

Table 3.2-2 Unsignalized Intersection Level of Service Definitions		
LOS	**Description**	**Total Delay (seconds per vehicle)**
A	Little or no traffic delay.	10.0 or less
B	Short traffic delay.	10.1 to 15.0
C	Average traffic delay.	15.1 to 25.0
D	Long traffic delay.	25.1 to 35.0
E	Very long traffic delay.	35.1 to 50.0
F	Extreme traffic delay.	Greater than 50.0
Source: Transportation Research Board. *2000 Highway Capacity Manual.* 2000.		

Freeway Segments

Freeway segments are evaluated using analysis procedures in the VTA Guidelines, which are based on the density of the traffic flow using methods described in the *2000 Highway Capacity Manual*. Density is expressed in passenger cars per mile per lane. The VTA Guidelines' standard for freeway segments is LOS E.

3.2.1.4 *Baseline Traffic Conditions*

Existing Intersection Volumes and Lane Configurations

The 11 project study intersections are shown on Figure 12. Intersection counts collected by the City for the North Bayshore Precise Plan in May 2012 were used for ten of the 11 study intersections. New intersection counts were collected by AECOM at the San Antonio Road and Casey Avenue intersection in February 2013.

Traffic counts at the study intersections were conducted during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours. Traffic baseline conditions were evaluated for the following scenarios:

- Existing Conditions: Existing traffic volumes are based on existing and new traffic counts.

- Background Conditions: Existing traffic volumes plus traffic from approved but not yet constructed or occupied projects.

3.2.1.5 *Existing Intersection Levels of Service*

All intersections operate at an acceptable level of service, i.e., LOS D or better for City controlled intersections and LOS E for CMP intersections, as shown in Table 3.2-3, during both peak hours under existing conditions.

Table 3.2-3
Existing and Background Intersection Level of Service Summary

Intersections	Peak Hour	Existing Conditions		Background Conditions	
		LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)
1. San Antonio Road/ Casey Avenue[1]	AM	A	9.3	A	9.3
	PM	B	10.8	B	10.8
2. San Antonio Road/ Bayshore Parkway	AM	C	24.4	C	24.4
	PM	D+	37.0	D+	37.0
3. San Antonio Road/ US 101 NB Ramps	AM	B+	11.5	B+	11.5
	PM	A	9.2	A	9.2
4. Bayshore Parkway/ Garcia Avenue[1]	AM	A	8.7	A	8.7
	PM	B	12.3	B	12.3
5. Salado Drive/ Garcia Avenue[1]	AM	B	10.2	B	10.2
	PM	C	15.7	C	15.7
6. Rengstorff Avenue/ Garcia Avenue	AM	C+	22.2	C+	22.2
	PM	C-	34.5	C-	34.5
7. Rengstorff Avenue/ US 101 NB Ramps	AM	A	2.6	A	2.6
	PM	A	5.3	A	5.3
8. San Antonio Road/ Charleston Road[2]	AM	D+	36.5	D+	36.6
	PM	D	48.3	D	48.3
9. San Antonio Road/ Middlefield Road[2]	AM	D	44.9	D	44.9
	PM	E+	57.3	E+	58.1
10. Rengstorff Avenue/ Charleston Road	AM	C	19.0	C	19.0
	PM	C	18.1	C	18.1
11. Shoreline Boulevard Charleston Boulevard	AM	C	29.6	C	29.6
	PM	D	43.2	D	43.2

[1] One-way/two-way stop controlled intersections were analyzed for worst movement.
[2] CMP Intersection.

3.2.1.6 *Background Conditions*

Traffic volumes for background conditions were estimated by adding projected traffic generated by approved "but not yet built" and "not occupied" developments in the area. Pending projects were identified by the City of Mountain View, in consultation with the City of Palo Alto. Background condition volumes were developed by adding the trips generated by the background projects to the existing traffic volumes.

Background Intersection Levels of Service

There are no other planned physical improvements in the vicinity of the project, therefore the geometry at all intersections is assumed to be the same as existing conditions. Based on the background traffic volumes, intersection analysis was performed at all the study intersections, as

shown in Table 3.2-3. All intersections operate at acceptable level of service, i.e., LOS D or better for City controlled intersections and LOS E for CMP intersections.

3.2.1.7 *Existing Freeway Segment Levels of Service*

Freeway segments in the vicinity of the project on US 101 were identified to analyze project impacts. Freeway segments on SR-85 south of the US 101 interchange operate at LOS D or better, and therefore were not selected for analysis.

The results of the analysis for freeway existing conditions are shown in Table 3.2-7 (page 56). As noted previously, the minimum acceptable operating level for CMP-monitored facilities is LOS E. Several freeway segments are currently operating at unacceptable levels (LOS F) during the AM and/or PM peak hours. These freeway segments include:

- US 101 Northbound, AM and PM Peak Hour:
  - Moffett Boulevard to SR-85 (Mixed-Flow and HOV-AM)
  - SR-85 to Shoreline Boulevard (Mixed-Flow and HOV-AM)
  - Shoreline Boulevard to Rengstorff Avenue (Mixed-Flow and HOV-AM)
  - Rengstorff Avenue to San Antonio Road (Mixed-Flow)

- US 101 Northbound, AM Peak Hour:
  - San Antonio Road to Oregon Expressway (Mixed-Flow)

- US 101 Southbound, PM Peak Hour:
  - Oregon Expressway to San Antonio Road (Mixed-Flow and HOV)
  - San Antonio Road to Rengstorff Avenue (Mixed-Flow)

- SR 85 Southbound, PM Peak Hour:
  - US 101 to Central Expressway (Mixed-Flow)

The remaining freeway segments in the study area operate at acceptable LOS E or better.

3.2.2 Transportation and Traffic Impacts

3.2.2.1 *Thresholds of Significance*

City of Mountain View Traffic Impacts

According to the City of Mountain View's thresholds, the project would result in a significant traffic impact if the project results in one of the following:

- Causes a signalized City of Mountain View intersection to deteriorate from acceptable LOS D conditions or better to unacceptable LOS E or F conditions; or
- Causes a signalized City of Mountain View (local) intersection currently operating at LOS E or F conditions to increase in critical movement delay of four (4) seconds or more, and increase in the critical volume-to-capacity (V/C) ratio by 0.01 or more; or

- Causes a CMP intersection to deteriorate from acceptable LOS E conditions or better to unacceptable LOS F conditions; or
- Causes a CMP intersection currently operating a LOS F conditions to increase in critical movement delay of four (4) seconds or more, and increase in the volume-to-capacity (V/C) ratio by 0.1 or more; or
- Exacerbate an unacceptable operation (LOS E or F) at an unsignalized intersection by increasing the control delay; or
- Create an operational safety hazard.

Freeway Impacts

The CMP defines a project as having a significant impact on a freeway segment if:

- The addition of project traffic causes the operating level of service of a freeway segment to deteriorate from LOS E (or better) under Existing Conditions to LOS F; or
- The number of new trips added by a project to a segment already operating at LOS F under existing conditions is more than one percent of the freeway segment capacity.

Pedestrian, Bicycle, and Transit, and Safety 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.

3.2.2.2 *Trip Generation and Distribution*

As described in previously, the proposed project is the rezoning of an approximately 9.62-acre site from *Limited Industrial (ML)* to a *Planned Community (P)* zone. The project proposes demolition of ten existing office/light-industrial buildings and the construction of two new buildings containing up to 364,000 square feet of office space.

The traffic generated by the project was estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. As shown in Table 3.2-4, below, the proposed project would generate an estimated 348 trips in the AM, and 355 trips in the PM). The daily trip rates were derived based on trip generation estimates provided in "Intuit Master Plan – Marine Way and Bayshore Vehicle Trip Estimates" memorandum dated January 17, 2014, prepared by Fehr & Peers for the project applicant. This memorandum provides the estimated daily vehicle trips for each of the two proposed buildings. Based on the size of the buildings and daily trips generated by each building, a daily rate was calculated. The daily trip rates for all the buildings are well within the ITE Trip Generation estimated range for Single Tenant Land Use (ITE code 715), based on area.[8]

[8] ITE land use 715. The average rate of daily trip for 1,000 square feet of gross floor area ranges from 5.33-35.68.

Table 3.2-4
Project Trip Generation Rates and Estimates

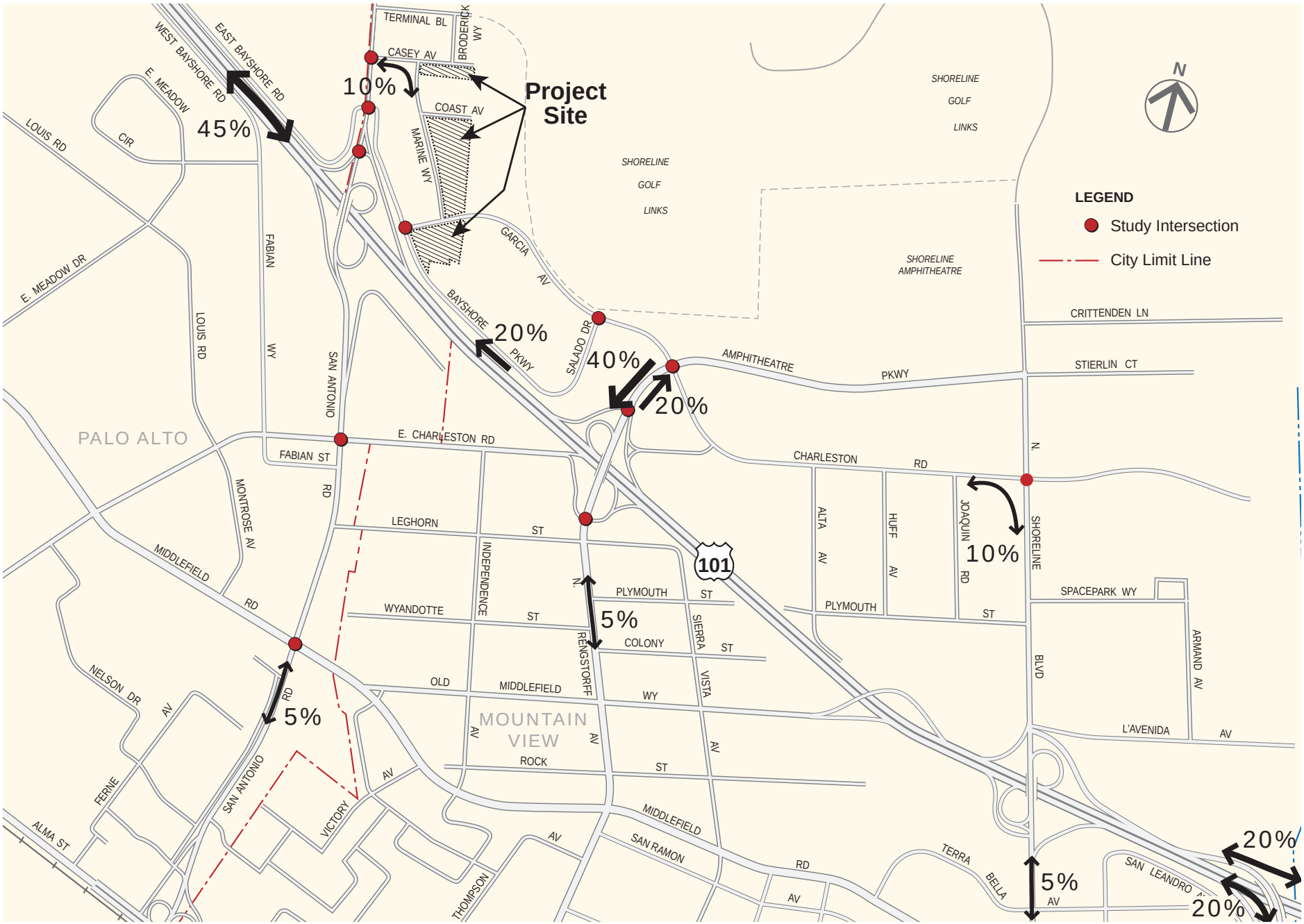
Land Use	Size (Sq. Ft.)	Daily			AM Peak Hour			PM Peak Hour		
		Rate/ Trips	In	Out	Rate/ Trips	In	Out	Rate/ Trips	In	Out
Existing Land Use[1]										
Demolish Existing Marine Way Site	54,360	13.61	50%	50%	1.95	89%	11%	1.88	15%	85%
Trips Generated		740	370	370	106	94	12	102	15	87
Demolish Existing Bayshore Site	63,380	12.78	50%	50%	1.85	89%	11%	1.77	15%	85%
Trips Generated		810	405	405	117	104	13	112	17	95
Demolish Existing Casey Avenue Site	14,656	15.01	50%	50%	2.18	89%	11%	2.12	15%	85%
Trips Generated		220	110	110	32	28	4	31	5	26
Total Existing Trips		**1,770**	**885**	**885**	**255**	**227**	**28**	**245**	**37**	**208**
Proposed Land Use										
Single Tenant Office Building	364,000	17.8	50%	50%	2.55	89%	11%	2.45	15%	85%
Trips Generated (without TDM Program)		**6,479**	**3,240**	**3,240**	**928**	**826**	**102**	**893**	**134**	**759**
New Trips Generated with 35% Peak Hour Trip Reduction (TDM Program included in Project)					603	537	66	580	87	493
				Net New Trips	**348**	**310**	**38**	**335**	**50**	**285**

[1] Note: The TIA was prepared to be consistent with the Fehr & Peers trip generation memorandum, using 132,396 square feet for the existing buildings, as opposed to 132,787 square feet, which is used throughout the remainder of the document.

Transportation Demand Management Strategies

A Transportation Demand Management (TDM) Plan is a set of strategies, measures and incentives to encourage people to walk, bicycle, use public transportation, carpool or use other alternatives to driving alone. TDM measures can reduce the amount of traffic generated by a land use and the associated traffic impacts. In an effort to reduced vehicle traffic and parking demand, the project proposes a set of TDM measures, including dedicated shuttle program, employee shower facilities, and preferential carpool/vanpool parking.

Intuit proposes to implement an extensive TDM program, which will be required as a condition of approval by the City of Mountain View, to reduce the net new trips generated by the project by a minimum of 10 percent for daily trips, and 35 percent for peak hour trips. Intuit's TDM program was prepared by Fehr & Peers in September 2013 and is described in the "Intuit Transportation Demand Management Plan" included in this EIR as Appendix D. The proposed TDM measures in this plan are listed below, and described in more detail in the Appendix. The TDM measures and implementation of verified trip reduction would be required as conditions of approval.



PROJECT TRIP DISTRIBUTION

FIGURE 15

The proposed components of the TDM plan include:

- Transit Pass Program
- Shuttles
- Shuttle Loading Area
- Vanpool Subscription
- Telecommute Program
- Individualized Marketing
- Local Access Guide
- TDM Website
- Branding
- Carpool/Vanpool Matching
- Car Sharing
- Secure Bicycle Storage
- Showers/Changing Facilities
- Bicycle Share Program
- On-site Management
- Guaranteed Ride Home
- Commute Rewards
- Information Kiosk
- Low Emission Vehicle (LEV) Parking

The project applicant would also participate in a non-profit Transportation Management Association (TMA), which is being organized by employers in the East Whisman and North Bayshore areas. The TMA will offer programs such as shuttles, bicycle parking, car sharing vehicles, and transit pass subsidies to participating businesses, with the goal of reducing vehicle trips in these employment areas.

As indicated in Table 3.2-4, the net new trips expected to be generated by the project with the 35 percent TDM reduction are 348 trips during the AM peak hour (310 trips entering and 38 trips exiting) and 335 trips during the PM peak hour (50 trips entering and 285 trips exiting).

Trip Distribution and Assignment

The net new project trips identified in Table 3.2-4 were distributed and assigned to the study intersections for the traffic impact determination, based on the percentages shown in Figure 15. The City of Mountain View staff approved the distribution assignments.

Based on the trip generation table and approved trip distribution, project trips at each intersection were determined for each of the study intersections.

3.2.2.3 *Traffic Conditions Analyzed*

Project traffic conditions at the study intersections and on the study freeway segments were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour is generally between 7:00 a.m. to 9:00 a.m. and the PM peak hour is typically between 4:00 p.m. to 6:00 p.m. It is during these periods on an average weekday that the most congested traffic conditions occur.

Traffic baseline conditions were evaluated for the following project conditions:

- Existing plus Project Conditions: Existing traffic volumes plus traffic generated by the proposed project.

- Background plus Project Conditions: Background traffic volumes plus traffic generated by the proposed project.

Cumulative traffic conditions represent future traffic volumes on the future traffic network. The following cumulative traffic scenarios are discussed further in *Section 5.3.5.2, Cumulative Traffic Levels of Service*:

- Near-Term Cumulative Conditions: Existing plus Approved Projects plus Expected Growth projected (two percent per year) to the year development is completed and the building occupied, estimated to be 2018.

- Near-Term Cumulative Plus Project Conditions: Estimated project trips were added to Near-Term Cumulative Conditions.

The results of the near-term cumulative analysis are presented in *Section 5.3.2, Cumulative Transportation and Traffic Impacts.*

3.2.2.4 *Intersection Level of Service Impacts*

Existing Plus Project Intersection Level of Service Impacts

The project trips identified in Table 3.2-4 for the project scenario were added to the existing traffic volumes to obtain Existing Plus Project traffic volumes. These traffic volumes were used to complete intersection level of service analysis for Existing Plus Project conditions.

Table 3.2-5
Existing and Existing Plus Project, Intersection Level of Service Summary

Intersections	Peak Hour	Existing		Existing + Project			
		LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	Δ in Crit. V/C	Δ in Avg. Delay
1. San Antonio Road/ Casey Avenue[1]	AM	A	9.3	A	9.4	0.03	9.4
	PM	B	10.8	B	11.1	0.27	11.1
2. San Antonio Road/ Bayshore Parkway	AM	C	24.4	C	26.9	0.59	28.7
	PM	D+	37	D	41.6	0.84	46.8
3. San Antonio Road/ US 101 NB Ramps	AM	B+	11.5	B+	11.4	0.47	11.5
	PM	A	9.2	A	9.2	0.53	10.0
4. Bayshore Parkway/ Garcia Avenue[1]	AM	A	8.7	A	8.9	0.05	8.9
	PM	B	12.3	C	15.6	0.54	15.6
5. Salado Drive/ Garcia Avenue	AM	B	10.2	B	10.4	0.09	10.4
	PM	C	15.7	C	19.6	0.43	19.6
6. Rengstorff Avenue/ Garcia Avenue	AM	C+	22.2	C	23.4	0.69	25.7
	PM	C-	34.5	D+	37.5	0.83	41.8

Table 3.2-5, Continued
Existing and Existing Plus Project, Intersection Level of Service Summary

Intersections	Peak Hour	Existing		Existing + Project			
		LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	Δ in Crit. V/C	Δ in Avg. Delay
7. Rengstorff Avenue/ US 101 NB Ramps	AM	A	2.6	A	2.6	0.35	6.3
	PM	A	5.3	A	5.4	0.56	6.1
8. San Antonio Road/ Charleston Road[2]	AM	D+	36.5	D+	36.5	0.64	37.1
	PM	D	48.3	D	48.3	0.72	52.8
9. San Antonio Road/ Middlefield Road[2]	AM	D	44.9	D	44.9	0.56	41.7
	PM	E+	57.3	E+	57.3	0.77	62.1
10. Rengstorff Avenue/ Charleston Road	AM	C	19.0	C	19.3	0.75	20.4
	PM	C	18.1	C	17.8	0.5	19.1
11. Shoreline Boulevard Charleston Boulevard	AM	C	29.6	C	29.5	0.45	33.7
	PM	D	43.2	D	44.5	0.82	47.5

Notes: Avg. = Average, Crit. = Critical, V/C = Volume to Capacity Ratio.
[1] 1-way/2-way stop controlled intersections analyzed for worst movement.
[2] CMP Intersection.

Based on this analysis, it can be seen that all intersections would continue operate at an acceptable level of service, i.e., LOS D or better for City-controlled intersections and LOS E for CMP intersections with the project trips under Existing Plus Project conditions (Table 3.2-5). Therefore, the proposed project would not have a significant impact on the intersections in the project area under Existing Plus Project conditions.

Background Plus Project Intersection Levels of Service Impacts

The results of the intersection LOS analysis under Background Plus Project conditions are summarized in Table 3.2-6. Based on this analysis, it can be seen that all intersections would continue operate at an acceptable level of service, i.e., LOS D or better for City-controlled intersections and LOS E for CMP intersections with the project trips under Background Plus Project conditions. Therefore, the proposed project would not have a significant impact on the intersections in the project area under Background Plus Project conditions.

Impact TRANS-1: Implementation of the project would not result in significant impacts to the project study intersections under Existing Plus Project or Background Plus Project conditions. **[Less Than Significant Impact]**

Table 3.2-6
Background and Background Plus Project
Intersection Level of Service Summary

Intersections	Peak Hour	Existing		Background		Background + Project			
		LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	Δ in Crit. V/C	Δ in Avg. Delay
1. San Antonio Road/ Casey Avenue[1]	AM	A	9.3	A	9.3	A	9.4	0.03	9.4
	PM	B	10.8	B	10.8	B	11.1	0.27	11.1
2. San Antonio Road/ Bayshore Parkway	AM	C	24.4	C	24.4	C	26.9	0.59	28.7
	PM	D+	37.0	D+	37.0	D	41.6	0.84	46.8
3. San Antonio Road/ US 101 NB Ramps	AM	B+	11.5	B+	11.5	B+	11.4	0.47	11.5
	PM	A	9.2	A	9.2	A	9.2	0.53	10.0
4. Bayshore Parkway/ Garcia Avenue[1]	AM	A	8.7	A	8.7	A	8.9	0.05	8.9
	PM	B	12.3	B	12.3	C	15.6	0.54	15.6
5. Salado Drive/ Garcia Avenue	AM	B	10.2	B	10.2	B	10.4	0.09	10.4
	PM	C	15.7	C	15.7	C	19.6	0.43	19.6
6. Rengstorff Avenue/ Garcia Avenue	AM	C+	22.2	C+	22.2	C	23.4	0.69	25.7
	PM	C-	34.5	C-	34.5	D+	37.5	0.83	41.8
7. Rengstorff Avenue/ US 101 NB Ramps	AM	A	2.6	A	2.6	A	2.6	0.35	6.3
	PM	A	5.3	A	5.3	A	5.4	0.56	6.1
8. San Antonio Road/ Charleston Road[2]	AM	D+	36.5	D+	36.6	D+	36.7	0.65	37.4
	PM	D	48.3	D	48.3	D	48.3	0.73	53.0
9. San Antonio Road/ Middlefield Road[2]	AM	D	44.9	D	44.9	D	44.9	0.58	41.4
	PM	E+	57.3	E+	58.1	E+	58.1	0.79	64.0
12. Rengstorff Avenue/ Charleston Road	AM	C	19.0	C	19.0	C	19.3	0.75	20.4
	PM	C	18.1	C	18.1	C	17.8	0.5	19.1
13. Shoreline Boulevard/ Charleston Boulevard	AM	C	29.6	C	29.6	C	29.5	0.45	33.7
	PM	D	43.2	D	43.2	D	44.5	0.82	47.5

Notes: Avg. = Average, Crit. = Critical, V/C = Volume to Capacity Ratio.
[1] 1-way/2-way stop controlled intersections analyzed for worst movement.
[2] CMP Intersection.

3.2.2.5 *Freeway Analysis*

Per the VTA guidelines, for this analysis, a freeway segment capacity of 2,300 vehicles per hour per lane was used for six-lane facilities, 2,200 vehicles per hour per lane was used for four-lane facilities and 1,800 vehicles per hour per lane was used for the high occupancy vehicle (HOV) lanes. The project HOV demand was assumed to be the same proportion as the freeway capacity.

According to CMP guidelines, freeway segments to which a proposed development is projected to add trips equal to or greater than one percent of the freeway segment's capacity must be evaluated.

As shown in Table 3.2-7, below, several segments of US 101 were reviewed to determine if a significant amount of project traffic would be added to these freeway segments.

It can be noted that under the project scenario, using a 35 percent peak hour TDM reduction, the project would add traffic to more than one percent of freeway capacity on two study freeway segments in the AM peak hour currently operating at LOS F. Therefore, the project would create significant impact to the following freeway segments:

- US 101 Northbound between SR-85 and Shoreline Boulevard during AM peak hour (Mixed-flow & HOV)

- US 101 Northbound between Shoreline Boulevard and Rengstorff Avenue during AM peak hour (Mixed-flow & HOV)

Mitigation for Freeway Impacts

The mitigation for freeway impacts is typically the provision of additional capacity in the form of an additional mainline or auxiliary lane. Several freeway improvements were identified in the VTA's *Valley Transportation Plan 2035* (2009) to improve freeway operations in the area of the project. None of these improvements included in the VTA's planning document would mitigate the project's impacts to a less than significant level because they do not affect mainline capacity. Implementation of the project transportation demand management (TDM) program (see *Section 3.5, Greenhouse Gas Emissions*) or a CMP deficiency plan (as stated in the VTA's Transportation Impact Analysis Guidelines) would incrementally reduce traffic volumes on all freeway segments; however, it would not reduce the identified impacts to a less than significant level.

The mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to acquire right of way for freeway widening. Freeway improvements also would require approval by Caltrans, which neither the project applicant nor the City can guarantee. Therefore, the addition of project traffic results in a significant and unavoidable impact to the identified freeway segments.

Impact TRANS-2: Implementation of the project would result in significant impacts to two freeway segments during the AM peak hour on US 101. **[Significant Unavoidable Impact]**

Table 3.2-7
Freeway Segment Analysis

Freeway	Segment	Peak Hour	Existing Freeway LOS				Project Scenario	
			Mixed Flow	HOV	Capac-ity: Mixed/ HOV	1% of Capac-ity: Mixed/ HOV	Net Project Trips (Mixed Flow)	Net Project Trips (HOV)
US 101 Northbound	Moffett Boulevard to State Route 85	AM	F	F	6,900/ 1,800	69/ 18	49	13
		PM	F	E			8	2
	State Route 85 to Shoreline Boulevard	**AM**	**F**	**F**	9,200/ 1,800	92/ 18	**104**	**20**
		PM	F	C			17	3
	Shoreline Boulevard to Rengstorff Avenue	**AM**	**F**	**F**	6,900/ 1,800	69/ 18	**86**	**22**
		PM	F	D			14	4
	Rengstorff Avenue to San Antonio Road	AM	F	E	6,900/ 1,800	69/ 18	49	13
		PM	F	D			8	2
	San Antonio Road to Oregon Expressway	AM	F	E	6,900/ 1,800	69/ 18	14	4
		PM	E	D			102	27
US 101 Southbound	Oregon Expressway to San Antonio Road	AM	E	D	6,900/ 1,800	69/ 18	111	29
		PM	F	F			18	5
	San Antonio Road to Rengstorff Avenue	AM	D	D	6,900/ 1,800	69/ 18	0	0
		PM	F	E			0	0
	Rengstorff Avenue to Shoreline Boulevard	AM	E	D	6,900/ 1,800	69/ 18	11	3
		PM	E	D			79	21
	Shoreline Boulevard to State Route 85	AM	D	D	6,900/ 1,800	69/ 18	12	3
		PM	D	C			90	24
	State Route 85 to Moffett Boulevard	AM	D	C	6,900/ 1,800	69/ 18	6	2
		PM	D	C			45	12
SR 85 Northbound	Central Expressway to US 101	AM	C	C	4,600/ 1,800	46/ 18	45	17
		PM	B	A			7	3
SR 85 Southbound	US 101 to Central Expressway	AM	B	A	4,600/ 1,800	46/ 18	5	2
		PM	F	C			41	16

Bold text and shading indicates segments where the project would add traffic at Level of Service F and a rate more than one percent of the freeway's capacity, resulting in a significant impact.

3.2.2.6 *Transit, Bicycle, and Pedestrian Impacts*

Transit Facility Impacts

The project site is served by bus lines and other transit. In addition, the project proposes the addition of shuttles, which would facilitate transit use. The existing transit routes have adequate capacity to meet the potential project demand, and therefore the project's impact on transit facilities would be less than significant.

Bicycle Facility Impacts

Bicycle racks or locked bicycle storage would be provided on-site to accommodate bicycle travel. The project would provide a total of 55 long-term bicycle parking spaces (in a locked room) and 55 short-term bicycle parking spaces. These bicycle facilities would be distributed between the two sites). The proposed project also includes amenities such as employee showers and changing facilities in both buildings, as well as proposed on-site services such as a cafeteria, fitness center, bike repair shop, dry cleaning facilities, and coffee retail spaces.

The existing bicycle facilities in the project vicinity (e.g., on Garcia Avenue) would be sufficient to meet the expected usage of the proposed project under project and cumulative conditions. The proposed project would not conflict with existing or planned bicycle facilities, and no modifications to the off-site bicycle facilities are required. Based on this, project impacts to bicycle facilities would be less than significant.

Pedestrian Facility Impacts

Sidewalks are provided along most of the project's frontages on Marine Way and Garcia Avenue. Sidewalks are currently missing from the western end of the project site on Garcia Avenue, and are also missing along the western end of the project site on Bayshore Parkway.

Existing sidewalks and crosswalks in the project vicinity are expected to accommodate the usage under project and cumulative conditions. The project proposes to improve or provide new crosswalks at both the Main Street and Marine Way intersections to connect the existing and planned campus destinations. Crosswalk enhancements would also be provided across Garcia Avenue.

The proposed project would not conflict with existing or planned pedestrian facilities, and no additional modifications to off-site pedestrian facilities are recommended. Based on this, project impacts to pedestrian facilities would be less than significant.

Impact TRANS-3: Implementation of the project would not result in significant impacts to existing or planned transit, bicycle, or pedestrian facilities. **[Less Than Significant Impact]**

3.2.2.7 *Site Access and Circulation*

As shown on the conceptual site plan (Figure 4), the site would be accessed from five paved driveways: one two-way driveway from Bayshore Parkway leading to the Bayshore garage, one driveway off Garcia Avenue at the front of the Bayshore Building for the on-site shuttle stop, one two-way driveway for the sub-grade parking below the Marine Way building from Marine Way, one two-way driveway from Marine Way for the Marine Way garage, and one two-way driveway for the loading dock area at Marine Way.

The proposed Bayshore Building and attached parking structure would be located at the Garcia Avenue/Bayshore Parkway intersection. This parking structure will be accessed from Bayshore Parkway by means of a two-way driveway. Due to the curvature of the roadway, parking along

Bayshore Parkway will be prohibited for a distance of approximately 50 feet on both sides of the driveway to provide drivers exiting the parking structure additional visibility of on-coming vehicles.

The second proposed building will be constructed on Marine Way, with the detached parking structure constructed on the corner of Marine Way and Coast Avenue. This parking structure would have a two-way driveway on Marine Way. The construction of these buildings and parking structures would remove several existing driveways, which will improve safety and reduce congestion by eliminating conflicts created by drivers turning into and out of driveways.

Impact TRANS-4: The proposed project would not result in significant safety impacts associated with access and circulation. **[Less than Significant Impact]**

3.2.2.8 *Parking*

Approximately 1,090 vehicle parking spaces would be provided by the project; with 555 spaces provided on the Marine Way Site and 535 spaces provided on the Bayshore Site, including 17 electric vehicle parking fueling stations at each site. The project would also provide van stalls and clean air vehicle stalls. The final site plan will be reviewed by the City of Mountain View for compliance with circulation and parking standards. The project does not propose any surface parking near the new buildings, although the Casey Site would be used for interim construction parking.

3.2.3 Conclusion

Impact TRANS-1: Implementation of the project would not result in significant impacts to the project study intersections under Existing Plus Project or Background Plus Project conditions. **[Less Than Significant Impact]**

Impact TRANS-2: Implementation of the project would result in significant impacts to two freeway segments during the AM peak hour on US 101. No mitigation measures have been identified that would reduce these impacts to a less than significant level. **[Significant Unavoidable Impact]**

Impact TRANS-3: Implementation of the project would not result in significant impacts to existing or planned transit, bicycle, or pedestrian facilities. **[Less Than Significant Impact]**

Impact TRANS-4: The proposed project would not result in significant safety impacts associated with access and circulation. **[Less than Significant Impact]**

3.3 NOISE

3.3.1 Background

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.[9] 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}) 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. The Community Noise Equivalent Level (CNEL) is a 24-hour A-weighted noise level from midnight to midnight after the addition of five dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

3.3.2 Regulatory Setting

3.3.2.1 *City of Mountain View 2030 General Plan*

The City's General Plan identifies the following land use outdoor compatibility standards for office buildings:

[9] 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.

- Normally Acceptable: up to 67.5 dBA L_{dn}
- Conditionally Unacceptable: 67.5-75 dBA L_{dn}
- Normally Unacceptable: 75-85+ dBA L_{dn}

The "normally acceptable" noise levels are considered satisfactory for office uses assuming that the office buildings are of normal conventional construction and without any special noise insulation requirements. In areas where the noise level is "conditionally unacceptable" for office uses, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design (General Plan Policy NOI 1.3). In areas where the noise level is "normally unacceptable," new construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.[10]

3.3.2.2 *City of Mountain View Municipal Code*

Section 8.70.1 of the City's Municipal Code restricts the hours of construction activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City.

The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems, delivery truck idling, loading/ unloading activities, recreation activities, and parking lot operations) 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, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator.

3.3.3 Existing Noise Conditions

The proposed project is located on Marine Way, Garcia Avenue, and Bayshore Parkway in the North Bayshore area of Mountain View. The project site is located north (east) of U.S. 101, and is bounded by similar office and light industrial uses on all sides.

The primary noise sources in the project area include vehicular traffic on US 101 and other nearby streets, along with aircraft overflights. Most of the buildings on the project site are likely located between the 60 and 70 dB CNEL/L_{dn} contours for the year 2030 in the 2030 General Plan.[11] Bayshore Parkway is a frontage road on US 101, and based on the noise contours in the 2030 General Plan, buildings in this area are likely subject to noise levels above 70 dB.

The project site is located just over two miles from both the Palo Alto Airport and Moffett Federal Airfield, and is not located within the noise contours for those airports.

[10] City of Mountain View 2030 General Plan, *Outdoor Noise Acceptability Guidelines.*
[11] City of Mountain View. *Mountain View 2030 General Plan.* Figure 7.

3.3.4 Noise and Vibration Impacts

3.3.4.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a noise impact is considered significant if the project would result in:

- 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; or
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels; or
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or
- For a project level located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or
- For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

3.3.4.2 *Noise Impacts to the Project*

The proposed project would be subject to noise from traffic on nearby roadways (particularly US 101) and from aircraft overflights. Based on the 2030 General Plan, the estimated future noise levels at most of the project site are estimated to be between 60 and 70 dB CNEL. Bayshore Parkway is a frontage road on US 101, and based on the noise contours in the 2030 General Plan, buildings near or adjacent to this road are likely subject to noise levels above 70 dB. These noise levels are considered "normally acceptable" for office uses (up to 67.5 dB) or "conditionally acceptable" (67.5 to 75 dB).

Since the levels at the project site could exceed normally acceptable thresholds, in accordance with the City's General Plan Policy NOI 1.3, the proposed project is required to complete a detailed analysis of the noise reduction requirements and include noise insulation features in the project's design as a condition of approval. This study would be completed prior to the issuance of building permits, and would be a design-level noise analysis to identify appropriate noise-reduction features. Construction drawings must confirm that measures have been taken to achieve an interior noise level of 55 dB or less for internal spaces and 67.5 dB or less for active outdoor areas.

Impact NOISE-1: With implementation of standard conditions of approval, the proposed project would not be significantly impacted by ambient noise. **[Less than Significant Impact]**

3.3.4.3 *Noise Impacts from the Project*

Project Traffic Noise

As discussed in *Section 3.2, Transportation and Traffic*, the project would result in a net increase in 2,866 daily trips to and from the project site compared to existing conditions (although this increase is anticipated to be lower with implementation of a TDM program). In general, for traffic noise to increase noticeably (i.e., by a minimum of three dBA), existing traffic volumes must double. The development of the proposed project would not double the amount of traffic on streets serving the area and, therefore, the proposed project would not result in a noticeable increase in roadway noise. In addition, there are no sensitive noise receptors (e.g., residences and schools) adjacent to the project site or in the immediate vicinity that would be affected. The proposed project would not result in a noticeable increase in traffic noise.

Impact NOISE-2: Project generated traffic would not result in a significant increase in traffic noise. **[Less Than Significant Impact]**

Project Operation and Mechanical Equipment

Office uses on-site are not anticipated to generate a substantial amount of noise or vibration, although some additional noise may be generated by the mechanical equipment and parking garages on the site. The project is bordered by US 101, which is a substantial source of noise.

Mechanical equipment, such as heating, ventilating, and cooling systems, would be installed and operated at the site. The project would be required to comply with Mountain View Municipal Code requirements for stationary equipment, and operation of new mechanical equipment would not exceed the City's standard of 55 dBA or less during the day and 50 dBA at night unless granted a conditional use permit by the Zoning Administrator.

Although stationary emergency generators could potentially generate noise above the City's limit, these would only be operated infrequently and in the event of emergency. Accordingly, a conditional use permit for exceedance of City noise standards is not required.

As discussed previously, no sensitive receptors are located in the immediate project vicinity.

Impact NOISE-3: Project operations and new mechanical equipment would not result in a significant noise impact to surrounding land uses. **[Less than Significant Impact]**

Short-Term Construction Noise Impacts

Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses (e.g., residences), and/or when construction durations last over extended periods of time.

Construction-related noise levels are normally highest during the demolition phase and during excavation, including installation of project infrastructure, such as underground utility lines. These phases of construction require heavy equipment (e.g., earth moving equipment and impact tools) that normally generate the highest noise levels during site redevelopment. Construction-related noise levels are normally less during building erection, finishing, and landscaping phases.

Typical hourly average construction generated noise levels are about 75 to 80 dBA measured at a distance of 100 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction generated noise levels drop off at a rate of about six dBA per doubling of distance between the source and receptor.

It is estimated that construction of the proposed project would take 18 months to complete. While the adjacent office/industrial uses are not considered noise-sensitive receptors, construction of the proposed project may temporary increase the noise level at these adjacent uses.

The following noise reduction measures shall be incorporated into construction plans and contractor specifications as conditions of approval to reduce the impact of temporary construction-related noise on nearby properties:

- Comply with manufacturer's muffler requirements on all construction equipment engines;
- Turn off construction equipment when not in use, where applicable;
- Locate stationary equipment as far as practical from receiving properties;
- Use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and
- Shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

The project will also be required to comply with the applicable provisions of Chapter 8 of the City of Mountain View Municipal Code, including:

- Hours of Construction: No construction activity shall commence prior to 7:00 a.m., nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays unless prior written approval is granted by the building official. The term "construction activity" shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.

- Modification: At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon twenty-four (24) hours written notice to the contractor, applicant, developer or owner. The building official can reduce the hours of construction activity below the 7:00 a.m. to 6:00 p.m. time frame or increase the allowable hours.

- Sign Required: If the hours of construction activity are modified then the general contractor, applicant, developer or owner shall erect a sign at a prominent location on the construction

site to advise subcontractors and material suppliers of the working hours. The contractor, owner or applicant shall immediately produce upon request any written order or permit from the building official pursuant to this section upon the request of any member of the public, the police or city staff.

Through compliance with Mountain View's Municipal Code and regulations, the project would result in a less than significant construction noise impact.

Impact NOISE-4: The proposed project would not result in a significant construction noise impact, with compliance with City of Mountain View Municipal Code and standard conditions of approval. **[Less Than Significant Impact]**

3.3.5 Conclusion

Impact NOISE-1: With implementation of standard conditions of approval, the proposed project would not be significantly impacted by ambient noise. **[Less than Significant Impact]**

Impact NOISE-2: Project generated traffic would not result in a measurable increase in noise. **[Less Than Significant Impact]**

Impact NOISE-3: Project operations and new mechanical equipment would not result in a significant noise impact to surrounding land uses. **[Less than Significant Impact]**

Impact NOISE-4: The proposed project would not result in a significant construction noise impact, with compliance with City of Mountain View Municipal Code and standard conditions of approval. **[Less Than Significant Impact]**

3.4 AIR QUALITY

This section is based in part on the air quality analysis prepared for the project by *Illingworth & Rodkin, Inc*. in February 2014. This report is included as Appendix E to this Draft EIR.

3.4.1 Introduction

Air quality means the amount of a given pollutant in the atmosphere, and is measured 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.

3.4.2 Regulatory Setting

In recognition of the adverse effects of degraded air quality, Congress and the California Legislature enacted the Federal and California Clean Air Acts, respectively. The requirements of these acts are administered by the U.S. Environmental Protection Agency (EPA) at the federal level, the California Air Resources Board (CARB) at the state level, and the Bay Area Air Quality Management District (BAAQMD) at the regional level.

The EPA and 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.

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).

3.4.2.1 *Regional Air Quality*

The project site is located within the San Francisco Bay Area Air Basin. BAAQMD is the regional government agency that monitors and regulates air pollution within the air basin, and is primarily responsible for assuring that the San Francisco Bay Area meets the National and State Ambient Air Quality Standards (NAAQS and CAAQS) set forth by the EPA and CARB.

BAAQMD has prepared various plans that provide strategies and policies for achieving and maintaining compliance with these standards. In addition, BAAQMD is responsible for adopting and enforcing rules and regulations concerning air quality regulations, inspecting and issuing permits for stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, among other activities.

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 within the San Francisco Bay Area. 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 EPA. The area does not meet the state standards for particulate matter; however, it does meet the federal standards.

3.4.2.2 *Bay Area 2010 Clean Air Plan*

The BAAQMD is responsible for developing a Clean Air Plan which guides the regions' air quality planning efforts to attain the California Ambient Air Quality Standards. The BAAQMD's 2010 Clean Air Plan is the latest Clean Air Plan which contains district-wide control measures to reduce ozone precursor emissions (i.e., reactive organic gases (ROG) and nitrogen oxides (NO_x)), particulate matter and greenhouse gas emissions.

The *Bay Area 2010 Clean Air Plan* (CAP), which has been adopted by BAAQMD, 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.

3.4.2.3 *Toxic Air Contaminants*

The Federal Clean Air Act defines Hazardous Air Pollutants (HAPs) as air contaminants identified by the EPA as known or suspected to cause cancer, serious illness, birth defects, or death. In California, Toxic Air Contaminants (TACs) include all HAPs, plus other contaminants identified by CARB as known to cause morbidity or mortality (cancer risk). 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., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). Diesel particulate matter (DPM) is of

particular concern since it can be distributed over large regions, thus leading to widespread public exposure. CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations

3.4.2.4 *Sensitive Receptors*

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools playgrounds, child-care centers, retirement homes, convalescent homes, hospitals, and medical clinics. No sensitive receptors have been identified near the project site.

3.4.2.5 *Existing Site*

The site is developed with ten office and light-industrial buildings containing 132,787 square feet of development. These uses generate air emissions from vehicle trips made by the employees and visitors that utilize the property.

3.4.3 Air Quality Impacts

3.4.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, an air quality impact is considered significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan; or
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation; or
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors); or
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

Project-Level Significance Thresholds

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, often utilize 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)[12] and a subsequent appeal by BAAQMD.[13] 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. Evidence supporting these thresholds has been 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 Draft EIR 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, as shown in Table 3.4-1.

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

[13] *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.

Table 3.4-1 Thresholds of Significance Used in Air Quality Analyses			
Pollutant	**Construction**	**Operation-Related**	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Maximum Annual Emissions (tons/year)**
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	Best Management Practices	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 µ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Source: *Bay Area Air Quality Management District CEQA Guidelines* (updated May 2011) and BAAQMD. *Revised Draft Options and Justification Report California Environmental Quality Act Thresholds of Significance*. October 2009.			

The BAAQMD CEQA Air Quality Guidelines recommend that projects be evaluated for community risk when they are located within 1,000 feet of freeways, high traffic volume roadways (10,000 average annual daily trips or more), and/or stationary permitted sources of TACs.

3.4.3.2 *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 approximately 364,000 square feet of office uses, an increase of 231,213 square feet of office and light industrial space on the site. An increase in developed space typically results in an increase in traffic, which results in an increase in local and regional pollutant levels.

According to the thresholds listed in Table 3.4-1, above, a project that generates more than 54 pounds per day of ROG (reactive organic gases), NO_x, or $PM_{2.5}$, or 82 pounds per day of PM_{10} would be considered to have a significant impact on regional air quality. The 2011 BAAQMD CEQA Air Quality Guidelines include screening criteria that provide lead agencies with a conservative indication of whether a proposed project could result in a significant operational impact (e.g., daily or annual emissions above these thresholds). The proposed project would result in the construction of

231,213 square feet of net new office uses, which is below the screening criteria of 346,000 square feet of office uses for operational impacts.[14]

Although the size of the project is below the identified threshold, an analysis of the daily and annual operational air emissions of the project was completed. Table 3.4-2 shows the estimated net daily operational emissions in pounds per day. Table 3.4-3 reports the estimated net annual emissions in tons per year. The assumptions for this analysis are detailed in Appendix E of this Draft EIR.

Table 3.4-2
Daily Air Pollutant Emission Changes from Operation of the Project (Pounds/Day)

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
Existing Site Operations	7.5	9.9	0.2	0.2
Existing Plus Project	35.6	35.8	0.5	0.5
Maximum Net Increase	28.1	25.9	0.3	0.3
Daily Emission Thresholds	*54*	*54*	*82*	*54*

Table 3.4-3
Annual Air Pollutant Emission Changes from Operation of the Project (Tons/Year)

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
Existing Site Operations	1.36	1.8	0.03	0.03
Existing Plus Project	6.49	6.54	0.10	0.10
Maximum Net Increase	4.98	4.33	0.06	0.06
Annual Emission Thresholds	*10*	*10*	*15*	*10*

As shown in these tables, the net daily emissions and annual emissions of ROG, NOx, PM_{10}, and $PM_{2.5}$ associated with project operation would not exceed the BAAQMD significance thresholds. Based on the BAAQMD screening tables and the analysis above, therefore, the project would not result in a significant impact to regional air quality in the San Francisco Bay Area Air Basin, due to operational criteria pollutant emissions.

Impact AQ-1: The project would result in less than significant air quality impacts from operational criteria pollutant emissions. **[Less than Significant Impact]**

3.4.3.3 *Construction and Demolition Impacts*

The project would require demolition, grading, and excavation of the site for construction of the proposed buildings and other improvements on-site. Construction would take place over 38 months, and would include the following phases:

[14] Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. Table 3-1, Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes. May 2011. p. 3-2.

- Demolition of the 132,787 square feet of existing buildings, that would require hauling of 25,450 cubic yards of material,
- Mass grading, including excavation for the subsurface parking areas that would include the export of 68,100 cubic yards of soil material and import of 26,200 cubic yards of material,
- Trenching to install utilities,
- Exterior building construction, that would also include import of 58,000 cubic yards of cement,
- Interior building construction, and
- Paving of parking areas and driveways.

Excavation of soil has a high potential for creating air pollutants. In addition to the dust created during excavation, substantial dust emissions could be created as debris and soil are loaded into trucks for removal. Other construction activities would generate exhaust emissions from vehicles/equipment and fugitive particulate matter emissions that would affect local air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-water based paints, thinners, some insulating materials and caulking materials evaporate into the atmosphere and contribute to the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Emissions of ozone precursors (ROG and NO_x) and carbon monoxide related to construction equipment are already included in the emission inventory that is the basis for regional air quality plans and, as such, are not expected to impede attainment or maintenance of ozone and carbon monoxide standards in the Bay Area.[15] The effects of construction and demolition activities would be increased dustfall and locally elevated levels of particulate matter (PM_{10} and $PM_{2.5}$) downwind of construction activity.

The emissions from construction activities were modeled using CalEEMod, and are shown in Table 3.4-4, below. The results were based on the estimated project construction schedule, and included assumptions for construction truck trips and demolition of the existing buildings. Average daily emissions were computed by dividing the total construction period emissions by the number of anticipated construction days. Much of the emissions were anticipated to occur over about 540 work days during the approximately 38-month construction period.

[15] Bay Area Air Quality Management District. *BAAQMD CEQA Guidelines.* 2012.

Table 3.4-4 Project Average Daily Construction Emissions				
Description	**ROG**	**NOx**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**
Marine Way Building Construction (2014-2015)	3.51	6.62	0.24	0.22
Bayshore Building Construction (2014-2017)	3.21	4.39	0.18	0.16
Casey Site Demolition and Grading (2014)	0.02	0.19	0.01	0.01
Total Construction (2014-2017) (tons per year)	**6.74**	**11.20**	**0.43**	**0.39**
Average Daily Emissions From Construction (Pounds/Day*)	**16**	**26**	**1**	**1**
BAAQMD Thresholds	*54*	*54*	*82*	*54*
*Assuming 836 construction workdays at roughly 22 days per month for 38 months.				

As shown in the table, average daily emissions of ROG, NO_x, PM_{10} exhaust, or $PM_{2.5}$ exhaust during construction and demolition would not exceed the BAAQMD significance thresholds.

Construction Health Risk

The closest residences or sensitive receptors are located more than 1,000 feet from the project. According to BAAQMD screening guidance, project construction activities for 500,000 square-foot office buildings would have less than significant health risk impacts at distances of 220 meters (~740 feet) from the edge of construction sites. Therefore, a health risk assessment is not required to conclude that the project would have less than significant impacts due to TAC and $PM_{2.5}$ emissions from construction.

Construction Fugitive Dust

During grading and construction activities, dust would be generated, most of it during grading activities. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed at any given time, amount of activity, soil conditions and meteorological conditions. Typical winds during late spring through summer are from the north or northwest. Nearby receptors could be adversely affected by dust generated during construction activities.

The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions. The following measures are required of the project as standard Mountain View conditions of approval.

- Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following Best Management Practices that are required of all projects.

- 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 (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- Post a publicly visible sign with the telephone number and person to contact at the 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.

Impact AQ-2: Project implementation could result in short-term air quality impacts, which would be less than significant with the implementation of standard dust control measures as project conditions of approval. **[Less than Significant Impact]**

3.4.3.4 *Odor Impacts*

Land uses primarily associated with odorous emissions include waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities, such as livestock operations. The proposed project does not include any of these types of land uses.

The Mountain View 2030 General Plan EIR does not identify any sources of odors near the proposed project. The closed Shoreline Landfill is located near the project site to the east, and is currently the location of the Shoreline Links Golf Course, Shoreline Amphitheater, and other facilities. The decomposing refuse produces methane and other gases, but the landfill is capped and managed to limit emissions.

Impact AQ-3: Implementation of the proposed project would not create objectionable odors. **[No Impact]**

3.4.4 Conclusion

Impact AQ-1: The proposed project would result in less than significant air quality impacts from operational criteria pollutant emissions. **[Less than Significant Impact]**

Impact AQ-2: Demolition, grading, excavation, and construction activities could result in short-term air quality impacts, which would be less than significant with the implementation of standard dust control measures as conditions of approval. **[Less than Significant Impact]**

Impact AQ-3: Implementation of the proposed project would not create objectionable odors. **[No Impact]**

3.5 GREENHOUSE GAS EMISSIONS

3.5.1 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.

3.5.1.1 *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 Senate Bill 375, the Sustainable Communities and Climate Protection Act (see discussion below).

The California Natural Resources Agency, as required under state law (Public Resources Code Section 21083.05) amended the state CEQA Guidelines in 2010 to address the analysis and mitigation of greenhouse gas emissions. In these changes to the CEQA Guidelines, Lead Agencies, such as the City of Mountain View, retain discretion to determine the significance of impacts from greenhouse gas emissions based upon individual circumstances. Neither CEQA nor the CEQA Guidelines provide a specific methodology for analysis of greenhouse gases and under the amendments to the CEQA Guidelines, a Lead Agency may describe, calculate or estimate greenhouse gas emissions resulting from a project and use a model and/or qualitative analysis or performance based standards to assess impacts.

As outlined in Section 15183.5 of the CEQA Guidelines (*Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*), public agencies also 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 3.5.1.2*, below).

California Senate Bill 375

Senate Bill 375 (SB 375), known as the Sustainable Communities 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.[16] The four major requirements of SB 375 are:

1. Metropolitan Planning Organizations (MPOs) must meet GHG 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 integrate land use/transportation plan for meeting regional targets, consistent with the Regional Transportation Plan (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 California Transportation Commission (CTC).

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) has partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission (BCDC) to prepare the region's SCS as part of the RTP process.[17] The SCS is referred to as *Plan Bay Area*.

MTC and ABAG adopted *Plan Bay Area* in July 2013. The strategies in the plan are 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.

3.5.1.2 *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.

Individual development projects that comply with the GGRP can be determined to not have cumulatively considerable greenhouse gas emissions impacts under CEQA.

[16] 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.

[17] ABAG, BAAQMD, BCDC, and MTC. "One Bay Area Frequently Asked Questions." Accessed July 23, 2013, Available at: <http://onebayarea.org/about/faq.html#.UQceKR2_DAk>.

3.5.2 Existing Site

The site is developed with ten one- and two-story office and light-industrial buildings containing 132,787 square feet of development. These uses generate direct GHG emissions from vehicle trips made by the employees and visitors that utilize the property, natural gas uses for cooking and building heating, and indirect GHG emissions from operational electricity, water use, and other sources.

3.5.3 Greenhouse Gas Emissions Impacts

3.5.3.1 *Thresholds of Significance*

For the purposes of the EIR, a GHG emission impact is significant if the project will:

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

3.5.3.2 *Greenhouse Gas Emissions Impacts from the Project*

The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012, along with the Mountain View 2030 General Plan.

Consistency with the GGRP

In June 2010, the BAAQMD produced updated CEQA guidelines to implement the new State CEQA Guidelines on GHG emissions. The GGRP is also intended to meet the mandates as outlined in the BAAQMD CEQA Guidelines and the recent standards for "qualified plans" as set forth by BAAQMD.

When preparing the GGRP, a baseline emissions inventory and targets to reduce emissions were set, and it was designed to mitigate to a less than significant level the projected GHG emissions resulting from projected growth under the General Plan. The 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. The measures center around five strategy areas: energy, waste, water, transportation, and carbon sequestration. Some measures are considered mandatory for all proposed development projects, while others are considered voluntary. Compliance with the mandatory measures ensures an individual project's consistency with the GGRP.

Global Climate Change Impacts from the Project
Based on Consistency with the Mountain View GGRP

As described previously, the City of Mountain View adopted the Greenhouse Gas Reduction Program (GGRP) along with the 2030 General Plan on July 10, 2012. The 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-1.7, which reinforces the implementation of current codes, and Mandatory Measure T-1.1, Transportation Demand Management, would apply to the proposed office project.

Table 3.5-1
Greenhouse Gas Reduction Program -- Measures Applicable to Project

Mandatory/ Voluntary	Measure	Consistency
Mandatory	Measure E-1.7: Exceed State Energy Standards in New Non-Residential Development	The proposed project would exceed Title 24 requirements for energy efficiency by at least 10 percent. This includes the installation of high efficiency lighting.
Mandatory	Measure T-1.1: Transportation Demand Management (TDM)	As described in the TDM program included in the project (Appendix D), the project would achieve at least the required 13% reduction in peak-hour drive-alone vehicle trips for non-residential projects in the North Bayshore Strategy Area.

The Transportation Demand Management (TDM) Plan prepared for the project (Appendix D) is a set of strategies, measures and incentives to encourage people to walk, bicycle, use public transportation, carpool or use other alternatives to driving alone. TDM measures can reduce the amount of traffic generated by a land use and the associated traffic impacts. In an effort to reduced vehicle traffic and parking demand, the project will establish a set of TDM measures, including bicycle parking, employee shower facilities, and preferential carpool/vanpool parking.

Based on an analysis of the project's TDM Plan, the project would reduce peak hour drive-alone vehicle trips from new employment on site by at least 13 percent, as required by the GGRP, and the project will be required to achieve a TDM reduction of 35 percent of peak hour trips and 10 percent of daily trips. Based upon the inclusion of the applicable mandatory measures, the project would be consistent with the GHG reduction measures in the adopted Mountain View GGRP.

As a condition of approval, the applicant would be required to provide an annual monitoring report in the fourth quarter of the year for five years following occupancy to the City to verify that at least a 35 percent reduction in peak hour trips and a 10 percent reduction in daily trips from new employment-generating development has been achieved by the TDM Plan. The annual report shall be accompanied by a report on all incentive programs or use of commute alternatives currently being offered to all persons that work in the buildings. In the event that the commuter survey and report determine that the project is not performing at or above a 35 percent peak hour trip reduction level and a 10 percent daily trip reduction level, the project will take additional actions and implement enhanced TDM measures to establish greater ridership activities for the following year to achieve the target percent reduction.

Based on the implementation of the required measures, 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 not result in a significant greenhouse gas emissions impact.

Impact GHG-1: The proposed project would be consistent with the Mountain View Greenhouse Gas Reduction Program, and therefore would not result in a significant operational or construction-related greenhouse gas emissions impact. The project would not conflict with plans, policies, or regulations for reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or Mountain View. **[Less Than Significant Impact]**

Construction Emissions

Greenhouse gas emissions would be generated during construction activities on the site, including during demolition, site grading, trenching, building construction, and paving. Construction equipment and trucks using diesel and other fuels would be the primary source of emissions. These emissions would be temporary, and would not represent an on-going source of pollutants in the area. 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.

BAAQMD guidelines and the City of Mountain View GGRP do not suggest a threshold of significance for short-term construction related GHG emissions for individual projects. For these reasons, construction activities would not result in a significant impact.

3.5.3.3 *Global Climate Change Impacts to the Project*

Climate change effects expected in California over the next century could include reduced water supply, increased days per year when ozone pollution levels are exceeded, 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.

As described in *Section 3.6, Hydrology and Water Quality*, the project would not result in impacts from sea-level rise, if mitigation measures are implemented to protect the site from the 100-year flood.

Impact GHG-2: The project would not be substantially affected by the effects of global climate change. **[Less Than Significant Impact]**

3.5.4 Conclusion

Impact GHG-1: The proposed project would be consistent with the Mountain View Greenhouse Gas Reduction Program, and therefore would not result in a significant operational or construction-related greenhouse gas emissions impact. The project would not conflict with plans, policies, or regulations for

reducing greenhouse gas emissions adopted by the California legislature, CARB, BAAQMD, or Mountain View. **[Less Than Significant Impact]**

Impact GHG-2: The project would not be substantially affected by the effects of global climate change. **[Less Than Significant Impact]**

3.6 HYDROLOGY AND WATER QUALITY

3.6.1 Regulatory Background

3.6.1.1 *Federal Emergency Management Agency*

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The 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 has a one in one hundred (one percent) chance of being flooded in any one year based on historical data. Portions of the City are identified as special flood hazard areas (primarily from creeks), 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.

3.6.1.2 *Water Quality (Nonpoint 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 land, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. The CGP, which became effective July 1, 2010, includes additional requirements for training, inspections, record keeping, reporting, and for projects of certain risk levels, monitoring. Since the project would disturb more than one acre of land, it will be required to prepare a NOI and SWPPP pursuant to the CGP.

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). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of

Mountain View. Under provisions of the NPDES Municipal Permit, redevelopment projects that create or replace more than 10,000 square feet of impervious surfaces 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, rainwater harvest/reuse, or infiltration.

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.

3.6.2 Existing Setting

3.6.2.1 *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.

3.6.2.2 *Groundwater*

Subsurface explorations on the site encountered groundwater at approximately six to 11 feet below ground surface (bgs). Groundwater on the site flows generally to the north and the San Francisco Bay, and the depth to groundwater can vary seasonally. South of Garcia Avenue, subsurface reports have reported that the direction of groundwater flow can be variable, and can be influenced by nearby groundwater pumping and recharge, or influenced naturally by zones of higher or lower permeability, deviating from the overall flow direction towards the Bay.

Shallow groundwater in the vicinity of the project site is not used for drinking water. The site is not within an area used for in-stream or other groundwater recharge.

3.6.2.3 *Stormwater Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The project site is located approximately 1,650 feet east of Adobe Creek, which is channelized in the vicinity, and approximately 3,000 feet west of Permanente Creek. The project

site is south of the wetlands of San Francisco Bay, and is approximately 550 feet south of the Coast Casey Forebay (Detention Basin).

The project site is currently developed with ten office/light industrial buildings containing approximately 132,787 square feet of space, in addition to parking lots, driveways, and landscaping. The project site is relatively flat and impervious, and contains approximately 83 percent impervious surfaces on the Marine Way and Bayshore Sites, and 88 percent on the Casey Site. Pervious surfaces on site include landscaped areas of lawns, ornamental shrubs, and trees.

Stormwater runoff from the project site drains to several existing storm drain inlets on the site and then to storm drains in the adjacent streets. Currently, a 15-inch storm drain is located in Bayshore Parkway, and a 24-inch storm drain is located in Garcia Avenue. These drains flow to a 96-inch main storm drain that is located along the eastern boundary of the Marine Way Site. At the terminus of this drain at Casey Avenue, stormwater runoff discharges to an open channel before connecting to a culvert at Terminal Boulevard that conveys flow to the Coast Casey Detention Basin. The Coast Casey Detention Basin regulates peak stormwater flow and ultimately pumps stormwater flow directly to the Palo Alto Baylands Slough.

3.6.2.4 *Flooding*

The Shoreline area is subject to coastal flooding from the Bay, overflow from the Palo Alto Flood Basin, and flooding from Permanente and Stevens Creeks in the 100-year flood event. The site is located within a 100-year flood hazard zone. 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 AE, which is defined as a "Special Flood Hazard Area Subject to Inundation by the 1% Annual Chance Flood," and at the project site an 11-foot base flood elevation has been determined. The one percent annual flood (100-year flood), also known as the base flood, is the flood that has a one percent chance of being equaled or exceeded in any given year (Appendix L).

The site varies in elevations between approximately five and 11 feet above sea level, with the Marine Way parcels generally sloping away from the buildings to the perimeter site boundary.

3.6.2.5 *Other Inundation Hazards*

Dam Failure

The Association of Bay Area Governments (ABAG) compiles the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area. The Mountain View dam hazard map contained within the 2030 General Plan EIR shows that the project site is not located within a dam failure inundation hazard zone.[18]

[18] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. November 2011. Figure IV.H-3.

Sea Level Rise

The City of Mountain View recently completed the *Shoreline Regional Park Community Sea Level Rise Study: Feasibility Report and Capital Improvement Program* (December 18, 2012). Because of considerable uncertainty in sea level rise projections, this study adopts two sea level rise scenarios to bracket the low and high ends of a representative uncertainty range. The two sea level rise scenarios studied were:

- 8 inches of sea level rise between 2000 and 2067, and
- 31 inches of sea level rise between 2000 and 2067.

The study examines impacts to the North Bayshore area with and without the implementation of the capital improvements described in this plan. The proposed project site is located in the western portion of the North Bayshore area, and based on the discussion in the study, would be affected by sea-level rise under the eight-inch sea-level rise scenario described above, if none of the improvements described in the study are implemented. An eight-inch sea-level rise scenario would raise the base flood elevation at the site from 11 feet to approximately 11.3 feet, if no improvements are implemented. Proposed capital improvements for the Shoreline area include improved levees and flood walls, storm drain and pump station improvements, and upgrades to storm drains.

Earthquake-Induced Waves and Mudflow Hazards

The site is not located near a large body of water, near the ocean, or in a landslide hazard zone. Maps developed for emergency planning show that the site is not in a tsunami hazardous zone, and is not subject to inundation by seiche, tsunami, or mudflow.[19]

3.6.3 Hydrology and Water Quality Impacts

3.6.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a hydrologic impact is considered significant if the project would:

- Violate any water quality standards or waste discharge requirements; or
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted); or
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site; or

[19] California Department of Conservation and the County of Santa Clara. *Tsunami Inundation Map for Emergency Planning, Mountain View Quadrangle*. July 31, 2009. Available at: http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SantaClara/Documents/Tsunami_Inundation_MountainView_Quad_SantaClara.pdf. Accessed June 11, 2013.

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site; or
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or
- Otherwise substantially degrade water quality; or
- 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; or
- Place structures within a 100-year flood hazard area, such that flood flows would be impeded or redirected; or
- 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; or
- Be subject to inundation by seiche, tsunami, or mudflow.

3.6.3.2 *Construction Water Quality Impacts*

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

Implementation of the project would result in the disturbance of virtually all of the site, which is 9.62 acres in size. As a result, the project would disturb a site greater than one acre and would be required to comply with the State of California General Construction Permit. The project would develop more than 10,000 square feet of impervious surfaces, and therefore would be required to comply with the post-construction stormwater treatment requirements.

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, following the implementation of appropriate stormwater treatment measures. Construction and excavation activities could, however, temporarily increase pollutant loads. With the implementation of the following measures, which are required by the City as conditions of approval, and which 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 (1) 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.

- Landscape Design: For residential and non-residential buildings, landscape design shall minimize runoff and promote surface filtration. Examples include:

  - No steep slopes exceeding 10 percent;
  - Using mulches in planter areas without ground cover to avoid sedimentation runoff;
  - Installing plants with low water requirements; and
  - Installing appropriate plants for the location in accordance with appropriate climate zones.

- 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 the outdoor storage area.

- Parking Garages: For multiple-level parking garages, interior levels shall be connected to an approved wastewater treatment system discharging to the sanitary sewer. Treatment systems

require engineered drawings. All treatment systems connected to the sanitary sewer require a wastewater discharge permit.

- Stormwater Treatment: For nonresidential projects that create or replace more than ten thousand (10,000) square feet of impervious surface, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document titled, "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. Contact the Fire Department at to obtain a copy of "Stormwater Quality Guidelines for Development Projects." The Guidelines can also be accessed at City Fire Department website: http://www.mountainview.gov/city_hall/fire/programs_n_services/environmental_safety.asp.

- 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.

Impact HYDRO-1: Runoff from construction activities could produce a temporary water quality impact from erosion and sedimentation. Compliance with required City ordinances and conditions of approval before, during, and after construction activities would result in a less than significant water quality impact from construction. **[Less than Significant Impact]**

3.6.3.3 *Groundwater Impacts*

Subsurface explorations on the site encountered groundwater at approximately six to 11 feet below ground surface (bgs). Groundwater on the site flows generally to the north and the San Francisco Bay, and the depth to groundwater can vary seasonally. South of Garcia Avenue, subsurface reports have reported that the direction of groundwater flow can be variable, and can be influenced by nearby groundwater pumping and recharge, or influenced naturally by zones of higher or lower permeability, deviating from the overall flow direction towards the Bay.

Excavation for the building foundations and garages will likely encounter groundwater. The design of the subsurface garages and other structures and dewatering anticipated during excavation and construction of the project site will be required to follow the measures described in the preliminary geotechnical investigation (Appendix H), and the design geotechnical report to be prepared prior to the start of construction and demolition activities, which will be required as a condition of approval.

In addition, dewatering activities will be required to comply with the measures for handling contaminated groundwater as described in *Section 3.9, Hazards and Hazardous Materials*. With these measures included in the project, groundwater impacts would be less than significant.

Impact HYDRO-2: Development of the proposed project would not adversely impact groundwater supplies. **[Less Than Significant Impact]**

3.6.3.4 *Storm Drainage System Impacts*

Conceptual project landscape plans indicate that the pervious surfaces on site would increase over existing conditions. Impervious surfaces following project implementation would decrease from approximately 83 percent to approximately 72 percent for the Marine Way/Bayshore Sites, which would represent an 11 percent decrease in impervious surfaces. Approximately 28 percent of the main site would be landscaped following project development. For the Casey Site, impervious surfaces would decrease from approximately 88 to 55 percent for the interim parking plan, which would represent an approximately 33 percent decrease in impervious surfaces. Future use of this site for recreation would likely increase the percentage of pervious surfaces. Stormwater runoff, therefore, would decrease in volume over existing conditions, and would not exceed the capacity of the existing stormwater drainage system. New storm drains and inlets would be constructed as necessary on site for the new development.

The project proposes to implement a number of stormwater treatment and reduction measures, in compliance with City requirements and consistent with the project's proposed LEED Platinum certification. These measures are intended to reduce the rate and volume of stormwater flows from the project and improve the quality of stormwater runoff. The proposed measures include green roofs (as shown on Figure 5), drought-tolerant and California native landscaping, bio-swales, and pervious paving. Bio-filtration zones, including flow-through planters, are included in the project and designed to receive runoff from impervious terrace areas, paved areas of the site, and building and garage roofs.

Although stormwater runoff would be reduced by increasing the quantity of pervious surfaces on site, the project will be required to implement the measures described in *Section 3.6.3.2*, above, as conditions of approval, further reducing stormwater runoff impacts.

Impact HYDRO-3: Pervious surfaces would be increased and the quantity of stormwater runoff at the project site would decrease following project implementation. The project would be required to include best management practices for further reducing stormwater quantity and improving water quality after construction. The project would therefore result in a less than significant storm drainage impact. **[Less than Significant Impact]**

3.6.3.5 *Flooding Impacts*

As described previously, the site is located within a 100-year flood hazard zone. Redevelopment of the site will require that the buildings be built on grade, with the lowest finished floor elevated above the base flood elevation of 11 feet above mean sea level (MSL).

The project proposes to design all buildings such that the finished floor is elevated to 12 feet in elevation, one foot above the base flood elevation of 11 feet. Since all the buildings will be constructed with below-grade parking and storage areas, FEMA Elevation and Floodproofing Certificates[20] will be required to be approved by FEMA and the City of Mountain View prior to the issuance of building permits. Access locations for garages and storage areas will also be set at a 12-foot elevation, one foot above the FEMA base flood elevation of 11 feet, which would protect the garage and storage access locations from flooding. All on-site equipment (generators, transformers, etc.) would be installed above the base flood elevation of 11 feet.

Approximately 26,000 cubic yards of fill will be imported to raise the buildings above the base flood elevation. The grading of the site improvements will be designed to ensure proper drainage to storm drain facilities.

Impact HYDRO-4: The proposed project is located in a special hazard flood zone (an area subject to the 100-year flood). **[Significant Impact]**

To reduce the potential impacts from the 100-year flood, the following measures are required.

MM HYDRO-4.1: Construction of the proposed project on site will comply with the provisions of the City of Mountain View Flood Hazard Ordinance for non-residential construction, including Section 8.164.1, Standards of Construction. The applicable requirements of the Municipal Code for construction in a flood zone will be required of the project as conditions of approval.

MM HYDRO-4.2: Construction of the proposed project will comply with the requirements of the Federal Emergency Management Agency for flood hazard areas. These requirements include obtaining a FEMA Floodproofing Certificate, including documentation of certification by a registered professional engineer or architect that the design and methods of construction of the buildings are in accordance with accepted practices for meeting the floodproofing requirements in the City's floodplain management ordinance. This documentation is required for both floodplain management requirements and insurance rating purposes.

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

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

The Association of Bay Area Governments (ABAG) compiles the dam failure inundation hazard maps submitted to the State Office of Emergency Services by dam owners throughout the Bay Area.

[20] Federal Emergency Management Agency. Floodproofing Certificate. http://www.fema.gov/floodplain-management/floodproofing-certificate. Accessed August 29, 2013.

The Mountain View dam hazard map contained within the 2030 General Plan EIR shows that the project site is not located within a dam failure inundation hazard zone.[21]

The City of Mountain View recently completed the *Shoreline Regional Park Community Sea Level Rise Study: Feasibility Report and Capital Improvement Program* (December 18, 2012). Because of considerable uncertainty in sea level rise projections, this study adopts two sea level rise scenarios to bracket the low and high ends of a representative uncertainty range. The two sea level rise scenarios studied were:

- 8 inches of sea level rise between 2000 and 2067, and
- 31 inches of sea level rise between 2000 and 2067.

The study examines impacts to the North Bayshore area with and without the implementation of the capital improvements described in this plan. The proposed project site is located in the western portion of the North Bayshore area, and based on the discussion in the study, would be affected by sea-level rise under the eight-inch sea-level rise scenario described above, if none of the improvements described in the study are implemented. An eight-inch sea-level rise scenario would raise the base flood elevation from 11 feet to approximately 11.3 feet, if no improvements are implemented. Proposed capital improvements for the Shoreline area include improved levees and flood walls, storm drain and pump station improvements, and upgrades to storm drains.

The finished floors of the proposed project would be below the higher sea level rise projection of 13.2 inches (31 inches of sea level rise between 2000 and 2067). The project applicant does not propose to raise the height of the project's finished floors above this elevation due to site constraints. Although the site could be affected by the higher sea-level rise scenario by the end of the study period in 2067, based on the uncertainty of the estimates and the likely implementation of public projects to reduce sea-level rise risks, and with the implementation of Mitigation Measures HYDRO-1.1 and -1.2, described above, potential impacts from sea-level rise would be less than significant over the anticipated lifetime of development.

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

Impact HYDRO-5: The project site would not be subject to inundation from dam failure; and would not be subject to seiche, tsunami, or mudflow. Measures included in the project to mitigate flood impacts would reduce impacts from potential sea-level rise of eight inches. **[Less than Significant Impact]**

3.6.4 Conclusion

Impact HYDRO-1: Runoff from construction activities could produce a temporary water quality impact from erosion and sedimentation. Compliance with required City ordinances conditions of approval before, during, and after construction

[21] City of Mountain View. *Draft 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. November 2011. Figure IV.H-3.

activities would result in a less than significant construction water quality impact. **[Less than Significant Impact]**

Impact HYDRO-2: Development of the proposed project would not adversely impact groundwater supplies. **[Less Than Significant Impact]**

Impact HYDRO-3: Pervious surfaces would be increased and the quantity of stormwater runoff at the project site would decrease following project implementation. The project would be required to include best management practices for further reducing stormwater quantity and improving water quality after construction. The project would therefore result in a less than significant storm drainage impact. **[Less than Significant Impact]**

Impact HYDRO-4: With incorporation of mitigation measures included in the project, development of the project would not expose people, housing, or other structures to significant flooding impacts. **[Less than Significant Impact with Mitigation Measures Included in the Project]**

Impact HYDRO-5: The project site would not be subject to inundation from dam failure; and would not be subject to seiche, tsunami, or mudflow. Measures included in the project to mitigate flood impacts would reduce impacts from potential sea-level rise of eight inches. **[Less than Significant Impact]**

3.7 GEOLOGY AND SOILS

The following discussion of the geologic features, soils, and seismic conditions of the project site is based in part on the "Geotechnical Investigation, Intuit Marine Way Building, Mountain View, California," prepared by *Treadwell & Rollo* in October, 2012. This report is attached to this Draft EIR as Appendix H.

3.7.1 Regulatory Background

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 California Geological Survey (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.

3.7.2 Existing Setting

3.7.2.1 *Geology, Soils, and Topography*

Regional Geology

The project site is located in the Santa Clara Valley, an alluvial basin bounded by the Santa Cruz Mountains to the west, the Diablo Range to the east, and the San Francisco Bay to the north. The Upper Quaternary sediments that comprise most of this basin consist of up to 1,000 feet of poorly sorted gravel, sand, and clay which were deposited in alluvial fan and deltaic depositional environments.

Site Soils

The project site is primarily underlain by Urbanland-Hangerone complex soils of zero to two percent slopes.[22] These soils are clay alluvium soils derived from metamorphic or sedimentary rock. Borings taken for the geotechnical investigation found 20 to 30 feet of medium stiff to hard clay underlain by interbedded layers of medium stiff to hard clay and silts and loose to dense sands with varying amounts of clay and silt. The surface soils have poor drainage, limited erosion hazard, and exhibit high shrink-swell (i.e., expansive) behavior. Expansive soils shrink and swell as a result of moisture changes. These changes can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations.

Site Topography

The project site is relatively flat and slopes gently north-northeastward. Based on the flat topography, there is a low erosion or landslide hazard. The site's elevation is approximately five to 11 feet above mean sea level.

Groundwater

Monitoring wells drilled on the site encountered groundwater at approximately six to 11 feet below ground surface. Groundwater on the site flows generally northeast to southeast towards the nearby marshlands adjoining San Francisco Bay. Groundwater flow direction may deviate from the regional trend due to zones of higher or lower permeability and groundwater pumping or recharge.

3.7.2.2 *Seismic and Seismic-Related Hazards*

Earthquake Faults

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. There are three known major active faults in the general project vicinity: the San Andreas Fault, located approximately 7.5 miles to the southwest; the Calaveras Fault, located approximately 15.5 miles to the east; and the Hayward Fault, located approximately 11 miles to the east/northeast. The Monte Vista-Shannon Fault is located approximately five miles to the southwest. There are no known earthquake faults crossing the site, therefore the likelihood of primary ground rupture is low.

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

[22] United States Department of Agriculture, Natural Resources Conservation Service. "Web Soil Survey: Santa Clara Area, California, Western Part (CA641)." Accessed February 22, 2013. Available at: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

foundations or sloping ground. The site is located within a State of California Seismic Hazard Zone for liquefaction and a Santa Clara County Liquefaction Hazard Zone.[23,24] Liquefiable sand layers were encountered during the geotechnical investigation conducted by *Treadwell and Rollo* in 2012 (refer to Appendix H).

Other Geologic Hazards

The site is not located within a Santa Clara County Geologic Hazard Zone for compressible soil, landslides, or fault rupture.[25]

3.7.3 Geology and Soils Impacts

3.7.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a geologic impact is considered significant if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
  - Strong seismic ground shaking,
  - Seismic-related ground failure, including liquefaction, and/or
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2010), creating substantial risks to life or property; or
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

3.7.3.2 *Geologic and Soils Impacts*

The project site would not be exposed to substantial slope instability, erosion, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Groundwater, and associated hydrostatic pressure on basement or garage structures, is anticipated to be encountered. The project does not propose to install septic tanks for the disposal of wastewater.

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[23] California Geological Survey. "Seismic Hazard Zones." October 18, 2006. Accessed February 25, 2013. Available at: http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_mview.pdf

[24] County of Santa Clara. "Geologic Hazard Zones." October 26, 2012. Accessed February 25, 2013. Available at: http://www.sccgov.org/sites/planning/GIS/GeoHazardZones/Pages/SCCGeoHazardZoneMaps.aspx

[25] Ibid.

On-site soils have a high potential for expansion. As discussed previously, expansive soils can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. To reduce impacts from expansive soils, the project will be required to implement the following measure as a condition of approval:

- The applicant shall prepare a design-level geotechnical investigation for the site and implement the recommendations included within it to mitigate the potential for expansive soils, groundwater conditions, and seismic and seismic-related hazards (including liquefaction and differential settlement), during construction and for the project design. This work shall be completed 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 Building Official prior to the issuance of building permits, and the recommendations in the geotechnical report shall be implemented as part of the project.

Impact GEO-1: The proposed project, developed in accordance with the recommendations in a design-level geotechnical report as required by the City, would not result in significant geologic impacts. **[Less Than Significant Impact]**

3.7.3.3 *Seismicity and Seismic Hazards*

The project site is located in a seismically-active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site (therefore fault rupture is not anticipated), ground shaking on the site could damage structures and threaten future occupants of the proposed development. In addition, the project site is located in a liquefaction hazard area.

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 (2010 or later) California Building Code. Review of design specifications by a qualified geotechnical specialist and monitoring of the site preparation and installation of the building and utilities to insure conformance with the required design specifications will be required as a condition of approval, as described above.

Impact GEO-2: There is a strong potential for seismic ground shaking to occur on the project site. Potential seismic impacts to the project site would be reduced to a less than significant level or avoided by conformance with the standard engineering and building practices and techniques specified in the California Building Code applicable at the time of construction, and the design-level geotechnical investigation. **[Less Than Significant Impact]**

3.7.4 Conclusion

Impact GEO-1: The proposed project, developed in accordance with the recommendations in a design-level geotechnical report as required by the City, would not result in significant geologic impacts. **[Less Than Significant Impact]**

Impact GEO-2: There is a strong potential for seismic ground shaking to occur on the project site. Potential seismic impacts to the project site would be reduced to a less than significant level or avoided by conformance with the standard engineering and building practices and techniques specified in the California Building Code applicable at the time of construction, and the design-level geotechnical investigation. **[Less Than Significant Impact]**

3.8 BIOLOGICAL RESOURCES

The discussion of impacts to birds in this section is based in part on the letter reports prepared for the project site by *H.T. Harvey & Associates* in November 2012, January 2013, and August 2013. These memoranda are included as Appendix G of this Draft EIR.

The discussion of tree resources in this section is based in part on the arborist reports prepared for the Bayshore and Marine Way Sites by *Arbor Resources* in November 2012, and an arborist report prepared for the Casey Site in September 2013 by *SBCA Tree Consulting*. These reports are included as Appendix F of this Draft EIR.

3.8.1 Regulatory Setting

3.8.1.1 *Special Status Species*

Threatened and Endangered 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)[26] as rare, threatened, or endangered.

Permits may be required from both the CDFW and the U.S. Fish and Wildlife Service (USFWS) if activities associated with a proposed project will result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the state of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" said species (California Fish and Game Code, Section 86). "Take" is more broadly defined by the federal Endangered Species Act to include "harm" of a listed species (16 USC, Section 1532(19), 50 CFR, Section 17.3).

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 U.S. Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, which is a violation of the MBTA.

Birds of Prey

Birds of prey, such as owls and hawks, are protected in California under provisions of the state Fish and Game Code, Section 3503.5 (1992), which states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted

[26] 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 CDFW Natural Diversity Database Program.

pursuant thereto." Construction disturbance during the breeding season can result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFW.

Habitat Conservation Plan/Natural Community Conservation Plan

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 six local entities in Santa Clara County. The plan went into effect in October 2013 and 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, such as the City of Mountain View, which are not Permittees are not covered under the SCV Habitat Plan.

There are two aspects of the SCV Habitat Plan that may be issues for future development and redevelopment in Mountain View and the North Bayshore area. These issues are described below.

1. Expanded SCV Habitat Plan Area for Burrowing Owl Conservation

In addition to the area covered by the SCV Habitat Plan noted above, an expanded study area for burrowing owl conservation was identified to the north and west in portions of the cities of San José, Santa Clara, Mountain View, Milpitas, and Sunnyvale; in Fremont in Alameda County; and a small portion of San Mateo County. The expanded study area for burrowing owl conservation that falls outside of the primary SCV Habitat Plan study area is 48,464 acres in size and includes the project area within the City of Mountain View (e.g., area north of US 101). The allowable activities covered by the SCV Habitat Plan in this expanded study area are limited only to conservation actions for western burrowing owl. The project site is currently fully developed and does not provide suitable habitat for western burrowing owl that could be used for burrowing owl conservation.

2. Indirect Impacts to Sensitive Serpentine Habitats Identified in the SCV Habitat Plan

The U.S. Fish and Wildlife Service (USFWS) has identified critical habitat for the federally listed threatened Bay Checkerspot butterfly (73 FR 50406) south of US 101 and Yerba Buena Road in the City of San José. The conservation of critical habitat is considered essential for the conservation of a federally listed species. Critical habitat for the Bay Checkerspot butterfly occurs on nutrient-poor

serpentine or serpentine-like grasslands that support at least two of the three butterfly's larval host plants, California plantain, dense flower owl's clover, and purple owl's clover. Non-native grasses have been reported to increase in these habitats, crowding out the native forbs needed by the Bay Checkerspot butterfly, due to increased nitrogen deposition from human sources.

Nitrogen deposition contribution estimates in Santa Clara County were made as a part of the development of the SCV Habitat Plan (Appendix E of the SCV Habitat Plan). About 46 percent of nitrogen deposition on habitat areas of concern for the base years (2005-2007) was estimated to come from existing development and traffic generated locally *within* the SCV Habitat Plan study area. The remainder of Santa Clara County (which includes the City of Mountain View) was estimated to contribute a substantially smaller amount (17 percent of the nitrogen deposition) while the other eight Bay area counties account for about 11 percent. Nitrogen deposition modeling completed for future years (2035 and 2060) as a part of the SCV Habitat Plan process assumed that urban and rural development in the County and broader San Francisco Bay Area is expected to increase air pollutant emissions due to an increase in passenger and commercial vehicle trips and other new industrial and nonindustrial sources.

The closest serpentine grasslands to the project site that are covered by the SCV Habitat Plan are located in the Silver Creek Hills and Coyote Ridge in the Edenvale, Evergreen and San Felipe Planning Areas of San José. The Silver Creek Hills and Coyote Ridge are approximately 18 to 31 miles southeast of the project site.

A conservation strategy in the SCV Habitat Plan includes collection of fees within the SCV Habitat Plan area based upon the generation of new vehicle trips to fund acquisition and management of serpentine grasslands in the Coyote Ridge area. The goal of this strategy is to improve the viability of existing Bay Checkerspot butterfly populations, increase the number of populations, and expand the geographic distribution to ensure the long-term persistence of the species in the SCV Habitat Plan area. A nexus study was completed for the SCV Habitat Plan to assist with identifying appropriate fees to fund measures in the SCV Habitat Plan.[27] The nitrogen deposition fee was calculated based on SCV Habitat Plan costs related to mitigating the impacts of airborne nitrogen deposition from covered activities in the SCV Habitat Plan area. A nexus study of impacts and/or appropriate contributions from projects or jurisdictions outside the SCV Habitat Plan area was not included in the study, as these projects outside the SCV Habitat Plan are not covered activities nor are these jurisdictions participating as Local Partners.

The potential cumulative impacts of the project on special status species in the Santa Clara Valley Habitat Plan area are discussed further in *Section 5.3.6, Cumulative Biological Resources Impacts.*

3.8.1.2 *Mountain View 2030 General Plan*

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

[27] Willdan Financial Services. 2012. *Santa Clara Valley Habitat Plan Development Fee Nexus Study.* June 30, 2012.

Policies and actions in the 2030 General Plan related to biological resources include:

Policy LUD 10.2: Low-impact development. Encourage development to minimize or avoid disturbing natural resources and ecologically significant land features.

Action LUD 10.2.1: Urban ecology awareness. Establish a process to ensure potential impacts of proposed projects to the natural ecosystem is made available prior to approval of project concepts involving open space or undeveloped land.

Action LUD 10.2.2: Bird safe design. Consider and require the inclusion of bird safe design measures when evaluating new development in the North Bayshore Area, including project- and site-specific measures such as:

– Glass and facade treatments; and
– Lighting design and operation.

Policies and actions in the 2030 General Plan specific to the North Bayshore Change Area include:

Policy LUD 16.1: Protected open space. Protect and enhance open space and habitat in North Bayshore.

Action LUD 16.1.2: Burrowing owl avoidance/protection during development. Require preconstruction surveys and protection measures for burrowing owls prior to any North Bayshore development activities on parcels that a qualified biologist has determined provide suitable underground retreats (e.g., ground squirrel burrows, debris piles, storm drain inlets) that could be occupied by either breeding or wintering owls. Consultation with the California Department of Fish and Wildlife shall be required for any site on which burrowing owls are found during the preconstruction survey.

3.8.1.3 *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 without a tree removal permit.

3.8.2 Existing Conditions

3.8.2.1 *Biotic Habitats*

The project site is currently developed with ten office/light industrial buildings, paved surface parking lots, and urban landscaping, including mature ornamental trees. Along with most of 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 associated with these habitats have been supplanted by native and non-native species that are more compatible with an urbanized area.

The site itself is nearly entirely developed or paved, and where vegetation occurs on the site it consists primarily of non-native ornamental landscaping and lawns, along with weedy vegetation on unpaved areas. There are no undisturbed areas or sensitive habitats on the site, and the site itself does not contain any streams, waterways, or wetlands. Shoreline at Mountain View Regional Park is located more than 500 feet east of the project site, and wetlands in Coast Casey Forebay are located over 550 feet north of the project site.

3.8.2.2 *Special Status Species*

There are no sensitive habitats or wetlands on or adjacent to the project site. Due to the lack of sensitive habitats and the human disturbance of the project site, special status plant and animal species are not expected to occur on the project site. The special status plants and animals that have been identified as present or likely to be present in the City are primarily located north of the project site in suitable habitats, such as open water, salt ponds, and tidal marshes. Special status plant species are not expected to occur on or adjacent to the project site because of the degraded nature of habitat on the site, the lack of associated native species or potential habitat, and the absence of specific microhabitat variables such as soil type, elevation, or hydrology.

The site does not provide suitable nesting habitat or high-quality foraging habitat for any special status bird species (i.e., state or federally listed endangered or threatened species, or California species of special concern).[28]

Burrowing Owls

Due to regional population declines and habitat loss over the past several decades, burrowing owls have been the subject of conservation concern in Mountain View and the South Bay. Burrowing owls are known to occur in extensive open lands in the North Bayshore area, and they have been recorded nesting at the edges of Shoreline Golf Course to the east of the project site. Burrowing owl

[28] H.T. Harvey & Associates. Memorandum. November 19, 2012. Attached to the Draft EIR in Appendix F.

habitat (i.e., extensive areas of open grassy or ruderal habitat) is absent from the project site, and the nearest suitable habitat is located 650 feet or more from the nearest portion of the project site.

3.8.2.3 *Migratory Wildlife and Wildlife Corridors*

Although natural lands associated with Shoreline at Mountain View Regional Park, the Shoreline Golf Course, and San Francisco Bay to the east and north provide valuable habitat for large numbers of birds, including several special status species, the site is not located along movement pathways between high-quality habitats due to the presence of extensive urban and suburban land uses to the south and west.

Although the entire Mountain View area is located along the Pacific Flyway, which is used by numerous species of birds during migration, there are no characteristics of the project site that would result in disproportionately high use by, or importance to, migratory birds. During spring and fall migration, nocturnal migrant land birds that find themselves over the South Bay at dawn may make local reorientation flights along the edge of the bay to find foraging habitat during the day, and due to the proximity of the North Bayshore area to the edge of the Bay, densities of migrant land birds using the trees and shrubs in the North Bayshore area may be somewhat higher than in more inland portions of Mountain View. The project site itself does not provide high-quality habitat that would concentrate migrant bird species more than similar habitats elsewhere in the North Bayshore area.

3.8.2.4 *Birds on the Project Site*

Because the site is dominated by hardscape, developed land uses, and relatively sparse ornamental vegetation, the bird community on and adjacent to the project site is dominated by common, urban-adapted species. Species observed during a biologist site visit in November 2012 include Anna's hummingbird, chestnut-backed chickadee, lesser goldfinch, American goldfinch, dark-eyed, junco, California towhee, and American crow (see Appendix G). These species are common and widespread in a variety of land uses, including urban, suburban, and natural lands in the south San Francisco Bay area. These species occur year-round, and likely nest in or near the project area. Other species that were observed during the site visit, such as the white-crowned sparrow, golden-crowned sparrow, ruby-crowned kinglet, hermit thrush, yellow-rumped warbler, and cedar waxwing, occur only as transients and winter residents but do not breed in the site vicinity. During spring and fall, several additional species may occur as transients between northern breeding areas and southern wintering areas.

Several species of raptors may occasionally forage in the project area, however, the trees on the site do not provide large limbs high above the ground that would be used for nesting by larger raptors such as red-tailed hawks or red-shouldered hawks, and at most, a single pair of Cooper's hawks would comprise the only nesting raptors that the trees on the site might support. A large stick nest on an electrical transmission tower within the PG&E easement between 2660 and 2698 Marine Way has been used in the past by both red-tailed hawks and common ravens, and most recently (in 2012 and 2013) by red-tailed hawks.

3.8.2.5 *Trees*

The primary biological resources on-site are mature ornamental trees. Trees on-site are located near the buildings and in the parking lot areas. There are 122 trees located on the Marine Way Site, 47 of which are considered Heritage trees. The Bayshore Site contains 74 trees, 27 of which are considered Heritage trees, and the Casey Site contains 33 trees, 12 of which are considered Heritage trees, as shown in Table 3.8-1.

Table 3.8-1
Summary of Trees on Site

	Marine Way Site	Bayshore Site	Casey Site	Total Trees
Heritage Trees	47	27	12	86
Non-Heritage Trees	75	47	21	143
Total:	**122**	**74**	**33**	**229**

Approximately 30 different species or varieties of trees are represented on site, including the native California species coast live oak, bay laurel, coast redwood, and Monterey pine (although these species may not be native to the project site). The most numerous species on site are coast redwood, Monterey pine, Canary Island pine, southern magnolia, American sweetgum, several species of eucalyptus, Chinese pistache, London plane, and crape myrtle.

Of the trees on site, 27 are considered to have a "good" suitability for preservation; exhibiting good health, seemingly stable structures, and a good potential of long-term use with on-going care. One hundred and seven (107) trees are considered to have a "moderate" suitability for preservation, requiring more frequent care, and 64 trees are considered to have a "low" suitability for preservation.

A map showing the location of the trees on-site is provided on Figure 16. Refer to Appendix F for additional details regarding tree species, size, and condition.

3.8.3 Biological Resources Impacts

3.8.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a biological resources impact is considered significant if the project would:

- 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 CDFW or USFWS; or
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or USFWS; or

BAYSHORE SITE - 74 TREES

	TOTAL
HERITAGE TREE TO REMAIN	13
TREE TO REMAIN	22
HERITAGE TREE TO BE REMOVED	14
TREE TO BE REMOVED	25

MARINE WAY SITE - 122 TREES

	TOTAL
HERITAGE TREE TO REMAIN	21
TREE TO REMAIN	26
HERITAGE TREE TO BE REMOVED	26
TREE TO BE REMOVED	49

17A-17B PARCEL - 33 TREES

	TOTAL
HERITAGE TREE TO REMAIN	11
TREE TO REMAIN	12
HERITAGE TREE TO BE REMOVED	1
TREE TO BE REMOVED	9
ARBORIST TREE TAG	

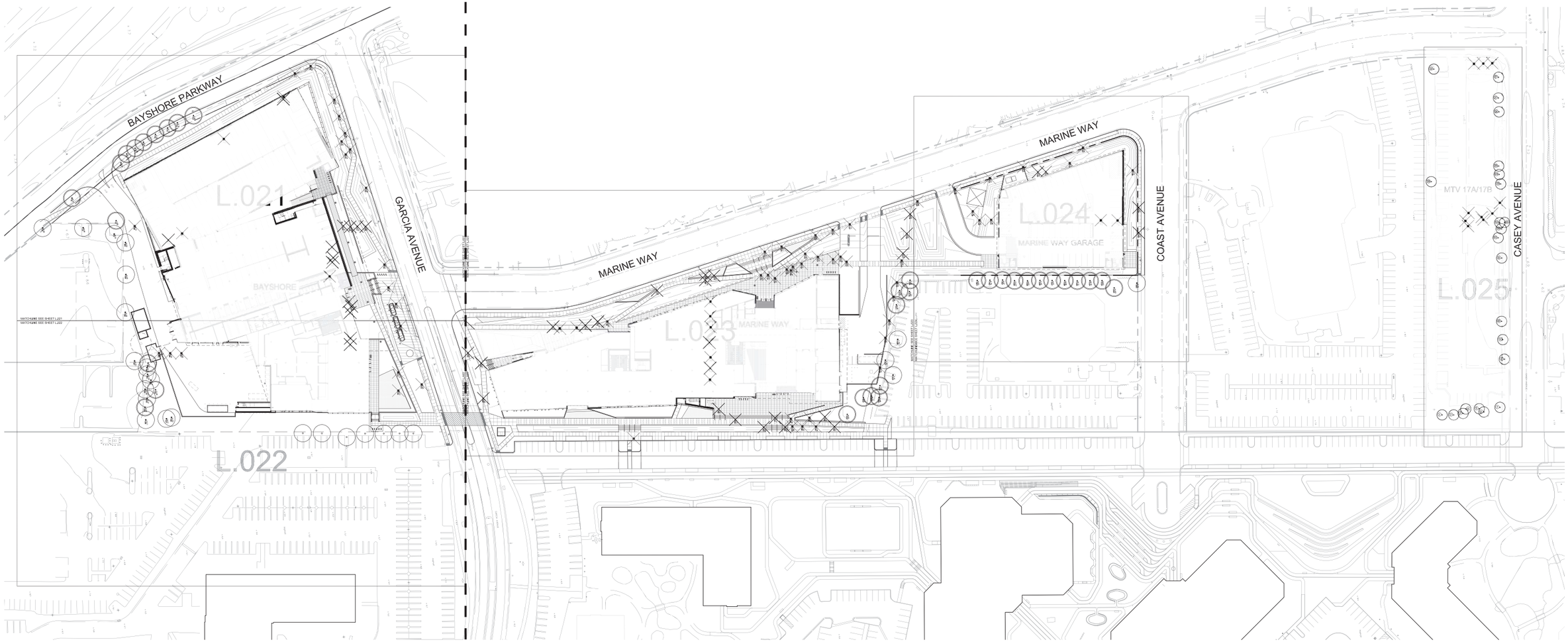
0' 25' 50' 100' 200'

N

Bayshore Site

Marine Way Site

US 101



TREE DISPOSITION PLAN

FIGURE 16

- 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; or
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- Conflict with any local ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan.

The project proposes to replace the landscaping adjacent to Marine Way and Garcia Avenue with plant types found along the San Francisco Bay shoreline, including salt marsh and grassland species. The project is also proposing to implement naturalized wetland bio-filtration areas, natural planted areas, and green roofs – both for landscaping purposes and for stormwater treatment and control.

3.8.3.2 *Impacts to Special Status Species and Habitats*

Since the entire project site is developed and disturbed by human use, and there are no wetlands or other sensitive habitats on the project site, the presence of any special status plants or animals on-site is unlikely.[29]

For this reason, the implementation of the proposed project would not result in significant impacts to special status species or sensitive habitats.

Impact BIO-1: The proposed project would not result in impacts to special status species or sensitive habitats. **[No Impact]**

3.8.3.3 *Impacts to Nesting and Migratory Birds*

Tree Nesting Birds

The proposed project site is entirely developed with buildings and areas of ornamental vegetation, including lawns and shrubs. The project proposes to increase the amount of landscaping on site, and has proposed to install plants appropriate for the coastal climate and habitats.

The project would remove a number of mature trees for project construction. If construction occurs during the avian breeding season (roughly February 1st through August 31st for most species nesting in the project vicinity), demolition of existing buildings and removal of vegetation could result in direct loss of nests containing eggs or young. In addition, construction activities during the nesting season could disturb adult birds to the point of abandonment of active nests. Therefore, it is likely

[29] As noted in *Section 3.8.1.1*, the Santa Clara Valley Habitat Plan identifies nitrogen deposition associated with regional vehicular emissions as impacting serpentine habitats in Santa Clara County that support Bay Checkerspot butterfly populations. Refer to *Section 5.3.6, Cumulative Biological Resources Impacts* for a discussion of the project's contribution to indirect human effects on these sensitive habitats.

that some active nests would be lost if construction is initiated during the nesting season. The number of nests that could be affected in these ways is limited both by the limited removal of suitable nesting substrate that would occur (because the majority of the site is already developed) and by the habituation of birds using this already-developed area to human activity (which would reduce the potential for birds to abandon nests due to construction-related disturbance). Following demolition, the proposed project construction of the buildings is expected to have little impact on bird habitat or populations.

The project could result in impacts to nesting birds, should they be present on site or in mature trees adjacent to the project site during construction. Standard measures to reduce impacts to nesting birds during construction will be required as conditions of approval, as listed below.

- Nesting Bird Avoidance. To the extent practicable, vegetation removal and construction activities shall be performed from September through February, 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 48 hours prior to these activities, to locate any active nests. These surveys shall be performed in the project area and surrounding 100 feet for non-raptor species and 300 feet for raptor species.

- 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 buffer zones around the nests, with the size to be determined in consultation with California Department of Fish and Wildlife (usually 100 feet for non-raptor species and 300 feet for raptor species). If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.

Impact BIO-2: With the implementation of standard conditions of approval, the project would result in a less than significant impact to nesting raptors. **[Less Than Significant Impact]**

Nesting Burrowing Owls

Due to the absence of suitable habitat from the site; the distance of the site from suitable habitat; the presence of existing buildings and relatively tall trees that will not be removed by the project and that are located between the project site and the nearest burrowing owl habitat; and the measures incorporated into the project to minimize any increase in nighttime lighting, the project will have no impact on burrowing owls or their habitat.

Impact BIO-3: The project would result in a less than significant impact to burrowing owls. **[Less Than Significant Impact]**

Bird-Strikes

The discussion in this section is based on a memorandum prepared on behalf of the project applicant by *H.T. Harvey & Associates* in August 2013, which is included in Appendix G of this Draft EIR.

H.T. Harvey reviewed the project plans to evaluate the potential bird-strike impacts of the proposed building design.

Lighting: There are three main mechanisms by which lighting can result in adverse effects on birds. Excessive night lighting may alter the circadian rhythms of birds, thus affecting their ability to perform normal daily activities such as feeding, sleeping, nesting, and caring for young. Excessive night lighting may also improve the ability of nocturnal predators to locate roosting or nesting birds at night. Finally, lighting (especially if it is directed skyward) may result in disorientation or even attraction of nocturnal migrants, impeding their migration and, in some cases, attracting birds toward the lighted structures, thus increasing the potential for nighttime bird collisions and associated injury or mortality.

Both external and internal lighting is currently present at the existing buildings, and the project would not introduce lighting to spaces that are currently completely dark. The project also proposes to minimize the potential for any adverse lighting effects by incorporating the following measures into the design and operation of the proposed buildings:

- Internal lights will have occupancy sensors that turn lights off in portions of the buildings that are not in use. Minimizing indoor lighting will reduce the amount of light transmitted to outdoor areas.
- External lighting will be minimized in the following ways:
  - The placement and number of external lights, as well as the intensity of lighting used, will provide adequate light necessary for employee safety while minimizing "excess" lighting, thus minimizing spillover of light into areas where illumination is not intended or needed.
  - External lights will be directed downward to minimize spillover of light into adjacent areas.
  - Low-elevation pathway lighting with motion sensors will be used in lieu of taller lighting where applicable to reduce the extent of lighted area and to ensure that, in areas that do not need to be continuously lit, lighting is provided only when necessary.
  - Rooftop lighting on the Marine Way Garage and the parking structure at the Bayshore Building will be directed downward and will be of low intensity. Lumens maps indicating the increase in lighting at various locations on the rooftop indicate minimal increases near the edges of the roofs, thus minimizing spillover of light into adjacent areas.
  - No bright lights will be directed skyward.

These lighting measures are consistent with bird safe design guidelines, and with implementation of these measures, the proposed project will not result in substantial impacts to birds as a result of increased lighting.

Glass Treatments: Glass building facades can result in injury or mortality of birds due to birds' collisions with these surfaces. Because birds do not perceive glass as an obstruction the way humans do, they may collide with glass when the sky or vegetation is reflected in glass (e.g., they see the glass as sky or vegetated areas); when transparent windows allow birds to perceive an unobstructed flight route through the glass (such as at corners); and when the combination of transparent glass and

interior vegetation (such as in planted atria) results in attempts by birds to fly through glass to reach that vegetation.

To reduce these impacts, the City of San Francisco's *Standards for Bird-Safe Buildings* recommend minimization of glass in facades, application of bird-safe treatments, and treatment of glass using patterns that break patches of glass up into small sections.[30]

The facades of the proposed parking structures will have very little glass (less than five percent of the surface area) and thus will not create bird strike hazards due to extensive glass surfaces. The design of the proposed Marine Way and Bayshore buildings, however, include extensive glass facades. To reduce the potential of bird collisions with the glass facades, the project has incorporated the following measures to minimize the potential for bird collisions to occur.

- At least 90 percent of the glazed surface of each building will include glass with "frit" patterns designed to break up extensive glazed areas, thus allowing birds to perceive the glass as an obstruction to be avoided. These frit patterns will consist of 1/8-inch-wide white lines no more than two inches apart in a horizontal pattern. Both the percentage of glass treated (at least 90 percent) and the density/spacing of these frit patterns will meet the City of San Francisco[31] and American Bird Conservancy[32] guidelines for treatment of glass.
- The glass used on these facades will not be highly reflective, so as to strongly reflect vegetation or the sky, but rather will be clear to allow birds to see the internal frit pattern, and thus to perceive the glass as an obstruction.
- As an alternative to fritted glass, the project sponsor is exploring the possible use of treated glass with a patterned, UV reflective coating which is visible to birds, but not to people. Both fritted and UV reflective glass are recognized as equally effective measures to reduce potential bird strikes and both satisfy the City of San Francisco and American Bird Conservancy guidelines for treated glass.
- Untreated glass will be located on limited areas of the facade away from corners, so that corners (where birds might attempt to fly through) will either have solid (non-glazed) construction on at least one side or fritted glass.
- On three sides of the Bayshore Building, little glazed surface is proposed in the lower 20 feet.
- No vegetated atria wherein vegetation is present behind glass are proposed. Although green roofs with some short herbaceous or shrubby vegetation are proposed, such vegetation will be present only in areas with clear flight paths between rooftop vegetation and adjacent areas, or it will be behind fritted glass.

The proposed treatment of extensive glass facades on the proposed Marine Way and Bayshore buildings is consistent with bird safe design guidelines. These measures should reduce the potential for, and magnitude of, injury or mortality due to bird strikes considerably.

[30] San Francisco Planning Department. *Standards for Bird-Safe Buildings*. Adopted July 14, 2011. Available at: http://www.sf-planning.org/index.aspx?page=2506.
[31] Ibid.
[32] Sheppard, C. *Bird-Friendly Building Design*. American Bird Conservancy. The Plains, VA. Available at: http://www.abcbirds.org/newsandreports/special_reports/Bird-friendly%20Building%20Guide_WEB.pdf.

In addition, because of the extent of glass proposed on these buildings, the applicant proposes to monitor bird collisions around its buildings to identify whether there are any collision "hotspots." The applicant would then implement modifications to reduce collisions, and provide a monitoring plan to the City.

Building Heights: The majority of avian collisions with buildings occur within the first 60 feet of the ground, where birds spend the majority of their time engaged in foraging, territorial defense, nesting, and roosting activities, and where vegetation is most likely to be reflected in glazed surfaces. However, very tall buildings (e.g., buildings 500 feet or more high) may pose a threat to birds that are migrating through the area, particularly to nocturnal migrants that may not see the buildings or that may be attracted to lights on the buildings.

The proposed project buildings would be a maximum of approximately 58 feet in height. Therefore, they are much lower than the heights at which most bird migration occurs, and they will not pose a substantial collision hazard to migrants flying through the area. By necessity, the buildings are within the "Bird Collision Zone," within the first 60 feet above the ground. The other measures proposed by the project would minimize the potential for bird collisions, in accordance with bird safe design standards.

Landscape Planting: Landscape plant species that provide resources to birds, such as food (seeds, fruits, nectar, or foliage that supports insect prey), nesting sites, roosting sites, and cover from predators can enhance the ecological value of the development to birds, thus helping to increase populations of the species that tolerate urban areas. Secondly, the placement of vegetation that attracts birds relative to hazards such as glass surfaces and transmission lines is important to reduce the potential for collisions.

The proposed project will provide grassland vegetation that would be of some use to native birds common to the vicinity. In addition, the project will preserve a number of Heritage trees on the site, thus preserving some of the larger trees that provide considerable bird habitat value. The incorporation of native trees, shrubs, grasses, and forbs will provide some food and structural resources for common, urban-adapted birds of the project area, as well as for migrants that may use the area during spring and fall migration and for winter residents. Vegetation on the proposed green roofs may be used for foraging by some birds, although it is not expected to attract birds to the roof itself in large numbers.

Due to the constraints imposed by the project footprint, it is necessary to plant some trees and shrubs in areas separated from the building facade by open areas, such that the trees and shrubs will be reflected in the glass facades. This spatial orientation of vegetation and glass may lead to bird collisions with the glass in areas where birds attempt to fly toward the reflection of the vegetation. As described above, fritting of the glass will reduce the potential for such collisions, in accordance with bird safe design standards, and monitoring of bird strikes to identify collision hotspots will determine whether any additional measures are necessary to reduce such collisions.

A high-voltage transmission line currently crosses the northern portion of the project area, between the proposed Marine Way building and garage. Although the existing coast redwood trees in the vicinity of this transmission line will remain, no trees capable of growing to heights even

approaching the height of these transmission lines, nor any other vegetation particularly attractive to birds, will be planted in the immediate vicinity of the transmission lines. As a result, the potential for bird collisions with the transmission lines will not increase as a result of the project.

Aquatic Habitats: Wetlands and open water can attract large numbers of birds, including large birds that may collide with transmission lines and smaller birds that could potentially collide with both transmission lines and glass facades. As a result, providing new waterbodies close to collision hazards could increase the potential for such collisions. The proposed project does not include any new aquatic habitats or wetlands, and thus will not increase the potential for waterbird collisions.

Handling of Food Waste: The applicant will implement measures for the appropriate handling of food waste, so that nuisance wildlife will not be attracted to the site (refer to Appendix G).

The ways in which Intuit's Mountain View campus development could adversely affect birds are typical of office development in the South Bay, and no particularly detrimental features are proposed. Rather, the design of these buildings and associated landscaping has included a number of features and measures to minimize the potential for adverse effects to birds.

Although proposed landscaping vegetation in some areas could lead to bird collisions with glazed surfaces, the project incorporates measures such as extensive fritting of the glass to minimize the potential for such collisions. Treatment of at least 90 percent of the glazed surfaces of the office buildings with frit patterns is consistent with bird safe design standards. Because the magnitude of bird-collision impacts is very site/context-specific, and thus the magnitude of any residual bird-collision impacts at these buildings is unknown, the project's proposal to monitor bird collisions and retrofit if necessary (e.g., through additional glass treatments or changes in vegetation) any collision hotspots will ensure that long-term impacts to birds are minimal.

Impact BIO-4: Measures to reduce bird-strike impacts due to lighting and glass building facades are included in the project design. With implementation of these measures and proposed monitoring and adaptive management, the project would result in a less than significant impact from bird-strikes. **[Less Than Significant Impact]**

3.8.3.4 *Impacts to Trees*

The site currently contains 86 City of Mountain View Heritage trees and 143 other trees, for a total of 229 existing trees on the site. Based on the project plans, 41 Heritage trees and 83 other trees would be removed as part of implementation of the project, as shown in Table 3.8-2 and Figure 16.

The trees to be removed are located within the proposed project footprints, are too close to the proposed buildings, are located in existing landscaped areas near sidewalks that will be redeveloped as part of the project, or are otherwise incompatible with the project design.

A number of trees on site are also considered to have a "low" suitability for preservation, based on the arborist reports prepared for the project. These trees are predisposed to decline and/or structural defects that are expected to worsen, regardless of tree care measures employed.

Table 3.8-2 Tree Disposition Summary				
		Trees to be Retained	**Trees to be Removed**	**Total Trees**
Heritage Trees	Bayshore Site	13	14	27
	Marine Way Site	21	26	47
	Casey Site	11	1	12
***Total Heritage Trees*:**		**45**	**41**	**86**
Non-Heritage Trees	Bayshore Site	22	25	45
	Marine Way Site	26	49	75
	Casey Site	12	9	21
Total Non-Heritage Trees		**60**	**83**	**143**
Total Trees on Site		**105**	**124**	**229**

A City of Mountain View tree removal permit would be required before any trees could be removed from the site under a development permit.

The project proposes to plant 84 trees in 36-inch boxes, and 53 trees in 24-inch boxes, for a total of 137 new trees on the Marine Way and Bayshore Sites, in addition to shrubs, grasses, groundcovers and ferns. Additional new plantings are proposed for the interim parking area on the Casey Site.

Street trees and plantings would be consistent with Intuit Inc.'s campus improvements along the "Main Street" frontage, which is a pedestrian pathway that travels through the campus from Garcia Avenue north to the Intuit, Inc. corporate headquarters building. The sidewalks along Marine Way, Garcia and Bayshore Parkway would be set back from the curb, providing a planting buffer and street tree zone.

The following standard measures will be required as conditions of approval:

- The applicant shall offset the loss of each Heritage tree with a minimum of two new trees. Each replacement tree shall be no smaller than a 24-inch box, and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees. Additional new trees may be required by the City to replace the other trees to be removed on site. The species and location of replacement trees shall be approved by the City of Mountain View Arborist and Zoning Administrator.

- To reduce the impact of construction on trees remaining on the site and trees adjacent to the site, a report prepared by a qualified arborist detailing tree protection and preservation measures shall be prepared for the project. This report shall detail care necessary for trees remaining on the site before, during and after construction. The arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented.

The tree protection measures listed in the arborist's report shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program and protective grading techniques. No materials may be stored within the drip line of any tree on the project site.

- New Tree Mitigation and Preservation Plan: The applicant shall also develop a tree mitigation and preservation plan to avoid impacts on regulated Heritage trees and mitigate for the loss of trees that cannot be avoided. Routine monitoring for five of the first ten years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree preservation and mitigation plan will be developed in accordance with Chapter 32: Articles I and II of the City of Mountain View's Code of Ordinances 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.

Impact BIO-5: With implementation of required tree planting as conditions of approval, the project would not conflict with the City's Tree Ordinance. **[Less Than Significant Impact]**

3.8.4 Conclusion

Impact BIO-1: The proposed project would not result in impacts to special status species or sensitive habitats. **[No Impact]**

Impact BIO-2: With the implementation of standard conditions of approval, the project would result in a less than significant impact to nesting raptors. **[Less Than Significant Impact]**

Impact BIO-3: The project would result in a less than significant impact to burrowing owls. **[Less Than Significant Impact]**

Impact BIO-4: Measures to reduce bird-strike impacts due to lighting and glass building facades are included in the project design. With implementation of these measures and proposed monitoring and adaptive management, the project would result in a less than significant impact from bird-strikes. **[Less Than Significant Impact]**

Impact BIO-5: With implementation of required tree planting as conditions of approval, the project would not conflict with the City's Tree Ordinance. **[Less Than Significant Impact]**

3.9 HAZARDS AND HAZARDOUS MATERIALS

The discussion in this section is based in a number of technical assessments of soil and groundwater conditions. These reports include:

- Phase I Environmental Site Assessments for 2632, 2660, and 2698 Marine Way, prepared by *Bureau Veritas North America, Inc.* May 2012. (Appendices I.1, I.2, and I.3)
- Phase I Environmental Site Assessment for 2591/2599/2601 Garcia Avenue and 2618-2634 Bayshore Parkway, prepared by *Bureau Veritas North America, Inc.* May 2012. (Appendix I.4)
- Phase I Environmental Site Assessment for 2551 Casey Avenue, prepared by *Bureau Veritas North America, Inc.* August 2011. (Appendix I.5)
- "Environmental Site Characterization," prepared by *Treadway & Rollo* in October 2012. (Appendix J). This Phase II Environmental Site Assessment evaluated 4.1 acres of the 9.62 acre site.
- *Treadway & Rollo* also completed a "Revised Soil and Groundwater Management Plan," in January 2014, and this document is attached as Appendix K. This document contains a summary of hazardous materials reports and identifies measures to minimize exposures of construction workers and future users of the site to contamination in the soil and groundwater.

3.9.1 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 that are 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. 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.

3.9.1.1 *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)

3.9.1.2 *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 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, that equal or exceed their federal counterparts.

3.9.1.3 *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 fuel tank removals and contamination remediation under the Clean Water Act.

3.9.2 Existing and Historical Site Conditions

The proposed project is located in an existing office and light industrial area of northwest Mountain View. The 9.62-acre site is developed with ten buildings containing approximately 132,787 square feet of office and light industrial space, in addition to parking lots, driveways, and landscaping. The buildings were constructed between approximately 1963 and 1990, and are currently used for a variety of light-industrial and office uses, including research and development activities and software development. Several buildings are currently occupied by Intuit, Inc., including 2632 and 2698 Marine Way and 2632-2634 Bayshore Parkway.

3.9.2.1 *Historical Site Condition*

A review of aerial photographs from 1939 up to the 1960's show the site in use for agricultural purposes. These uses apparently included barns or warehouses, and outdoor materials storage. Photographs from 1965 on show the current buildings as they were constructed on site, mostly during the 1970's.

The buildings have been used for a number of purposes over the intervening years, including for research & development, manufacturing, and office uses. Historical uses of the project site have used hazardous materials and generated hazardous waste. The Mountain View Fire Department provided oversight for most facility closures, but in some cases, records are not available to document the closure and inspection of some facilities using and storing hazardous materials and hazardous waste.

3.9.2.2 *On-Site Observations*

The project site was visited by staff from *Bureau Veritas North America, Inc.,* in April 2011 (Marine Way Site) and October 2011 (Bayshore Site). Several of the buildings were vacant at the time of the site visit. Hazardous materials and other facilities observed on site are listed in Table 3.9-1.

Table 3.9-1
Hazardous Materials on Site

Address	Recent Use (April/August 2011)	USTs/ASTs[1]	Materials/Equipment Observed on Site
2632 Marine Way	Intuit, Inc., offices, shipping and receiving, gym.	597 gallon diesel tank	Small quantities of standard janitorial cleaners. Emergency generator, pad mounted transformer.
2660 Marine Way	Partially vacant, formerly medical device manufacturing, telecommunications, network equipment.	None.	Several small containers of water-based paints, isopropyl alcohol (IPA), a one-gallon container of flux (flammable, corrosive), and small quantities of standard janitorial cleaners observed. Pad mounted transformer.
2698 Marine Way	Intuit, Inc., office uses.	None.	Small quantities of standard janitorial cleaners. Four exterior concrete vaults. Pad mounted transformer.

Table 3.9-1, Continued Hazardous Materials on Site			
Address	**Recent Use (April-August 2011)**	**USTs/ASTs[1]**	**Materials/Equipment Observed on Site**
2618/2622/2624/ 2630 Bayshore Parkway	Multiple tenants, including R&D, automotive, recording studio, and testing.	None.	Miscellaneous small containers of motor oil, petroleum distillate solvents, aerosol spray paint, and ethylene glycol coolant were observed through the open doorway of a service bay at All Automotive. Pole mounted transformers.
2632/2634 Bayshore Parkway (1 building and cell site)	Intuit, Inc. warehouse, office, storage. Cellular telephone equipment with modular building and antenna.	None.	Flammable cabinet containing two 5-gallon containers of gasoline for landscaping equipment, and standard janitorial cleaners. The modular building for the cellular phone installation at the rear of property has a placard indicating corrosives storage (likely lead-acid batteries).
2591 Garcia Avenue	NTek Technologies, R&D, manufacturing semiconductors.	None.	Interior not surveyed. Pole mounted transformers.
2599 Garcia Avenue	Vacant. Contained office uses, clean rooms, labs, and shop.	None.	Two drums from site investigation present. Chemical placards on building. Pad mounted transformers. Four groundwater monitoring wells are located around the perimeter.
2601 Garcia Avenue (also known as 2636 Bayshore)	Benton Medical Equipment. Sales, warehouse, repair shop, storage.	None.	Storage cabinets in the medical equipment shop included small containers of solvents, paints and paint related materials, and cleaning substances.
2551/2601 Casey Avenue	Multiple tenants: Electronic sales, R&D, marketing offices.	None.	Small quantities of acetone, alcohol, and other chemicals used for R&D purposes. Soldering materials and equipment were also present.
[1] USTs: Underground Storage Tanks, ASTs: Aboveground Storage Tanks			

3.9.2.3 *On-Site Sources of Contamination*

Regulatory Databases

Regulatory database searches were completed to help assess environmental concerns from on- and off-site sources. Historic and current tenants on the project site were listed on the following databases. The following addresses were listed on hazardous materials databases:

Federal RCRA Generators List (RCRA-SQG):

- 2599 Garcia Avenue: Small quantity generator of hazardous waste, as of 2/28/1991.

Hazardous waste manifest data compiled by DTSC for waste disposal shipments (HAZNET):

- 2599 Garcia Avenue, Sun Microsystems. Waste disposal shipments for period 1998-1999.
- 2599 Garcia Avenue, Varian Medical Systems. Waste disposal shipments for 2010.
- 2551 Casey Avenue, ColorMagic. Hazardous waste transported from the site includes one 0.1668-ton shipment of photochemicals/photoprocessing waste in 1996.

Historical UST Registered Database (HIST UST)

- 2551 Casey Avenue: 4,000-gallon UST installed at property in 1980. Tank contents erroneously noted to be "waste," the tank actually contained gasoline.

Statewide Environmental Evaluation and Planning System (SWEEPS UST)

- 2551 Casey Avenue: UST contained regular unleaded fuel and noted to have a capacity of 1,000 gallons. The capacity was actually 4,000 gallons. (~1990's)

On-Site Soil and Groundwater Contamination

Marine Way Site: The three properties at 2632, 2660, and 2698 Marine Way were analyzed in three separate Phase I Environmental Site Assessments (Appendices I.1-I.3). These three properties have been affected by groundwater concerns at adjacent properties, particularly 2637 Marine Way and 2673 Coast Avenue, as discussed in more detail below in *Section 3.9.2.4*.

Soil and groundwater beneath the 2698 Marine Way Site have been impacted by volatile organic compounds (VOCs). In 1995, two soil and/or groundwater investigations detected concentrations of trichloroethene (TCE) and other VOCs in shallow soils on the site. Maximum TCE concentrations of up to 65 milligrams per kilogram (mg/kg) in soil were detected in the vicinity of former sumps and a nearby chemical storage area. Maximum groundwater TCE concentrations of up to 84,000 micrograms per liter (µg/l) were detected in the former chemical storage area. In addition, a grab groundwater sample collected from the southern margin of the site had a TCE concentration of 130 µg/l, which is a vapor intrusion concern. Impacts from the eastern adjoining property (2673 Coast Avenue, San Francisco Newspaper Agency[33]) include TCE up to 250 µg/l near the southeastern corner of 2698 Marine Way. Based on the concentrations detected near the site's upgradient and cross-gradient boundaries, it is likely that the offsite VOC sources have affected groundwater beneath the site, which is also a vapor intrusion concern.

Bayshore Site: Soil and groundwater at 2599 Garcia Avenue are impacted with tetrachloroethene (PCE), TCE and related VOCs, and gasoline-range hydrocarbons. From approximately 1979 through 2011, uses of the parcel involved the storage and use of chlorinated hydrocarbons and gasoline-range hydrocarbons, suggesting a potential for historical onsite release; however, no specific source area has been identified. No subsurface data is available for other areas of the site, which have included long term industrial use and vehicle servicing. Historical analytical results for perimeter upgradient monitoring wells also indicate potential upgradient sources for the same and similar contaminants.

Groundwater contamination from TCE, other VOCs, and gasoline range petroleum hydrocarbons are likely present on the site. Based on reported depths to groundwater and last known VOC concentrations, this finding is also a vapor intrusion concern.

Casey Site: The Phase I Environmental Site Assessment prepared in 2011 for 2551/2601 Casey Avenue is attached to this Draft EIR as Appendix I.5. The Casey Site formerly contained a 4,000-gallon gasoline UST, which was removed in October 1991. The tank was removed under the

[33] State Water Resources Control Board. Geotracker. San Francisco Newspaper Agency. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608591670, https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608501234. Accessed September 4, 2013.

regulatory oversight of the Mountain View Fire Department, and the tank backfill consisted of sand, with underlying native clay soils. Groundwater was not encountered in the tank pit to the approximate 12.5 foot bgs depth of the pit during the removal. The tank was observed to be wrapped, without holes, and in good condition. The tank backfill material and underlying excavated soil were not noted as not exhibiting odors or discoloration. At the direction of the MVFD inspector, two soil samples were collected from native soil at the bottom of the tank excavation. The samples were analyzed for TPH-g and fuel constituents benzene, toluene, ethylbenzene and xylenes, which were not detected above laboratory reporting limits.

Groundwater at two nearby, upgradient southern properties (including 2698 Marine Way) are known to have been impacted with trichloroethylene (TCE) and related VOCs, as previously described. Significant TCE concentrations were also detected in groundwater on the down gradient northern adjoining property (i.e., the Casey Avenue right of way). No groundwater data has been found for these properties more recent than 1995. Based on the concentrations detected on nearby upgradient properties and the adjoining down gradient property, it is likely that the area VOC contamination in groundwater has migrated beneath the Casey Site. Based on the reported shallow depth to groundwater on the Casey Site and the last known VOC concentrations, vapor intrusion is a concern at the site.

Phase II Environmental Site Assessment, October 2012
(Marine Way/Bayshore Sites)

A Phase II Environmental Site Assessment was completed in October 2012 (Appendix J) to collect soil and groundwater samples for analysis to assess the potential for soil contamination resulting from past and/or present site activities and nearby off-site operations. The project site was historically used as agricultural land, and previous subsurface investigations at nearby properties have detected VOCs, specifically TCE in the soil and groundwater. This site assessment was also completed to characterize the soil beneath the site that would be removed and disposed of during implementation of the project. Concentrations of chemical compounds and metals detected in the soil and groundwater samples were compared to state and federal criteria for hazardous waste and disposal options.

Twelve (12) borings were drilled on the site in May and June 2012, starting from 2698 Marine Way at the north end of the site to south of 2599 Garcia Avenue at the south end of the site near Bayshore Parkway. Four borings were drilled to depths ranging from 51.5 to 81.5 feet below ground surface (bgs), and eight borings were drilled to depths between 21.5 to 51.5 feet bgs. Soil and groundwater samples were collected in all of the borings. Groundwater was measured in the borings at depths of between eight and 11 feet bgs.

The soil and groundwater samples were analyzed for total petroleum hydrocarbons as gasoline (TPHg), diesel (TPHd), and motor oil (TPHmo), volatile organic compounds (VOCs), and 17 metals.

In the soil samples, only TPHmo was detected over the residential environmental screening limits (ESL) in one sample.[34] All other VOCs and petroleum hydrocarbons were not detected or were

[34] RWQCB ESLs (Regional Water Quality Control Board, Environmental Screening Limits) were taken from Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater, RWQCB - San Francisco

detected at low levels, below the applicable residential ESLs. Metals were detected within normal background ranges.

In the groundwater samples, only vinyl chloride was detected over the residential ESL in one sample. No TPHg, TPHd, TPHmo, or VOCs were detected at or above RWQCB ESLs for residential uses. The metal analytical results detected in the groundwater samples are what is typically found within the surrounding area.

Low levels of petroleum hydrocarbons and VOCs were detected in the soil and groundwater but the results were below any hazardous waste criteria. Based on the analytical results of the soil and groundwater samples, disposal of excavated material during site development most likely would be as unrestrictive waste.

Asbestos-Containing Materials and Lead-Based Paint

The oldest buildings on the project site were built as early as 1963, but the remaining buildings were constructed in 1974 or later. The older buildings on-site may include asbestos-containing materials in building materials such as roofs, tiling, and insulation. Asbestos-containing materials are of concern because exposure to them has been linked to cancer.

Lead was widely used as major ingredient in most interior and exterior oil-based paints prior to 1950. In 1972, the Consumer Products Safety Commission limited lead content in new paint to 0.5 percent, and to 0.06 percent in 1978. Several of the buildings on site were constructed prior to 1978.

Given the age of the buildings, it is possible that they may contain asbestos-containing materials or lead-based paint. No surveys for these materials were identified in the environmental review documents prepared for the site.

3.9.2.4 *Off-Site Sources of Contamination*

The regulatory database search found several sites in the vicinity of the project site listed on hazardous materials release and/or storage databases. These sources include the following:

Possible Impacts to Both Marine Way and Bayshore Site

- Bell Industries, Inc., Precision Metalcraft Division, 2637 Marine Way, Mountain View (west of the project site across Marine Way): The groundwater and soil investigation identified trichloroethylene (TCE) and related volatile organic compound (VOC) contamination associated with a leaking sump. Groundwater data indicate that no ongoing sources of groundwater contamination are known at the site and that residual groundwater contamination beneath the site is likely the result of offsite, upgradient releases of VOCs. Remediation of the site was completed in accordance with RWQCB directives. A "No

Bay Region, Table E-1 - Groundwater Screening Levels for Evaluation of Potential Vapor Intrusion Concerns, Interim Final dated November 2007 (revised May 2008).

Further Action" letter was issued on April 29, 2010.[35] The closure letter, however, acknowledges the presence of residual concentrations of TCE and related VOCs. The most recent data (2006) for onsite wells indicated TCE was present at concentrations up to 99 µg/l at the time of closure (2010), as well as the presence of other VOCs. Since these concentrations were detected near the 2632 Marine Way upgradient boundary, it is likely that VOC contamination is present in groundwater beneath the project site, and could be a vapor intrusion concern.

Possible Impacts to both Marine Way and Casey Sites

- San Francisco Newspaper Agency, 2673 Coast Avenue, Mountain View (east of and adjacent to the Marine Way/Casey Sites): The leaking underground storage tank (LUST) case was initiated in 1989 during tank removal activities. In April 1993, impacted soils were excavated and removed from the site, and case closure was granted on March 18, 1996. Supporting documents attached to the case closure letter indicates that there were remaining residual petroleum hydrocarbons in groundwater (as of 1995). This included gasoline-range hydrocarbons and benzene at concentrations up to 110 and 5.1 µg/l in a monitoring well located on the approximate southern site boundary, adjacent to the north end of the project site. One reason cited for case closure was the reported total dissolved solids (TDS) concentrations in excess of the 3,000 parts per million (ppm) upper threshold value for drinking water beneficial use. A summary table of laboratory data included in the UST Case Closure letter indicated the presence of TCE at concentrations up to 250 µg/l, along with other VOCs as of 1995 in the same well noted above near the northern site boundary. A RWQCB case worker familiar with the site was interviewed in 2011 regarding the current status of the case at this site. He stated that although the case was still open, but was inactive because of its low priority due to the reported non-beneficial use designation for groundwater.

  Additional information on this site was obtained from several reports made available by the user and one report from obtained from County's LUSTOP website. These reports indicated a southeasterly groundwater flow direction with elevated concentrations of TCE and other VOCs detected in soil and groundwater in the southern portion of this site, centered in the area of a former storm drain catchment system. No groundwater data has been found for this site more recently.

Possible Impacts to Both Bayshore and Casey Sites

- Former Ford Aerospace, 3825 Fabian Way, Palo Alto (west of the project site across US 101): Remedial groundwater extraction system provides hydraulic containment and treatment of groundwater impacted by historical releases at the site. Contaminants include tetrachloroethene (PCE). Groundwater flow direction is generally north to northwest (except for localized hydraulic containment zone).

[35] California Regional Water Quality Control Board, San Francisco Bay Region. "Subject: No Further Action, former Bell Industries Facility, 2637 Marine Way, Mountain View, Santa Clara County." April 29, 2010. Available at: https://geotracker.waterboards.ca.gov/regulators/deliverable_documents/6988614737/Bell%20Industries%20-%20NFA%20Package%204-29-10.pdf. Accessed September 4, 2013.

Possible Impacts to Bayshore Site

- Garcia Building, 2642 Bayshore Parkway, Mountain View (north across Garcia Avenue from the Bayshore Site): The tank pit for a UST was over-excavated to remove impacted soils. An initial TPH-g result of 25,000 µg/l was obtained from a screening-level grab groundwater sample. However, groundwater results from a monitoring well installed and sampled approximately 10 years after the release was first reported indicated that gasoline-range hydrocarbons and fuel constituents were not detected. No remaining source areas of gasoline-contaminated soil are known to be present on this property and groundwater impacts are below regulatory concern. The UST case closure letter was issued on June 26, 2000.

- Former Symtron Facility, 4019 Transport Street, Palo Alto (southwest of the project site across US 101): Residual, low level concentrations of VOCs (below RWQCB applicable Environmental Screening Levels) detected in groundwater beneath the site associated with former clarifier. Permission granted to decommission existing onsite monitoring wells. No further action letter issued June 8, 2010.

- Dynamic Valves, 923 Industrial Avenue, Palo Alto (south of the project site across US 101): Leak associated with PCE-based parts washer was discovered in 1998. Soil and groundwater sampling conducted, but analytical results not posted on GeoTracker (the RWQCB site). Impacted soils were excavated and disposed, and the case remains open.

Possible Impact to Casey Site

- Pacific Bell, 2750 Marine Way: The SCVWD Case Closure Summary indicates groundwater depth ranging from five to 13 feet bgs, and flowing towards the east. An 8,000-gallon gasoline UST was removed from the site in January 1988. Latest groundwater data prior to closure reveals the following maximum contaminant concentrations: TPH-g, 190 µg/L; benzene, 12 µg/L; toluene, 1.5 µg/L; ethylbenzene, 30 µg/L; xylene, 4.7 µg/L. Fuel oxygenates were below laboratory reporting limits. The contaminant plume was noted to be localized in the vicinity of the former UST. Based on the above findings, SCVWD granted Case Closure on June 26, 1999, and confirmed by RWQCB on June 29, 1999.

The properties listed above may have the greatest potential to affect environmental conditions at the project site. The remaining off-site sources of contamination identified in the database search are not expected to affect the project site for one or more of the following reasons:

- the listed site has received a case closure by the appropriate regulatory agency;
- the listed site is located either cross-gradient or down-gradient with respect to groundwater flow direction;
- the case only involves soil contamination; and/or
- the listed site is located far enough from the project site to not pose a risk.

3.9.2.5 *Airport Safety*

The proposed project site is approximately two miles west of the Moffett Federal Airfield and two miles south of the Palo Alto Airport.

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. The project site is not within an airport safety zone for Moffett Federal Airfield or the Palo Alto Airport.

The Airport Influence Area (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 Airport Comprehensive Land Use Plan policies may impact the proposed development. The project is not within the airport influence area for Moffett Federal Airfield or the Palo Alto Airport.

3.9.2.6 *Other Hazards*

The project site is located in a developed urban area and is not located in a high hazard zone for wildland fires.

3.9.3 Hazardous Materials Impacts

3.9.3.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a hazardous materials impact is considered significant if the project would:

- Create a significant hazard to the public or the environment as a result of the routine transport, use or disposal of hazardous materials; or
- 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; or
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school; or
- Construct a school on a property that is subject to hazards from hazardous materials contamination, emissions or accidental release; or
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would create a significant hazard to the public or the environment, or
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area, or
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area, or

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or
- 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.

3.9.3.2 *On-Site Hazardous Materials Impacts*

The site was used for agricultural purposes for at least several decades. Pesticides were likely applied to crops in the normal course of farming operations. Because the site would be mostly excavated by the proposed development, human health risk following project implementation would be reduced.

Although VOCs were not found on the project site where sampling was conducted, based on the results of the site assessment, VOCs, such as TCE, petroleum hydrocarbons and other substances from offsite sources could be present in soil and groundwater beneath the site. Agricultural chemicals, such as residual pesticides, also could be present. Residual hazardous materials contamination in building materials, soils, and groundwater could expose construction workers or future employees to hazardous materials on site.

Impact HAZ-1: Residual hazardous materials contamination in soils and groundwater could expose construction workers or future employees to hazardous materials on site. **[Significant Impact]**

Conformance with the following mitigation measures would reduce risks of any remaining contamination on site to future construction workers or employees.

MM HAZ-1.1: Because low levels of petroleum hydrocarbons and volatile organic compounds (VOCs) were detected at the site in the soil and groundwater, a Site Management Plan (SMP) and a Health and Safety Plan (HSP) shall be prepared prior to construction. The SMP will provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of petroleum hydrocarbons and VOCs in the soil and groundwater.

The SMP shall be reviewed and approved by the Santa Clara County Department of Environmental Health, the San Francisco Bay Regional Water Quality Control Board (RWQCB) or other appropriate agency addressing oversight to establish management practices for handling contaminated soil or other materials (including groundwater) if encountered during demolition and construction activities.

The details of the SMP shall include the provision of a vapor barrier (refer to MM HAZ-1.3) and details about ventilation systems for the garages and buildings, including air exchange rates and operation schedules for the systems. The SMP will also contain contingency plans to be implemented

during excavation activities if unanticipated hazardous materials are encountered, and protocols for testing, handling, and disposal of groundwater encountered during construction.

MM HAZ-1.2: The Health and Safety Plan (HSP) will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. Each contractor working at the site shall prepare a health and safety plan that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. Employees conducting earthwork activities at the site must complete a 40-hour training course, including respirator and personal protective equipment training. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater was handled according to requirements of the SMP.

MM HAZ-1.3: A vapor barrier shall be installed beneath all structures to mitigate any issues associated with the potential presence of VOCs or petroleum hydrocarbon vapors at the site. The vapor barrier design shall be equivalent to those required for sites with known vapor concerns in Mountain View that are also exposed to groundwater. Specifications for the vapor barrier included in the SMP shall include thickness, type, durability, and diffusion rates for VOCs of concern. The specifications shall also describe the effectiveness of the liner over the life of the building.

MM HAZ-1.4: Prior to the existing tenants vacating the site, the Mountain View Fire Department shall be contacted to determine facility closure requirements, if any. These requirements could include baseline sampling and analysis and decontamination activities.

MM HAZ-1.5: Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility.

MM HAZ-1.6: An Operations and Maintenance Plan shall be prepared if contaminated soil (as defined in the SMP) is to be left in place. The purpose of this plan is to notify tenants of the existence and location of this contamination, and to provide protocols for handling this soil if encountered during site maintenance activities.

MM HAZ-1.7: If utility trenches extend into the top of groundwater, appropriate measures will be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at intervals on-site and where the utility trenches extend off-site. In addition, if utility conduits are placed below

groundwater, they will be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.

MM HAZ-1.8: If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy coating, using corrosion resistant piping materials (including gaskets, flanges and couplings), and/or installing a cathodic protection system. Contractors working on site shall implement all recommended protection measures.

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

Asbestos-containing Materials

Based on the construction date of the buildings, asbestos-containing materials may be present in building materials. Demolition activities may create a health risk to workers from these materials.

Impact HAZ-2: Asbestos-containing building materials (ACMs) could present a risk to workers during demolition of the existing buildings. **[Significant Impact]**

The following mitigation measures are proposed as part of the project to reduce impacts from asbestos-containing materials to a less than significant level.

MM HAZ-2.1: To identify and quantify ACMs in the buildings, sampling and testing for all buildings shall be completed prior to the demolition activities.

MM HAZ-2.2: All potentially friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.

MM HAZ-2.3: All demolition 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.

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

Lead-based Paint

Lead was banned as a paint additive by the Consumer Products Safety Commission in 1978. Based on the age of the buildings, therefore, lead-based paint may be present and demolition activities could create lead-based dust at concentrations which would expose workers to potential health risks.

Impact HAZ-3: Lead-based paint could present a risk to workers during demolition on the site. **[Significant Impact]**

The following mitigation measures would reduce impacts from lead-based paint to a less than significant level.

MM HAZ-3.1: Surveys and sampling for lead-based paint shall be completed prior to demolition. If lead-based paint is bonded to building materials, removal is not required. If the paint is flaking, peeling, or blistering, it should be removed prior to demolition.

MM HAZ-3.2: 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.

MM HAZ-3.3: 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]

3.9.3.3 *Off-Site Hazardous Materials Impacts*

Impacts to the Site

Several hazardous materials release sites are adjacent or nearby the proposed project site, as previously discussed in *Section 3.9.2.4*. The remaining sites in the surrounding area listed in a database search are not expected to present significant environmental conditions to the subject property; based on listed case closures, orientation to groundwater flow, or distance. No off-site users of hazardous materials or hazardous waste were identified that would affect future construction workers or employees at the project site.

Impacts from the Site

There is a potential for future office redevelopment on the site to include the use, storage, transport, or disposal of hazardous materials. Depending on the nature of the use of such materials at the site, there is a potential for future development on the site to impact other uses in the vicinity. If future uses on the site involve the use, storage, transport, or disposal of hazardous materials, the site operator will be required to comply with federal, state, and local requirements for managing

hazardous materials. Depending on the type and quantity of hazardous materials, these requirements could include the preparation of, implementation of, and training in the plans, programs, and permits prepared for the site, and compliance would be monitored and enforced during the permitting process for these activities.

The proposed office project would not emit hazardous emissions or handle acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

3.9.3.4 *Airport Safety*

The proposed project site is approximately two miles west of the Moffett Federal Airfield and two miles south of the Palo Alto Airport. The proposed project would not impact the safety of flight operations at Moffett Federal Airfield or any other airports.

Impact HAZ-4: The proposed project would not impact the safety of flight operations at Moffett Federal Airfield or any other airport. **[Less than Significant Impact]**

3.9.4 Conclusion

Impact HAZ-1: Residual hazardous materials contamination in soils and groundwater could expose future construction workers or employees to hazardous materials on site. Compliance with hazardous materials mitigation measures for soil and groundwater contamination would reduce this impact to a less than significant level. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**

Impact HAZ-2: Asbestos-containing building materials (ACMs) could present a risk to workers during demolition of the existing buildings. Compliance with hazardous materials mitigation measures for ACMs would reduce this impact to a less than significant level. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**

Impact HAZ-3: Lead-based paint could present a risk to workers during demolition on the site. Compliance with hazardous materials mitigation measures for lead-based paint would reduce this impact to a less than significant level. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**

Impact HAZ-4: The proposed project would not impact the safety of flight operations at Moffett Federal Airfield or any other airport. **[Less than Significant Impact]**

3.10 CULTURAL RESOURCES

3.10.1 Existing Setting

The project site is located approximately 1,650 feet east of Adobe Creek, which is channelized in the vicinity, and is located approximately 3,000 feet west of Permanente Creek. The project site is south of the wetlands of San Francisco Bay, and is approximately 550 feet south of the Coast Casey Forebay (Detention Basin). Creeks and wetland areas are known locations of prehistoric habitation.

The project site was used for agriculture for many decades until the 1960's to 1970's when it was developed for industrial uses. The project site does not contain any unique geologic features.

The project site is not listed on the City's Register of Historic Resources. One of the buildings on site was constructed as early as 1963, but the remaining buildings were constructed in 1974 or later. None of the existing buildings on-site are considered historic structures. No historic structures, as identified in the City's Register, are located adjacent to the project site.

3.10.2 Cultural Resources Impacts

3.10.2.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a cultural resources impact is considered significant if the project will:

- Cause a substantial adverse change in the significance of a historic resource as defined in CEQA Guidelines Section 15064.5; or
- Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

3.10.2.2 *Prehistoric Resources Impacts*

Based on the fact that the site has been previously disturbed for agricultural uses and previous construction and development, it is unlikely that intact, buried historical or prehistoric resources are present on-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.

- 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.

Impact CR-1: With the implementation of the measures included in the project as standard conditions of approval, the project would result in a less than significant impact to unknown cultural resources. **[Less Than Significant Impact]**

3.10.2.3 *Historic Resources Impacts*

As previously discussed, there are no historic structures on or adjacent to the project site. For this reason, the proposed project would not result in impacts to aboveground historical resources.

Impact CR-2: Implementation of the project would not result in impacts to historic resources. **[No Impact]**

3.10.3 Conclusion

Impact CR-1: With the implementation of the measures included in the project as standard conditions of approval, the project would result in a less than significant impact to unknown cultural resources. **[Less Than Significant Impact]**

Impact CR-2: Implementation of the project would not result in impacts to aboveground historical resources. **[No Impact]**

3.11 VISUAL AND AESTHETIC RESOURCES

3.11.1 Existing Setting

The approximately 9.62-acre site is relatively flat and is located within a developed, urban area of Mountain View. The site currently contains ten one- to two-story office and light industrial buildings, landscaping, driveways, and surface parking. The project site is visually similar to other office and light industrial development in the North Bayshore area of Mountain View.

The buildings on the project site are generally of the older "tilt-up" construction common in office/industrial areas of Mountain View, with a variety of facades and architectural styles from the 1960's through the 1990's. The site contains large areas paved for parking and driveways. A large tower supporting PG&E electrical transmission lines is located south of 2698 Marine Way in an easement that crosses the site roughly east to west, and a cellular telephone tower is located on the Bayshore Site. The site contains a number of mature trees, lawns, and ornamental shrubs. Due to the buildings and trees on site, the Santa Cruz Mountains to the west and the Diablo Mountains to the east across San Francisco Bay are not easily seen from ground level.

The site is visible from the immediate surrounding area and roadways, including Marine Way, Garcia Avenue, Coast Avenue, Bayshore Parkway, and US 101 (refer to Photos 1-8). The surrounding area consists of similar low-density light industrial and office uses with landscaping and surface parking lots.

The site is not located on a scenic view corridor; nor is it visible from a designated or eligible State scenic highway. No scenic vistas or scenic resources are located on site. Shoreline at Mountain View Regional Park is located more than 500 feet east of the project site, and wetlands in Coast Casey Forebay are located over 550 feet north of the project site. The project site is located approximately 1,650 feet east of Adobe Creek, and is not visible from these parks and scenic resources in the North Bayshore area. Rengstorff Avenue/Amphitheater Parkway, a designated gateway into the City, is approximately 2,200 feet east of the project site, and is separated from the site by a number of buildings and trees.

3.11.1.1 *Lighting and Glare*

The existing site has been developed with office/light industrial uses since the 1960's and 1970's, and the southern portion of the site is located on Bayshore Parkway, a frontage road to the busy U.S. 101 highway corridor. Streetlights and other lighting is found throughout the area in the vicinity of the project. 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.

3.11.2 Visual and Aesthetic Impacts

3.11.2.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a visual/aesthetic impact is considered significant if the project would:

- Have a substantial adverse effect on a scenic vista; or
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

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 available 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. 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) and the Zoning Administrator will make a determination if the project meets the City's design standards.

3.11.2.2 *Impacts to Scenic Resources*

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 substantially degrade the existing visual character of the site or the surrounding area, and would not impact scenic resources or a scenic vista.

Impact AES-1: The project would not affect a scenic vista or scenic resources. **[Less Than Significant Impact]**

3.11.2.3 *Impacts to Visual Character and Quality*

The proposed project would allow for the development of up to 364,000 square feet of new office uses on the site, including two office buildings (four stories above grade), two parking garages (three and four stories above grade), driveways, walkways, and landscaping.

The maximum building height of the proposed office buildings would be approximately 58 feet to top of the parapet, which would be allowed under the proposed zoning designation. The maximum height of the Marine Way garage would be 44 feet to the roof top and 57 feet to the top of the elevator. Conceptual elevations of the proposed buildings are shown on Figures 7 to 10.

Although the proposed office buildings would be taller than the existing buildings on the site, the buildings would not be out of character with the existing development in the area, in that the vicinity of the project site is primarily developed with office and light industrial uses.

As described in the Existing Setting section, above, due to the mostly flat, developed nature of the area and the presence of mature trees, views of the site are currently limited to surrounding uses and streets. Following project implementation, the project's proposed buildings would be visible from greater distances, and would be more visible than the site currently is from US 101.

A number of mature trees and other landscaping would be removed from the site for project development, as discussed in *Section 3.8, Biological Resources* of this Draft EIR. These trees would be replaced on-site at a ratio of at least 2:1 (tree replacement to mature trees removed), in addition to other new landscaping. As shown on Figure 5, the project would also include green roofs on two of the buildings. As new landscaping matures, the quality and prominence of local views of the new structures on the site would soften, especially from ground level. A number of the existing Heritage trees on site, primarily along the street frontages, would be retained on site. Parking lots, driveways, and lighting would also be constructed for the new development, in compliance with Mountain View design guidelines.

Impact AES-2: The project would not substantially degrade the existing visual character or quality of the site and its surroundings. **[Less Than Significant Impact]**

3.11.2.4 *Lighting and Glare*

As described above, the project proposes to construct two four-story office buildings and two four-story parking structures. The buildings would be oriented and designed in accordance with the City of Mountain View's design standards to minimize reflective materials and glare. An outdoor recreation area is also proposed adjacent to Casey Avenue, and development of this parcel for these uses would require a lighting plan as part of the permit application process. New lighting sources would be installed on the entire project site in conformance with City's design guidelines for commercial and office uses.

The project will be subject to the Development Review approval process prior to submittal of construction drawings for a building permit. This review and approval process includes a Development Review Committee public hearing to receive a recommendation on the design, followed by a Zoning Administrator public hearing and public hearings before the Environmental Planning Commission and City Council. This review would ensure that the proposed design and construction materials are consistent with standards for office development, and would not adversely affect the visual quality of the area, or create a substantial new source of light and glare.

In addition, as described in *Section 3.8, Biological Resources,* lighting and glass facades at the project site would be designed to minimize impacts on migratory birds. Frit in glass facades or other suitable treatments would reduce the reflectivity and glare of the surfaces. Given the location of the proposed buildings and the nature of the site area, the project would not create a significant new source of light or glare.

Impact AES-3: The project would not create a new source of substantial light or glare. **[Less Than Significant Impact]**

3.11.3 Conclusion

Impact AES-1: The project would not affect a scenic vista or scenic resources. **[Less Than Significant Impact]**

Impact AES-2: The project would not substantially degrade the existing visual character or quality of the site and its surroundings. **[Less Than Significant Impact]**

Impact AES-3: The project would not create a new source of substantial light or glare. **[Less Than Significant Impact]**

3.12 UTILITIES AND SERVICE SYSTEMS

A water supply assessment (WSA) was prepared for the project by *Todd Engineers* in February 2014 on behalf of the City's water utility. The WSA evaluates whether the City's water utility would have adequate water supplies in the future to serve projected demand with implementation of the project. This report is included in this Draft EIR as Appendix M.

The water and sewer capacity discussion in this section is based in part on a study prepared by *Infrastructure Engineering Corporation (IEC)* in January 2014. This report is included in this Draft EIR as Appendix N.

3.12.1 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, recycled 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 Pacific Gas and Electric (PG&E).

3.12.1.1 *Water Supply*

The City of Mountain View owns and operates its own water utility. Most of the City's water (approximately 84 percent) comes from the City and the County of San Francisco Regional Water System, operated by the San Francisco Public Utilities Commission (SFPUC). This water originates primarily in the Sierra Nevada and is transported via the Hetch Hetchy Water System, but also includes treated water from facilities in Alameda and San Mateo Counties. Mountain View's remaining water comes from the Santa Clara Valley Water District System (SCVWD) (approximately ten percent), local groundwater wells (two percent), and recycled water delivered for non-potable irrigation purposes (five 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.

The City's *Water Master Plan* (2010), developed unit duty factors (UDFs) for various land uses, including commercial, industrial and institutional (CII) developments for which population or office square footage values are known. The Industrial UDF is 80 gallons per day/1,000 square feet, whereas the Office/R&D UDF is higher at 210 gpd/1,000 square feet.

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. Recycled water

is expected to reduce potable water use by seven percent in 2015 and 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 also adopted *Water Conservation in Landscaping Regulations* in May 2010.

Existing Site Development

The project site is currently developed with ten light-industrial/office buildings totaling 132,787 square feet, along with parking lots, landscaping, and utilities. The existing uses on site use water for R&D and assembly activities, restrooms, kitchens, landscaping, and other facilities. Domestic water and fire service for the site is provided by eight- to 12-inch water mains in Bayshore Parkway, Garcia Avenue, Marine Way and Coast Avenue near the project site. Water meters are currently installed on the project site at 2632, 2660, and 2698 Marine Way; 2591 and 2599 Garcia Avenue; 2618, 2634, and 2636 Bayshore Parkway; and 2551 Casey Avenue.

Recycled water is available in the North Bayshore area, and is primarily used for landscaping irrigation. The Garcia Avenue (Bayshore Parkway) and Casey Avenue parcels have only received potable water, and the Marine Way parcels have received potable water plus recycled water.

Based on water meter records provided by the City of Mountain View, the total potable water demand for the project site from 1999 through 2012 averaged 11.5 acre-feet per year (AFY), with the average total water demand (potable and recycled) slightly higher at 11.9 AFY.[36] As shown in Table 1 and Figure 6 of Appendix M, water demand varies over time, and shows a strong seasonal pattern.

Based on the City's water use factors described above, the existing project site would be expected to have a demand of 11.9 AFY using the Industrial UDF, and a demand of 31.3 AFY using the Office/R&D UDF under existing conditions.

3.12.1.2 *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 40 million gallons per day (mgd) average annual treatment capacity. The City of Mountain View has an annual wastewater capacity allotment of 15.1 mgd at the plant. As of

[36] One acre-foot contains 325,851.43 gallons.

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.[37]

City of Los Altos sewer facilities extend from Los Altos to the south toward the RWQCP. The project site and a number of other parcels within the North Bayshore area of Mountain View discharge their sanitary sewage to these facilities prior to discharge to the RWQCP. The City of Mountain View has an existing agreement (initiated in 1966) with the City of Los Altos, limiting the amount of sewer flow allowed to the Los Altos sewage treatment system from Mountain View.

The project site currently connects to existing public sanitary sewer mains, including eight-inch mains in Bayshore Parkway, Garcia Avenue, and the southern part of the Marine Way Site, and a 10-inch sewer main along the northern part of the Marine Way Site.

A General Plan Update Utility Impact Study (GPUUIS) was completed for the City of Mountain View in October 2011 that analyzed the impact that the 2030 General Plan buildout would have on utility systems in the City. The *General Industrial* sewer generation rate is 60 gallons per day/1,000 square feet, based on the City of Mountain View's *Sewer Master Plan* (2010, updated 2011 through the GPUUIS). Using this rate, the existing site would be expected to generate approximately 8.9 AFY of wastewater. This would be proportional to the site's existing potable water use estimate of 11.5 AFY.

3.12.1.3 *Storm Drainage*

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The project site is located approximately 1,650 feet east of Adobe Creek, which is channelized in the vicinity, and approximately 3,000 feet west of Permanente Creek. The project site is south of the wetlands of San Francisco Bay. The Casey Site is approximately 550 feet south of the Coast Casey Forebay (Detention Basin), and the Marine Way Site is approximately 1,100 feet south of the Forebay. The site is not adjacent to any existing creek or waterway.

The site is currently developed with ten office/light-industrial buildings, in addition to driveways, pavement, and landscaping. The project contains approximately 83 percent impervious surfaces on the main Marine Way/Bayshore Site. Storm drains and catch basins are currently installed throughout the project site.

Stormwater runoff from the project site drains to several existing storm drain inlets on the site and then to storm drains in the adjacent streets. Currently, a 15-inch storm drain is located in Bayshore Parkway and a 24-inch storm drain is located in Garcia Avenue. These drains flow to a 96-inch main storm drain that is located along the eastern boundary of the Marine Way Site. At the terminus of this drain at Casey Avenue, stormwater runoff discharges to an open channel before connecting to a culvert at Terminal Boulevard that conveys flow to the Coast Casey Detention Basin. The Coast Casey Detention Basin regulates peak stormwater flow and ultimately pumps stormwater flow directly to the Palo Alto Baylands Slough.

[37] City of Mountain View. *2010 Urban Water Management Plan.* June 2011.

3.12.1.4 *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 2021. Additional small quantities of waste may be transported to other landfills within the area by private contractors.

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.[38]

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.[39]

3.12.2 Utilities and Service Systems Impacts

3.12.2.1 *Thresholds of Significance*

Based on Appendix G of the CEQA Guidelines, and for the purposes of this EIR, a utility and service impact is considered significant if the project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new/expanded water or wastewater treatment facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new stormwater or wastewater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, and would require new or expanded entitlements;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

[38] CalRecycle, Solid Waste Facilities, Sites, and Operations. "Jurisdictional Profile for the City of Mountain View." http://www.calrecycle.ca.gov/Profiles/Juris/JurProfile1.asp?RG=C&JURID=328&JUR=Mountain+View. Accessed February 2, 2011.

[39] City of Mountain View, Zero Waste Program. Available at: http://www.mountainview.gov/city_hall/public_works/garbage_and_recycling/zero_waste.asp.

- Be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Be inconsistent with federal, state or local statutes and regulations related to solid waste.

3.12.2.2 *Water Supply Impacts*

To estimate the future demand for the proposed project, the increase in development on the project site was multiplied by the water demand factors from the City's *Water Master Plan* (2010). As described above, for the purposes of planning, the City has developed unit duty factors (UDFs) for various land uses, including commercial, industrial and institutional (CII) developments for which population or office square footage values are known. The Industrial UDF is 80 gallons per day/1,000 square feet, whereas the Office/R&D UDF is higher at 210 gpd/1,000 square feet.

Calculations of water demand based on the two UDFs are shown in Table 3.12-1 for both the existing site and the proposed project.

Table 3.12-1
Estimated Future Water Demand

	Unit Duty Factor (UDF) Category	UDF[1] GPD/1,000 square feet	Building Size (square feet)	Gallons/ Day	Acre Feet Per Year
Existing	Industrial	80	132,787	10,623	11.9
Proposed	Industrial	80	364,000	29,120	32.6
		Increase	**231,213**	**18,497**	**20.7**
Existing	Office/R&D	210	132,787	27,885	31.3
Proposed	Office/R&D	210	364,000	76,440	85.7
		Increase	**231,213**	**48,555**	**54.4**

[1] UDF: Unit Duty Factor.
Source: Table 2 of the Water Supply Assessment prepared by Todd Engineers (Appendix M).

The Industrial UDF shown above results in an estimated demand for the existing development of 11.9 AFY. This value is very close to the average metered demand since 1999 for the project site. (11.5 AFY potable, 11.9 AFY potable plus recycled). As shown, using the Industrial UDF, the proposed project can be estimated to use 32.6 AFY, for a net increase of 20.7 AFY. Recognizing the good match that the Industrial UDF provides for metered data, the estimated increase of 20.7 AFY can be considered a reasonable estimate for the increase in water use. Moreover, this estimate may be conservative (i.e., high), since the estimate projects historical water use rates for a project that proposes significant water-saving measures consistent with the project's proposed LEED Platinum certification.

Use of the Office/R&D UDF results in an overestimation of the existing use (estimated at 31.3 AFY relative to metered 11.5/11.9 AFY). This indicates that the estimated use for the proposed project

and net increase also are high. Accordingly, the estimates using the Office/R&D UDF can be considered as conservative, high-end estimates.

Recycled water has been used onsite and is available for future use. This future use would include outdoor landscaping and may include indoor uses such as toilet flushing. The project would include lower-water use plants and apply water-savings measures, including use of efficient irrigation controllers. This water-efficient design landscaping would use an estimated 3.85 AFY, which is less than existing irrigation use. This value can be considered as included within the water demands estimated with the UDFs.

The proposed project would allow development up to a 1.0 FAR, consistent with the 2030 General Plan land use designation of *High Intensity Office*. The City of Mountain View 2010 UWMP was prepared in accordance with the 2030 General Plan Strategy, and therefore includes increases in CII water demand over a 25-year horizon. The UWMP recognizes the intensification of land use for the project site for *High Intensity Office* uses.

Other commercial and office building projects have been approved since the 2010 UWMP, or are being planned currently. The City's project list was reviewed for commercial, industrial and office land uses that have been approved, are in the plan check phase, or are under construction, since the preparation of the 2010 UWMP. Comparing the water demand studied in the UWMP, with the addition of development proposed since 2010, the addition of the proposed Marine Way project, with its water demand estimates (20.7 AFY or as high as 54.4 AFY) can be included within the projected water demand of the UWMP, particularly in light of proposed water conservation measures and use of recycled water (refer to Appendix M).

The City of Mountain View has sufficient water supply for the proposed project in normal years. The City of Mountain View has considered potential water shortages, and has developed a water shortage contingency plan that provides measures to reduce demand to match available supply. Therefore, sufficient water supply will be available during drought years to serve the project's demands.

Water Facilities

The proposed development is anticipated to connect new water services to the existing eight- to 12-inch mains in Bayshore Parkway, Garcia Avenue, Marine Way, and Coast Avenue. Although water demands for the proposed project are based upon the increase in floor area ratio, domestic water demands rarely drive the sizing of a water distribution system, as fire flow requirements are typically 30 to 40 times average and peak domestic water demands. Based on this demand, the parcel's fire flow was analyzed to detect impacts to the water system. The parcel's current zoning of *Limited Industrial (ML)* requires the highest fire flow rate at 5,000 gallons per minute, and this requirement will decrease to 3,500 gpm with redevelopment. Therefore, there would be no change in fire flow demand, and therefore no incremental impact on the City's water system.

Water Conservation

The City of Mountain View has a number of programs in place for water conservation, including metering, rates, and water-conservation guidelines, residential water surveys, turf audits, plumbing retrofits, and washing machine incentives. The City and its suppliers may implement other water conservation measures and BMPs such as conservation pricing, water waste prohibitions, public information programs, and large landscape audits when necessary.

The project proposes a number of water conservation measures, including the installation of drought-tolerant landscaping.

In addition, the project would be required to comply with the following City of Mountain View regulations and ordinances to reduce water use on site.

- Compliance with the City of Mountain View's Green Building Codes, and
- Compliance with the City's *Water Conservation in Landscaping Regulations* (May 2010) and applicable plumbing codes.

Impact UTIL-1: Sufficient supplies of water are available to serve the project during normal and drought years, and the proposed project would not result in significant water supply impacts or impacts to water facilities. **[Less Than Significant Impact]**

3.12.2.3 *Wastewater Services Impacts*

Sanitary sewer services would be provided for the project by connecting new sanitary sewer laterals to existing eight to ten-inch public sanitary sewer mains located in Marine Way. Flows from the project site would flow north from this line towards the RWQCP.

To determine the capacity of the sewer systems in the area to serve the project, a sewer capacity analysis was prepared for the project (Appendix N). To estimate the sanitary sewer flows following implementation of the proposed project, project wastewater flows were calculated and added to the existing and projected flows in the area of the project. The impacts evaluated both the baseline flows and the hydraulic capacities in the sanitary sewer system. These calculations take into consideration a number of parameters, including peak and wet weather flow, sewer pipe length and diameter, and the slope of the pipes.

The analysis was based on the wastewater generation rates for *Non-Residential High Intensity Office* uses included in the City's *Sewer Master Plan* (2010, updated 2011). The *High Intensity Office* rate of 150 gallons per day (gpd) per 1,000 square feet is more than double the *General Industrial* rate of 60 gpd per 1,000 square feet, which can be applied to the existing development. Using these rates, the increase in development of 231,213 net square foot project would generate an increase of approximately 52.2 acre-feet per day of wastewater over existing uses. As described above, the Master Plan rates are relatively high compared to the actual metered use at the project site, and the

project's proposed water conservation measures would further reduce water demands and wastewater generation.

The study also analyzed the sewer flow contributions of the project to Los Altos sewer system, and assessed the project's impacts based on the Los Altos 1966 Sewer Agreement. According to the Sewer Agreement, City of Los Altos agrees to receive maximum of 150,000 gpd of sanitary sewage, and maximum peak flow rate at any one time of 350,000 gpd from the City at a point on the San Antonio Road Interceptor as it exists between Bayshore Highway and the Los Altos Sewage Treatment Plant. Under existing plus project conditions, the addition of wastewater from the proposed project is not anticipated to exceed this maximum.[40]

Impact UTIL-2: While the increase in office space would result in a greater quantity of wastewater generated at the site, the increase would be within the capacity of the RWQCP, and would not require the construction of new or expanded wastewater treatment facilities at the plant. Under existing plus project conditions, the proposed project would not require an increase in the size of the sewer pipelines downstream of the project site. **[Less than Significant Impact]**

3.12.2.4 *Storm Drainage Impacts*

The proposed project site is currently developed with ten one- and two-story office/light industrial buildings, parking lots and landscaping. Stormwater runoff from the project site drains to several existing storm drain inlets on the site and then to storm drains in the street. As described previously, the site connects to the 15-inch storm drain in Bayshore Parkway and a 24-inch storm drain in Garcia Avenue. These drains flow to a 96-inch main storm drain that is located along the eastern boundary of the Marine Way Site, and eventually to the Palo Alto Baylands Slough.

Conceptual project landscape plans indicate that the pervious surfaces on site would increase over existing conditions. Impervious surfaces following project implementation would decrease from approximately 83 percent to approximately 72 percent, which would represent an 11 percent decrease in impervious surfaces on the Marine Way/Bayshore Site. Approximately 28 percent of the site would be landscaped following project development. For the Casey Site, impervious surfaces would decrease from approximately 88 to 55 percent for the interim parking plan, which would represent an approximately 33 percent decrease in impervious surfaces. Stormwater runoff, therefore, would decrease in volume over existing conditions, and would not exceed the capacity of the existing stormwater drainage system. New storm drains and inlets would be constructed as necessary on site for the new development.

The project proposes to implement a number of stormwater treatment and reduction measures, in compliance with the City's municipal stormwater permit requirements and consistent with the project's proposed LEED Platinum certification. These measures are intended to reduce the rate and volume of stormwater flows from the project and improve the quality of stormwater runoff. The

[40] For a discussion of the project's impacts under cumulative conditions (specifically the 2030 General Plan buildout scenario), please refer to *Section 5.3.8, Cumulative Utilities Impacts*.

proposed measures include green roofs (as shown on Figure 5), drought-tolerant and California native landscaping, bio-swales and pervious paving. Bio-filtration zones, including flow-through planters, are included in the project and designed to receive runoff from impervious terrace areas, paved areas of the site, and building and garage roofs.

Although stormwater runoff would be reduced by increasing the quantity of pervious surfaces on site, the project will be required to implement the measures described as conditions of approval, further reducing stormwater runoff impacts:

Based on the inclusion of stormwater collection and treatment facilities on site, and the implementation of lower impact development (LID) measures (refer to *Section 3.6, Hydrology and Water Quality* of this EIR), runoff on the site would not exceed the capacity of the City' existing storm water drainage system.

Impact UTIL-3: Based on 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 would not exceed the capacity of the City's existing storm water drainage system. **[Less Than Significant Impact]**

3.12.2.5 *Solid Waste Impacts*

The project would develop a total of approximately 364,000 square feet of office uses, where approximately 1,750 employees 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 will be recycled, in compliance with the City Municipal Code. Through recycling measures, proposed 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 office project would not result in a substantial increase in waste landfilled at Kirby Canyon, or be served by a landfill without sufficient capacity.

Impact UTIL-4: The project would not result in a substantial increase in solid waste generation, or exceed the capacity of landfills to accommodate the project's solid waste. **[Less Than Significant Impact]**

3.12.2.6 *Other Utilities and Services*

Electrical and gas services for the project site are provided by Pacific Gas and Electric Company (PG&E). There is an existing high pressure gas main on the Marine Way Site, and large overhead electrical transmission mains on the transmission tower is located on the Marine Way Site in an easement. Existing transformers, meters and additional gas and electrical infrastructure serving the current on-site uses would be removed and replaced with new services to meet the larger project demands. An existing cellular phone tower on the Bayshore Site would be relocated within the site.

No off-site improvements, such as the installation of new distribution or transmission lines, are required to serve the project.

3.12.3 Conclusion

Impact UTIL-1: Sufficient supplies of water are available to serve the project during normal and drought years, and the proposed project would not result in significant water supply impacts or impacts to water facilities. **[Less Than Significant Impact]**

Impact UTIL-2: While the increase in office space would result in a greater quantity of wastewater generated at the site, the increase would be within the capacity of the RWQCP, and would not require the construction of new or expanded wastewater treatment facilities at the plant. Under existing plus project conditions, t5.3.2he proposed project would not require an increase in the size of the sewer pipelines downstream of the project. **[Less than Significant Impact]**

Impact UTIL-3: Based on 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 would not exceed the capacity of the City's existing storm water drainage system. **[Less Than Significant Impact]**

Impact UTIL-4: The project would not result in a substantial increase in solid waste generation, or exceed the capacity of landfills to accommodate the project's solid waste. **[Less Than Significant Impact]**

3.13 ENERGY

This section summarizes information on energy use in Mountain View and provides an evaluation of the effects the project would have on the City's energy demand. This section was prepared pursuant to CEQA Guidelines Section 15126.4(a)(1)(C) and Appendix F of the Guidelines (Energy Conservation), which require that EIRs include a discussion of the potential energy impacts of proposed projects with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The information in this section is based largely on data and reports produced by the California Energy Commission and the Energy Information Administration of the U.S. Department of Energy.

3.13.1 Introduction and Regulatory Background

Energy consumption is analyzed in an EIR because of the environmental impacts associated with its production and usage. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and pollution resulting from their production and consumption.

Energy usage is typically quantified using the British Thermal Unit (Btu).[41] As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity are 123,000 Btu, 1,000 Btu, and 3,400 Btu, respectively. Utility providers measure gas usage in therms. One therm is equal to 100,000 Btu.

Electrical energy is expressed in units of kilowatts (kW) and kilowatt-hours (kWh). One kilowatt, a measurement of power (energy used over time), equals one thousand joules[42] per second. A kilowatt-hour is a measurement of energy. If run for one hour, a 1,000 watt (1 kW) hair dryer would use one kilowatt-hour of electrical energy. Other measurements of electrical energy include the megawatt (1,000 kW) and the gigawatt (1,000,000 kW).

3.13.1.1 *Regulatory Setting*

Many federal, state, and local statutes and policies address energy conservation. At the Federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous products (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation. At the State level, Title 24 of the California Building Standards Code sets forth energy standards for buildings, rebates/tax credits are provided for installation of renewable energy systems, and the *Flex Your Power* program promotes conservation in multiple areas. The Title 24 standards are updated on an approximately three-year cycle; the 2013 standards have been adopted and became effective January 1, 2014. The California Building Energy Efficiency Standards, which include the California Green Building Standards Code (CalGreen), are a

[41] The British Thermal Unit (Btu) is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit.

[42] As defined by the International Bureau of Weights and Measures, the joule is a unit of energy or work. One joule equals the work done when one unit of force (a Newton) moves through a distance of one meter in the direction of the force.

portion of the much broader Title 24 standards and will not take effect until July 1, 2014.[43] The CalGreen code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

At the local level, the Mountain View Green Building Code (MVGBC) amends the State-mandated CalGreen standards to include local green building standards and requirements for private development. The MVGBC applies green building requirements based on building type and size to new construction, residential additions, and commercial/industrial tenant improvements. The MVGBC includes energy efficiency standards that exceed the 2008 Building Energy Efficiency Standards. The MVGBC does not require formal certification from a third-party organization, but requires projects to be designed and constructed to "meet the intent" of a third-party rating system.[44] For nonresidential projects proposing over 25,000 sf of new construction, the buildings must meet the intent of the LEED (Leadership in Energy and Environmental Design) Silver certification from the U.S. Green Building Council, and must comply with mandatory CalGreen requirements.

3.13.2 Existing Setting

Total energy usage in California was approximately 7,858 trillion Btu in the year 2011, the most recent year for which this data was available.[45] The breakdown by sector was approximately 19 percent (1,516 trillion Btu) for residential uses, 20 percent (1,556 trillion Btu) for commercial uses, 23 percent (1,785 trillion Btu) for industrial uses, and 38 percent (3,000 trillion Btu) for transportation.[46] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

The project site is currently developed with ten one-story office/light industrial buildings containing 132,787 square feet of space. Existing energy use primarily consists of gasoline for vehicle trips to and from the site, electricity for lighting, and natural gas for heating, cooling, and operations within the buildings. Given the nature of land uses on the site, the remainder of this discussion will focus on the three most relevant sources of energy: electricity, natural gas, and gasoline for vehicles.

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[43] California Energy Commission. *Revised Effective Date for the 2013 California Building Energy Efficiency Standards*. 2014. Accessed January 28, 2014. Available at: http://www.energy.ca.gov/title24/2013standards/2013_standards_revised_effective_date.html

[44] City of Mountain View, Community Development Department. *Mountain View Green Building Code (MVGBC).* 2011. Accessed January 23, 2014. http://www.mountainview.gov/city_hall/community_development/buildings/mountain_view_green_building_code.asp

[45] United States Energy Information Administration. *Table C4. Total End-Use Energy Consumption Estimates, 2010.* Accessed January 23, 2014. Available at: http://www.eia.gov/beta/state/seds/data.cfm?incfile=/state/seds/sep_sum/html/sum_use_tx.html&sid=CA

[46] United States Energy Information Administration. *Table C1. Energy Consumption Overview: Estimates by Energy Source and End-Use Sector, 2010.* Accessed January 23, 2014. Available at: http://www.eia.gov/beta/state/seds/data.cfm?incfile=/state/seds/sep_sum/html/sum_btu_1.html&sid=CA

3.13.2.1 *Electricity*

Electricity supply in California involves a complex grid of power plants and transmission lines. In 2011 California produced approximately 70 percent of the electricity it consumed, and imported the remaining 30 percent from 11 western states, Canada, and Mexico.[47]

The bulk of California's electricity comes from power plants. Electricity consumption in California increased by approximately 4.6 percent from 260,408 gigawatt-hours (GWh) in 2000 to 272,342 GWh in 2010, and is forecast to increase to 286,000 - 296,000 GWh in 2015.[48]

Pacific Gas and Electric (PG&E) is Mountain View's energy utility, providing both natural gas and electricity for residential, commercial, industrial, and municipal uses. In 2012, 27 percent of the electricity delivered by PG&E to its customers was generated by natural gas, 21 percent by nuclear, 11 percent by large hydroelectric, and 21 percent from unspecified sources (these sources typically represent purchases of electricity from out of State). Renewable sources such as rooftop photovoltaic systems, biomass power plants, and wind turbines, accounted for the remaining 19 percent of PG&E's electricity portfolio.[49] According to the Mountain View Greenhouse Gas Reduction Program, additional greenhouse gas-free electricity will be made available to customers in Mountain View.[50]

Mountain View's electricity is transmitted from power plants via high-voltage transmission lines to the Whisman and Mountain View substations, where transformers reduce the voltage[51] for local use.[52] Electricity is delivered to the project site via overhead electrical lines on Marine Way.

Electricity usage for different land uses varies substantially by the type of uses in a building, the type of construction materials used, and the efficiency of the electricity-consuming devices used. Electricity used in the Pacific Gas and Electric (PG&E) Planning Area, within which the project is located, is consumed primarily by the commercial sector (41 percent), the residential sector (33 percent), and the industrial sector (approximately 16 percent).[53] Based on BAAQMD BGM User's Manual, the average annual electricity usage for offices with a floor area smaller than 30,000 square feet is approximately 17.4 kWh/square foot.[54] For the existing ten office/light industrial buildings

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[47] California Energy Commission, Energy Almanac. *California Electricity Statistics and Data.* 2014. Accessed January 23, 2014. Available at: http://energyalmanac.ca.gov/electricity/

[48] California Energy Commission. *Integrated Energy Policy Report* (CEC-100-2011-001-CMF). 2011. Page 103. Available at: http://www.energy.ca.gov/2011publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf

[49] Due to rounding conventions, the numbers disclosed by PG&E do not add up to 100 percent. Source: Pacific Gas & Electric. *PG&E's 2012 Electric Power Mix Delivered to Retail Customers.* N.d. Accessed January 22, 2014. Available at: http://www.pge.com/myhome/edusafety/systemworks/electric/energymix/

[50] City of Mountain View. *Mountain View Greenhouse Gas Reduction Program.* August 2012.

[51] Voltage is the measure of electrical potential energy between two points.

[52] City of Mountain View. *2030 General Plan.* July 10, 2012.

[53] California Energy Commission, Energy Consumption Data Management System. *Electricity Consumption by Planning Area, 2011*. Accessed February 19, 2013. Available at: http://ecdms.energy.ca.gov/elecbyplan.aspx

[54] Bay Area Air Quality Management District. *Draft Bay Area Air Quality Management District Greenhouse Gas Model User's Manual* [BGM Manual]. Based on rates for Climate Zone 4. April 29, 2010. Accessed February 19, 2013. Available at:

containing approximately 132,787 square feet of floor space, the existing annual electricity usage is estimated to be 2,310,494 kWh, or 2.31 GWh. All ten of the existing buildings contain less than 30,000 square feet of building space.

3.13.2.2 *Natural Gas*

In 2010, approximately 12 percent of California's natural gas supply came from in-state production, while 88 percent was imported from other western states and Canada.[55] Mountain View contributes to PG&E's natural gas reserves by collecting methane gas from a closed landfill near Shoreline at Mountain View Regional Park. PG&E supplies Mountain View with natural gas through underground high-pressure pipes.

The most recent data from the U.S. Energy Information Administration shows that between 2006 and 2011, on average, approximately 34 percent of the natural gas delivered for consumption in California was for electricity generation, 32 percent for industrial uses, 22 percent for residential uses, 11 percent for commercial uses, and less than one percent for transportation.[56]

As with electricity usage, natural gas usage depends on the type of uses in a building, the type of construction materials used, and the efficiency of gas-consuming devices. Based on the Bay Area Air Quality Management District (BAAQMD) BGM User's Manual, the average annual natural gas usage for offices with a floor area less than 30,000 square feet is approximately 9,700 Btu per square foot (9.7 kBtu/sf).[57] For the existing ten office buildings totaling 132,787 square feet, the existing natural gas usage is estimated to be 1,288 MMBtu (million Btu).

3.13.2.3 *Fuel for Motor Vehicles*

California accounts for more than one-tenth of the United States' crude oil production and petroleum refining capacity.[58] In 2010, 21.5 billion gallons of gasoline, diesel, and jet fuel were consumed in California.[59] The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970's to

http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BGM%20Users%20Manual.ashx?la=en.

[55] California Energy Commission. *Natural Gas Supply by Region*. 2011. Accessed February 22, 2013. Available at: http://www.energyalmanac.ca.gov/naturalgas/natural_gas_supply.html

[56] U.S. Energy Information Administration. *Natural Gas Summary*. January 31, 2013. Accessed January 23, 2014. Available at: http://www.eia.gov/dnav/ng/ng_sum_lsum_dcu_SCA_a.htm

[57] Bay Area Air Quality Management District. *Draft Bay Area Air Quality Management District Greenhouse Gas Model User's Manual* [BGM Manual]. Based on rates for Climate Zone 4. April 29, 2010. Available at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BGM%20Users%20Manual.ashx?la=en.

[58] U.S. Energy Information Administration. *California State Profile and Energy Estimates: Profile Analysis.* December 18, 2013. Accessed January 23, 2014. Available at: http://www.eia.gov/beta/state/analysis.cfm?sid=CA

[59] California Energy Commission. *Integrated Energy Policy Report* (CEC-100-2011-001-CMF). 2011. Page 139. Available at: http://www.energy.ca.gov/2011publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf

23.6 mpg in 2012 (estimated).[60] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks Model Years 2011-2016.[61] In 2012, the federal government raised the fuel economy standard to 54.5 miles per gallon for cars and light-duty trucks by Model Year 2025.[62]

Gasoline usage in conjunction with the land uses on the project site includes gas consumed in vehicle trips to and from the site by employees and guests, and fuels used to power equipment used in the maintenance of buildings and landscaping. The CalEEMOD model used in the air quality analysis (Appendix E), estimates that occupancy of the existing buildings on the site results in about 3.17 million vehicle miles traveled (VMT) per year, which takes into account the land use type. Based on the 2012 EPA estimated average fuel economy of 23.6 miles per gallon, the existing office development results in the consumption of approximately 134,322 gallons of gasoline per year.

3.13.3 Energy Impacts

3.13.3.1 *Thresholds of Significance*

Based on Appendix F of the CEQA Guidelines, and for the purposes of this EIR, a project will result in a significant energy impact if the project will:

- Result in wasteful, inefficient, or unnecessary consumption of energy by residential, commercial, industrial, or public uses; or
- Require the construction of additional electricity, gas, or telecommunications infrastructure facilities, the construction of which could cause significant environmental effects

3.13.3.2 *Energy Efficiency and Use*

The project proposes the redevelopment of the 9.62-acre site with new office buildings, parking garages, surface parking, and landscaping. The ten existing detached buildings and other development on the site would be demolished.

Energy will be consumed during both the construction and operational phases of the proposed project. The demolition and construction phase will require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition of the existing buildings

[60] United States Environmental Protection Agency. *Light-Duty Automotive Technology, Carbon Dioxide Emissions and Fuel Economy Trends: 1975 through 2013.* December 2013. Accessed January 31, 2014. Available at: http://www.epa.gov/otaq/fetrends.htm

[61] U.S. Department of Energy. *Energy Independence & Security Act.* Accessed February 20, 2013. Available at: http://www1.eere.energy.gov/femp/regulations/eisa.html.

[62] National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards.* August 28, 2012. Available at: http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards

and grading), and the actual construction of the buildings. The operation of the proposed office uses would consume energy (in the form of electricity and natural gas) for building heating and cooling, lighting, computer equipment, and water heating. Operational energy will also be consumed during each vehicle trip associated with the proposed use.

Table 3.13-1 shows the estimated annual energy usage for the proposed office project. It is estimated that the proposed redevelopment would have an annual energy use of roughly 8,554,000 kWh of electricity, 9,610 million btu of natural gas, and 497,881 gallons of gasoline. For electricity, this would represent less than two percent of the electricity consumed by the commercial sector in Mountain View in 2005, and approximately four times more than the existing buildings use.[63] This would not represent a substantial increase in demand for energy resources in relation to California, PG&E, and Mountain View's projected supplies, and would not require additional facilities in order to accommodate the increased demand.

The proposed project would generate approximately 11.75 million vehicle miles traveled per year, a net increase of 8.6 million miles per year (unmitigated). Based on the US EPA estimated average fuel economy rate of 23.6 miles per gallon for light-duty vehicles, occupants of the office project could use approximately 363,559 gallons of gasoline every year to travel to and from the project site than the existing condition.[64]

Table 3.13-1
Estimated Annual Average Energy Use

Type of Energy	Factor	Existing Energy Use (Est.) (132,787 sf)	Total Project Energy Use (Est.) (364,000 sf)	Project Energy Use (Est.) Increase
Electricity (Office < 30,000 sf)	17.4 kWh/sf[1]	2,310,494 kWh	--	6,243,506 kWh
(>30,000 sf)	23.5 kWh/sf	--	8,554,000 kWh	
Natural Gas (<30,000 sf)	0.0097 MMBtu/sf[1]	1,288 MMBtu	--	8,322 MMBtu
(>30,000 sf)	0.0264 MMBtu/sf	--	9,610 MMBtu	
Gasoline	23.6 miles per gallon[2]	134,322 gallons/year	497,881 gallons/year	363,559 gallons/year

Notes: kwh: Kilowatt hours, MMBtu: Million Btus, sf: square feet.
[1] Factors used based on BAAQMD BGM model output for general office uses.
[2] For 2012 light-duty vehicles, the EPA estimates an average mpg of 23.6.

[63] City of Mountain View. *Mountain View General Plan Update Current Conditions Report: Chapter 13, Sustainability*. Table 13-4, "Total PG&E Energy Consumed in Mountain View, 2005." 2009.
[64] United States Environmental Protection Agency. *Light-Duty Automotive Technology, Carbon Dioxide Emissions and Fuel Economy Trends: 1975 through 2013.* December 2013. Accessed January 31, 2014. Available at: http://www.epa.gov/otaq/fetrends.htm

While the redevelopment of project site would increase overall energy use, the proposed project would not use fuel or energy in a wasteful manner. The proposed project would seek LEED (Leadership in Energy and Environmental Design) Platinum Certification from the U.S. Green Building Council. LEED Certification is based on five main credit categories: site selection, water efficiency, energy and atmosphere, materials and resources, and indoor environmental air quality. The number of points, or credits, the project earns determines its level of LEED certification.[65] Platinum is the highest level LEED Certification available.

Examples of the proposed project's energy conservation and efficiency measures include the use of more local building materials, the incorporation of bus stops at the project site, and bicycle parking and showers on-site. The project may also construct rooftop photovoltaic panels to generate electricity. The building will include measures to reduce the energy demand for heating and cooling, such as glazed windows and landscaping around the buildings.

The project would redevelop an existing site containing older office/light industrial uses with higher-density office uses. The project site would include a number of Transportation Demand Management measures to encourage future employees to reduce vehicle trips, as described in *Section 3.2, Traffic and Transportation.*

Achievement of LEED Platinum certification would exceed the state energy efficiency standards (i.e., Part 6 of Title 24 of the California Code of Regulations). In addition, the redevelopment of a site in a developed area takes advantage of existing infrastructure and reduces the energy required to provide utilities and services to the site.

Impact EN-1: The project would not use fuel or energy in a wasteful manner or result in a substantial increase in demand upon energy resources in relation to projected supplies. **[Less Than Significant Impact]**

3.13.4 Conclusion

Impact EN-1: While the project would result in increased energy usage on the site, the project would not use fuel or energy in a wasteful manner, or result in a substantial increase in demand upon energy resources in relation to projected supplies. **[Less Than Significant Impact]**

[65] U.S. Green Building Council. *LEED Credit Categories.* 2013. Accessed February 25, 2013. Available at: http://new.usgbc.org/leed/rating-systems/credit-categories

3.14 PUBLIC SERVICES

3.14.1 Background

Public facility services are provided to the community as a whole, usually from a central location or from a defined set of nodes. The resources base for delivery of the services, including the physical service delivery mechanisms, is financed on a community-wide basis, usually from a unified or integrated financial system. The service delivery agency can be a city, county, service or other special district. Usually, new development will create an incremental increase in the demand for these services; the amount of the demand will vary widely, depending on both the nature of the development (residential vs. industrial, for instance) and the type of services, as well as on the specific characteristics of the development (such as senior housing vs. family housing).

The impact of a particular project on public facilities services is generally a fiscal impact. By increasing the demand for a type of service, a project could cause an eventual increase in the cost of providing the service (more personnel hours to patrol an area, additional fire equipment needed to service a tall building, etc.) That is a fiscal impact, however, not an environmental one.

CEQA does not require an analysis of fiscal impacts unless the increased demand triggers the need for a new facility (such as a new school or fire station), since the new facility will have a physical impact on the environment.

3.14.2 Existing Setting – Fire Protection

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 75,275 and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In Fiscal Year 2012/2013, out of 5,196 emergency calls made to the MVFD, 3,590 of the calls (69 percent) were for medical aid (rescue and EMS incident).[66]

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). During the 2010/2011 fiscal year (July 1, 2010 to June 30, 2011), the MVFD achieved this goal 100 percent of the time.[67]

The MVFD has five engine companies, one rescue unit, one ladder truck, and one HAZMAT unit. The 87 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.

[66] McKenzie, Duncan. Senior Administrative Analyst, Mountain View Fire Department. Personal Communication to DJP&A. July 8, 2013.
[67] City of Mountain View. *Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report.* June 2012.

Station Five is the closest fire station to the project site. Station Five is located at 2195 North Shoreline Boulevard, approximately 1.4 miles east of the project site. The Mountain View Fire Department reviews applications for new projects to ensure that they comply with the City's current codes and standards.

3.14.3 Existing Setting – Police Services

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 95 sworn and 49.5 non-sworn personnel. The MVPD conducts an active volunteer program (non-officers), which consists of approximately 30 non-sworn volunteers. Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately three miles driving distance southeast of the project site.

The most frequent crimes in the City of Mountain View are larceny, burglary, and assault. 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 2010 to June 2011, the average response times for Priority E and Priority 1 calls in the City were 3.02 and 4.20 minutes, respectively. The average in-transit response times in the City were 2.56 and 3.60 minutes for Priority E and Priority 1 calls, respectively.

To ensure that their standards are always met, 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.

3.14.4 Thresholds of Significance

The public services discussion below focuses on fire and police services, using the following threshold of significance (CEQA Guidelines, Appendix G):

- 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.

The project does not propose residential uses, and therefore the project would not result in an increase in demand for schools or libraries and a minimal increase in demand for parks and recreational facilities. Impacts to the biological resources in Shoreline at Mountain View Regional Park are discussed in *Section 3.8, Biological Resources* of this Draft EIR. For these reasons, impacts to these public services are assumed to be minimal and not discussed further.

3.14.5 Public Services Impacts

3.14.5.1 *Fire Protection Impacts*

The project would increase the density of development on the project site and, therefore, may incrementally increase the need for fire suppression, medical, 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. In addition, the development of the project is consistent with the growth assumed in the 2030 General Plan and the MVFD does not anticipate the need to construct a new fire station to accommodate buildout of the General Plan. For these reasons, the project's incremental demand for fire services would not result in the need to expand or construct new fire facilities.

Impact PS-1: The project would not substantially affect the provision of fire protection, medical, and rescue response, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. **[Less Than Significant Impact]**

3.14.5.2 *Police Services Impacts*

The project would increase the density of development on the project site and, therefore, may incrementally increase the 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 (MVPD) to ensure appropriate safety features that minimize criminal activity are incorporated into the project design.

In addition, the project would not increase the urban area already served by the MVPD. For these reasons, the project's incremental demand for police services would not result in the need to expand or construct new police facilities.

Impact PS-2: The project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. **[Less Than Significant Impact]**

3.14.6 Conclusion

Impact PS-1: The project would not substantially affect the provision of fire protection, medical, and rescue response, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. **[Less Than Significant Impact]**

Impact PS-2: The project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. **[Less Than Significant Impact]**

SECTION 4.0 GROWTH-INDUCING IMPACTS

As stated in the CEQA Guidelines, Section 15126.2(d), a project is considered growth-inducing if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing in the surrounding environment.
- Remove obstacles to population growth or tax community service facilities to the extent that the construction of new facilities would be necessary.
- Encourage or facilitate other activities that would cause significant environmental effects.

The project site is located within the incorporated limits of the City of Mountain View, and the redevelopment of the project site would not result in an expansion of urban services or the pressure to expand beyond the City's existing Sphere of Influence.

The project would result in employment growth in the City, as it would increase the density of office space on the site. The project applicant estimates that the proposed buildings, when fully occupied, could contain approximately 1,750 employees (based on the applicant's estimate of 900 employees for the Marine Way Site and 850 for the Bayshore building), which represents a net increase of employees above existing conditions. This number of employees would be approximately three times the number of employees that could be employed in the current development on the site. The Mountain View 2030 General Plan, which was adopted in July 2012, anticipated similar intensity on the site and in the North Bayshore area.

The project would not open additional undeveloped land to further growth, or provide expanded utility capacity that would be available to serve future unplanned development. Instead, it would facilitate the reuse of developed office/light industrial land in an existing urban setting, consistent with the 2030 General Plan. For these reasons, the project would not result in a significant growth-inducing impact.

Impact GRO-1: Based on the above discussion, the project would not result in significant growth-inducing impacts. **[Less Than Significant Growth-Inducing Impact]**

SECTION 5.0 CUMULATIVE IMPACTS

5.1 INTRODUCTION

Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, are considerable or which compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant projects taking place over a period of time. The CEQA Guidelines state that an EIR should discuss cumulative impacts "when the project's incremental effect is cumulatively considerable (Section 15130)." The discussion does not need to be in as great detail as is necessary for project impacts, but is to be "guided by the standards of practicality and reasonableness."

The purpose of the cumulative analysis is to allow decision-makers to better understand the potential impacts which might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the project addressed in this EIR. The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence. The effects of past projects are generally reflected in the existing conditions described in the specific sections of this EIR. Present projects are those approved but not yet built. For instance, the traffic from recently-approved but not yet constructed and/or occupied projects is reflected in the Background Conditions scenario described in *Section 3.2, Transportation and Traffic* of this EIR.

The discussion below addresses two aspects of cumulative impacts: 1) would the effects of all of the past, present, and reasonably foreseeable development listed result in a cumulatively significant impact on the resources in question? And, if that cumulative impact is likely to be significant, 2) would the project's contributions to that impact make a "cumulatively considerable" contribution to those cumulative impacts?

5.2 LIST OF CUMULATIVE PROJECTS

Table 5.2-1 identifies all the approved and pending projects which are considered in this cumulative analysis. These recently approved or reasonably foreseeable projects include the development or redevelopment of sites with residential uses, as well as the development or redevelopment of sites occupied by industrial or commercial uses. This list has been assembled by the City of Mountain View, in consultation with the City of Palo Alto.

For each environmental issue, cumulative impacts may occur over different geographic areas. For example, emissions of regional pollutants affect pollutant concentrations within the regulatory limits of the San Francisco Bay Air Basin, but the influence will be more substantial downwind of the sources. As appropriate, geographic considerations will be discussed in individual issue areas, such as transportation and construction noise.

While the individual projects listed in Table 5.2-1 may result in significant impacts in particular issue areas, it is assumed that the projects will comply with existing regulations and statutes, and will incorporate mitigation and avoidance measures to reduce potential impacts to a less than significant level, if feasible and necessary. For example, all projects are required to incorporate best

management practices and comply with local and regional regulations to reduce impacts to hydrology and water quality to the maximum extent feasible.

The list of projects in Table 5.2-1 was used for all cumulative impact discussions in this Draft EIR, with the exception of the cumulative traffic discussion. At the direction of the City of Mountain View, this analysis used a growth factor to analyze near-term cumulative traffic impacts, as described in *Section 5.3.2, Cumulative Transportation Impacts.* The growth rate represents a conservative estimate of traffic generated from growth in Mountain View and adjacent jurisdictions.

Table 5.2-1
Cumulative Projects List

Address	Proposed Land Use	Size in Square Feet/ Dwelling Units
Approved Projects*		
111 North Rengstorff Avenue, Mountain View	Residential	84 Apartment Units
2060 Plymouth Street, Mountain View	Residential	14 Rowhouse Units
2545-2585 West Middlefield Avenue, Mountain View	Residential	32 Rowhouse Units
100 Mayfield Avenue, Mountain View	Office	540,000 square feet (Reoccupy)
2011-2091 Stierlin Court, Mountain View	Office	70,000 square feet
455 San Antonio Road, Mountain View	Mixed-Use	134,243 sq.ft. Retail 340 Apartment Units
Santa Clara Valley Habitat Plan	Other: Mitigation/ Recovery Program	Not Applicable
Pending Projects		
100 Moffett Boulevard, Mountain View	Residential	191 Apartment Units
1951 Colony Street, Mountain View	Residential	28 Rowhouse Units
1958 Rock Street, Mountain View	Residential	20 Rowhouse Units
490 San Antonio Road, Palo Alto	School	17,602 sq.ft. Bldg.
1875 Embarcadero Road, Palo Alto	Golf Course	Reconfiguration of existing facility.
1730 Embarcadero Road, Palo Alto	Commercial	11,500 sq.ft. Retail
*Approved projects are included in the Background traffic scenario.		

5.3 ANALYSIS OF CUMULATIVE IMPACTS

Given the nature of the pending and approved projects (Table 5.2-1), their locations within Mountain View and Palo Alto, and the impacts and scale of the proposed project, the issue areas for which

cumulative impacts could be significant include: transportation and traffic, noise, air quality, hydrology and water quality, biological resources, and hazardous materials. These cumulative impacts are addressed in more detail below. Individual projects may have significant impacts on other issues (for example, geology and soils, cultural resources, utilities and service systems, and aesthetics), but the cumulative projects, including the proposed project, would incorporate mitigation and avoidance measures and comply with existing regulations and statutes, resulting in either no impacts or less than significant impacts for those issues. In addition, the project's contribution to cumulative greenhouse gas emissions is discussed in *Section 3.5, Greenhouse Gas Emissions*.

The thresholds of significance used throughout the analyses of cumulative impacts are the same listed as those listed in *Section 3, Environmental Setting, Impacts, and Mitigation* of this Draft EIR, unless otherwise stated. In terms of the cumulative analysis, impacts can be divided into short-term and long-term impacts. Short-term impacts occur during construction and primarily affect existing sensitive land uses, such as hospitals, schools, and residential development near the construction sites. These impacts include the noise and dust generated by demolition, grading and excavation activities and the use of heavy equipment, all of which would result from the project. In the long-term, the project and the other cumulative projects would increase the overall number of vehicle trips, ambient noise, air quality contaminants, utility use, and greenhouse gas emissions in the area.

5.3.1 Cumulative Land Use Impacts

Construction of the cumulative projects would be within the boundaries of the Cities of Mountain View and Palo Alto, and, like the proposed project, generally would consist of redevelopment of previously developed sites. Development on a number of these sites would result in a change of uses and/or an intensification of development.

The compatibility of new development with adjacent land uses, and the general character of surrounding areas are considered as a part of Mountain View and Palo Alto's architectural and environmental review processes for their projects. Through appropriate site design and review of these urban projects, land use compatibility impacts such as visual intrusion and noise would be avoided.

All projects listed in Table 5.2-1 would be subject to General Plan goals, policies, and action statements that require appropriate buffers, edges, and transition areas between dissimilar land uses. In addition, the setback, design, and operational requirements of the Mountain View and Palo Alto Municipal Codes should minimize land use compatibility issues. The project, in conformance with the applicable General Plan goals, policies, and action statements and with the implementation of mitigation measures, would not result in significant land use compatibility impacts or conflict with a policy or regulation adopted for the purpose of avoiding or mitigating an environmental impact. The project, therefore, in combination with the other cumulative projects, would not result in significant land use impacts.

Impact C-LU-1: The cumulative projects, including the proposed project, would not result in significant cumulative land use impacts. **[Less Than Significant Cumulative Land Use Impact]**

5.3.2 Cumulative Transportation and Traffic Impacts

5.3.2.1 *Cumulative Traffic Estimates*

Cumulative conditions represent future traffic volumes on the future transportation network. Unlike the cumulative impacts discussion for the other impact areas described in this section which referred to the list of nearby cumulative projects, the cumulative traffic volumes were based on the assumption of a two percent growth factor per year for five years that was applied to existing traffic volumes. The growth rate represents traffic from the growth of adjacent jurisdictions until the date the project is estimated to be completed (2018).

The intersection lane configurations under cumulative conditions were assumed to be the same as described under existing conditions. The project trip estimates were then added to the Cumulative No Project traffic volumes to yield Cumulative Plus Project traffic volumes.

5.3.2.2 *Cumulative Traffic Levels of Service*

Cumulative Intersection Analysis

Intersection operations were evaluated with level of service calculations under Cumulative Conditions without the project and Cumulative Plus Project Conditions. The results of this analysis are summarized in Table 5.3-1.

Under both cumulative scenarios, all of the study intersections would continue to operate at acceptable levels of service, i.e., LOS D or better for City-controlled intersections, and LOS E for the two CMP intersections.

Table 5.3-1
Cumulative Intersection Levels of Service

Intersections	Peak Hour	Cumulative No Project Conditions				Cumulative Plus Project Conditions			
		LOS	Avg. Delay (sec)	Δ in Crit. V/C	Δ in Avg. Delay	LOS	Avg. Delay (sec)	Δ in Crit. V/C	Δ in Avg. Delay
1. San Antonio Road/ Casey Avenue[1]	AM	A	9.4	0.03	9.4	A	9.5	0.03	9.5
	PM	B	11.2	0.27	11.2	B	11.6	0.31	11.5
2. San Antonio Road/ Bayshore Parkway	AM	C	25.6	0.48	25.8	C	30.2	0.64	33.5
	PM	D	41.6	0.83	46.6	D	49.9	0.92	58.2
3. San Antonio Road/ US 101 NB Ramps	AM	B+	11.8	0.47	12.1	B+	11.7	0.51	11.9
	PM	A	9.7	0.58	10.7	A	9.7	0.59	10.8
4. Bayshore Parkway/ Garcia Avenue[1]	AM	A	9.0	0.05	9.0	A	9.4	0.06	9.4
	PM	B	13.3	0.48	13.3	C	17.7	0.61	17.7
5. Salado Drive/ Garcia Avenue[1]	AM	B	10.6	0.1	10.6	B	11.0	0.1	11.1
	PM	C	18.1	0.42	18.1	C	23.8	0.51	23.8
6. Rengstorff Avenue/ Garcia Avenue	AM	C	24.6	0.74	27.8	C	26.3	0.76	31.0
	PM	D+	37.8	0.83	42.3	D	44.3	0.91	51.2
7. Rengstorff Avenue/ US 101 NB Ramps	AM	A	2.7	0.38	6.5	A	2.8	0.38	6.6
	PM	A	5.8	0.58	6.5	A	5.9	0.62	6.6
8. San Antonio Road/ Charleston Road[2]	AM	D+	38.4	0.72	39.5	D+	38.5	0.72	39.7
	PM	D-	51.2	0.81	57.1	D-	51.2	0.81	57.1
9. San Antonio Road/ Middlefield Road[2]	AM	D	46.4	0.64	43.3	D	46.4	0.64	43.2
	PM	E	62.8	0.87	71.4	E	63.0	0.88	71.6
10. Rengstorff Avenue/ Charleston Road	AM	C	21.4	0.83	23.1	C	21.8	0.83	23.6
	PM	C	18.6	0.52	20.0	C	18.3	0.55	19.7
11. Shoreline Boulevard/ Charleston Boulevard	AM	C	30.0	0.48	34.5	C	29.9	0.5	34.3
	PM	D	49.4	0.88	53.9	D-	51.9	0.9	56.9

Notes: Avg. = Average, Crit. = Critical, V/C = Volume to Capacity Ratio. **Bold = Significant Impact**
[1] 1-way/2-way stop controlled intersections analyzed for worst movement.
[2] CMP Intersection.

Based on the above analysis, the project would not result in a significant cumulative traffic impact to project intersections under cumulative conditions.

Freeway Impacts

Two freeway segments on US 101 would be significantly impacted under project conditions. Since it is not possible to accurately identify all future regional development and improvement projects

affecting freeway segments in a cumulative scenario over multiple jurisdictions, no separate cumulative freeway analysis was completed.[68]

5.3.2.3 *Cumulative Transit, Bicycle, and Pedestrian Facilities*

As discussed in *Section 3.2.2.6*, the project would not result in adverse effects on existing or planned transit, bicycle, or pedestrian facilities. Therefore, the project would not make a cumulatively considerable contribution to any impacts to transit, bicycle, or pedestrian facilities from the cumulative projects.

Impact C-TRAN-1: The project would not result in significant near-term cumulative traffic or transportation impacts, including impacts to local intersections, transit, bicycle, or pedestrian facilities. Significant project impacts to freeways are described in *Section 3.2, Transportation and Traffic*.
[Less than Significant Cumulative Transportation Impact]

5.3.2.4 *Cumulative Operational Impacts*

Queuing Analysis

Operations at several intersections were evaluated under project conditions to assess whether the project would create a safety impact and for informational purposes. From a CEQA standpoint, there are no thresholds specific to queuing. There is, however, a threshold which states that the project would have a significant impact if the project would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). It is important to note that lengthening a left-turn queue does not in itself create a safety impact. The following discussion evaluates projected queuing at several intersections and identifies measures that could be employed to accommodate existing and projected queues. Based upon the discussion below, the project would not substantially increase hazards at these locations.

A queuing analysis which evaluated projected vehicles queues and lane storage capacity was performed at three intersections under cumulative conditions: San Antonio Avenue/Bayshore Parkway, Rengstorff Avenue/Garcia Avenue, and Shoreline Boulevard/Charleston Road. The results of the analysis is summarized in Table 5.3-2, below. It can be noted from the table that the vehicle queue length under Cumulative No Project conditions at all intersections exceeds the existing storage capacity during both peak hours, except for the westbound left-turn lane at San Antonio Road/Bayshore Parkway intersection during the AM peak hour.

The table indicates that under Cumulative Plus Project conditions, the queue lengths are comparable to the Cumulative No Project conditions for the Rengstorff Avenue/Garcia Avenue and Shoreline Boulevard/Charleston Road intersections. However, at the San Antonio Road/Bayshore Parkway intersection, the queues could increase substantially by more than one or two vehicles. As noted

[68] The Mountain View 2030 General Plan EIR studied freeway impacts under General Plan buildout conditions in the year 2030 on an average daily traffic (ADT) basis, rather than a peak hour basis, which is the basis used in this EIR.

above, lengthening of the queue would cause congestion, however it would not substantially increase hazards at this location.

Table 5.3-2
Queuing Analysis

Intersection	Turn Type	Existing Storage Capacity (Feet)	Queue Length (feet)			
			Cumulative No Project		Cumulative Plus Project	
			AM	PM	AM	PM
San Antonio Road / Bayshore Parkway	Northbound Right	150	200	25	325	50
	Westbound Left	80	25	325	25	475
Rengstorff Avenue/ Garcia Avenue	Northbound Left	200	300	75	325	75
Shoreline Boulevard/ Charleston Road	Northbound Left	150	275	275	300	275

Notes: Queue length represents HCM2000 Average Queue in feet.

To increase the storage capacity at the San Antonio Road/Bayshore Parkway, the turn lanes could be extended to adequately accommodate the queues. Roadway improvements, such as restriping and/or paving within the existing right-of-way, could alleviate existing and future queuing issues at this intersection. If deemed necessary by City staff, the City will require the project applicant to pay a fair share fee toward the implementation of the proposed improvements as a condition of approval.

The project would increase queues at this intersection during the AM Peak Hour under Cumulative conditions, but would not result in a new hazard or substantially worsen safety conditions. For this reason, the additional queuing caused by the proposed project is considered an operational issue rather than an environmental issue. Therefore, the increased queues would have a less than significant impact on the safety of intersection operations at this location.

5.3.3 Cumulative Noise Impacts

5.3.3.1 *Traffic-Generated Noise*

A project would result in a significant cumulative traffic noise impact if noise levels at existing sensitive receivers would be substantially increased (e.g., three dBA L_{dn} above existing traffic noise levels where noise levels would exceed 60 dBA L_{dn}) under cumulative conditions, and if the project would make a "cumulatively considerable" contribution to the overall traffic noise level increase. A "cumulatively considerable" contribution would be defined as an increase of one dBA L_{dn} or more attributable solely to the proposed project.

As described in *Section 3.3, Noise*, traffic noise levels are estimated to increase by less than one dBA L_{dn} above existing conditions following construction of the project. The Mountain View 2030 General Plan Draft EIR found that noise levels along US 101 from State Route 237 to San Antonio Road would experience increases of 0.1 dBA to 0.2 dBA under 2030 cumulative conditions with the General Plan project, compared to cumulative traffic noise levels that would exist without implementation of the 2030 General Plan. Development of the project site at 2600 Marine Way and other areas in North Bayshore were considered in the General Plan modeling. The cumulative plus project traffic noise increase, therefore, is not substantial, and the contribution attributable to the project is not considered "cumulatively considerable."

Impact C-NOISE-1: The project would not result in a considerable contribution to cumulative traffic-generated noise. **[Less Than Significant Cumulative Noise Impact]**

5.3.3.2 *Construction Noise*

The construction of the cumulative projects in Table 5.2-1 would result in short-term noise impacts at various locations throughout the City of Mountain View and in the adjacent City of Palo Alto. Although some of the cumulative projects are located adjacent to or in the close vicinity of the project, construction schedules of the cumulative project sites are different, and their construction is likely to occur over the next several years. In addition, projects are required to implement standard City requirements such as limiting hours of construction to reduce construction noise impacts.

Given these factors, the cumulative construction noise associated with the cumulative projects would not result in a significant cumulative impact.

Impact C-NOISE-2: The proposed project, along with the other pending cumulative projects, would not result in significant cumulative construction noise impacts. **[Less Than Significant Cumulative Noise Impact]**

5.3.4 Cumulative Air Quality Impacts

5.3.4.1 *Cumulative Air Quality*

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a non-attainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in

significant adverse air quality impacts to the region's existing air quality conditions. As described in *Section 3.4, Air Quality* of the EIR and Appendix E, the project would not exceed thresholds for criteria pollutants and, therefore, would not make a cumulatively considerable contribution to regional air quality impacts.

Impact C-AQ-1: The project would not result in significant cumulative criteria air quality impacts. **[Less Than Significant Cumulative Air Quality Impact]**

5.3.4.2 *Cumulative Construction Air Quality*

Construction activities associated with all of the cumulative projects would temporarily affect local air quality. Construction activities such as demolition, earthmoving, construction vehicle traffic, and wind blowing over exposed earth would generate diesel exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. However, the cumulative projects are scattered throughout the City and neighboring jurisdictions, and their schedules for construction are different and likely to occur over the next several years. In addition, construction mitigation measures are typically included as part of each project, especially large development and public projects.

As discussed in *Section 3.4, Air Quality*, the proposed project would implement mitigation measures to reduce its construction-related dust impacts. Based on this, the project, along with all the other cumulative projects, would not result in a significant short-term cumulative construction air quality impact.

Impact C-AQ-2: The proposed project would not result in or substantially contribute to a significant short-term cumulative air quality impact. **[Less than Significant Short-term Cumulative Air Quality Impact]**

5.3.5 Cumulative Hydrology and Water Quality Impacts

5.3.5.1 *Cumulative Stormwater Impacts*

The cumulative projects involve redevelopment of existing developed sites that contain substantial impervious surfaces. These projects would be required to conform to applicable General Plan goals, policies, and action statements regarding surface runoff and flooding, applicable requirements in the City of Mountain View Municipal Zoning Code and the City's stormwater management guidelines, to avoid hydrology and water quality impacts or reduce them to a less than significant level (refer to *Section 3.6, Hydrology and Water Quality*). In addition, projects would be required to implement a stormwater pollution prevention program (SWPPP), erosion control plan, and best management practices (BMPs) to comply with the NPDES Regional Municipal permit to reduce water quality impacts. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative impacts to hydrology and water quality.

5.3.5.2 *Cumulative Flooding Impacts*

The proposed project is located in a special hazard flood zone, subject to 100-year flood events. Some of the other projects may also be located in flood zones, but all of the cumulative projects would be subject to FEMA regulations and the Mountain View Flood Ordinance. With the application of mitigation measures to reduce flooding impacts, cumulative flooding impacts would be less than significant.

Impacts to the project site from a potential sea-level rise of eight inches are described in *Section 3.6.2.5, Other Inundation Hazards.* The proposed project would not contribute to a significant cumulative impact from sea-level rise.

Impact C-HYDRO-1: The cumulative projects, including the proposed project, would not result in significant cumulative hydrology impacts. **[Less Than Significant Cumulative Hydrology and Water Quality Impact]**

5.3.6 Cumulative Biological Resources Impacts

5.3.6.1 *Special Status Species, and Nesting and Migratory Birds*

The project area does not currently contain habitat for special status species, and apart from baylands and creek areas, habitat for special status species within the developed areas of Mountain View and Palo Alto is limited. Typically, individual projects would be required to incorporate mitigation measures to reduce impacts to special status species to a less than significant level.

As described in *Section 3.8, Biological Resources*, while there is a potential for nesting and migratory birds to occur on the project site, the project would implement mitigation measures that would avoid impacts and reduce them to a less than significant level. Such would be the case for other cumulative projects that remove existing mature trees. For these reasons, the cumulative projects, including the proposed project, would not result in significant impacts to special status species or nesting birds.

Impacts of Indirect Nitrogen Deposition

The Santa Clara Valley Habitat Plan identified nitrogen deposition as an indirect cause of impacts to rare species in southern Santa Clara County, particularly those located on serpentine soils. Nonpoint air pollution sources such as automobiles emit nitrogen compounds into the air. Because serpentine soils tend to be nutrient poor, and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition from vehicle traffic and other sources facilitates the spread of invasive plant species. Non-native annual grasses grow rapidly, enabling them to out-compete serpentine species. The displacement of these species, and subsequent decline of the several federally-listed species, including the Bay Checkerspot butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County (the last remaining major population of these butterflies). The invasion of native grasslands by invasive and/or non-native species is now recognized as one of the major causes of the decline of the federally endangered Bay Checkerspot butterfly.

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. As discussed in *Section 3.8.1.1, Special Status Species*, nitrogen deposition on the effected serpentine habitats from areas of Santa Clara County not covered by the SCV Habitat Plan is about 17 percent. While new emissions resulting from the project would be an extremely small portion of these emissions, the project would contribute new vehicle trips from employment that would contribute to these County emissions.

Impact C-BIO-1: The project would contribute to nitrogen emissions that impact sensitive serpentine habitats and species in Santa Clara County through nitrogen deposition, as identified in the adopted SCV Habitat Plan. **[Significant Cumulative Impact]**

A mitigation program for indirect impacts on Bay Checkerspot butterfly habitat will be implemented by the SCV Habitat Agency.[69] 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.[70] To reduce the potential nitrogen deposition impacts on serpentine habitats and sensitive species resulting from the projects contribution to cumulative nitrogen deposition, the following measures are required.

MM C-BIO-1: The project shall pay a Nitrogen Deposition Fee to the Santa Clara Valley Habitat Agency, which is a Joint Powers Authority made up of the cities of San José, Gilroy and Morgan Hill; Santa Clara Valley Water District; Valley Transportation Authority; and Santa Clara County that has been created to implement the Santa Clara Valley Habitat Plan. The fee would be used to protect and enhance sensitive habitat in the Coyote Ridge and South County area that is subject to degradation due to nitrogen deposition (related primarily to vehicle emissions). The payment would be based on a rate of $3.60 per net new vehicle trip established for projects covered by the SCV Habitat Plan. This Nitrogen Deposition Fee shall be paid prior to issuance of the building permits for the project.

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

[69] The CEQA Guidelines recognize in Section 15190 (a)(2) that a finding regarding significant environmental effects can be made that "…changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency."

[70] The Santa Clara Valley Habitat Plan Final EIR/EIS (August 2012) identifies a beneficial cumulative effect of implementing the Santa Clara Valley Habitat Plan.

5.3.6.2 *Heritage Trees*

The City of Mountain View Tree Preservation Ordinance defines "Heritage" trees based on their size, species, or special designation. A tree removal permit is required from the City for the removal of any Heritage trees, and it is unlawful to willfully injure, damage, destroy, move, or remove a Heritage tree without a tree removal permit. Each of the cumulative projects in Mountain View would be required to mitigate the removal of Heritage trees, and protect any trees that remain from potential construction damage. Similar requirements are in place in the City of Palo Alto. These projects would entail removal of most of the existing trees on site, however, the trees are typically parking lot or landscape trees planted in connection with the current development on each site, and not of substantial habitat value, i.e., native trees and plants critical to survival of special status species. For this reason, the cumulative projects would not result in a significant cumulative loss of Heritage trees.

Impact C-BIO-2: The cumulative projects, including the proposed project, would not result in significant cumulative loss of Heritage trees. **[Less Than Significant Cumulative Biological Resources Impact]**

5.3.7 Cumulative Hazardous Materials Impacts

Some of the projects included in the cumulative analysis are proposed on properties that were previously developed with industrial or commercial uses. It is likely that hazardous materials may have been stored and used on, and/or transported to and from some of these properties as part of activities on the sites. These hazardous materials (such as gasoline, oil, propane, and various chemicals used in R&D and manufacturing) may have been stored on these sites in aboveground or underground tanks. Storage tanks can leak, often resulting in soil and/or groundwater contamination. If groundwater is affected, it can impact properties down gradient of the spill.

In addition, as many of the properties in Mountain View and surrounding cities were used for agricultural purposes prior to their development for industrial and residential uses, agricultural chemicals such as pesticides and fertilizers may have been used on site in the past. The use of these chemicals on agricultural properties can result in widespread residual soil contamination, sometimes in concentrations that exceed regulatory thresholds. In addition, development and redevelopment of some of the sites would require demolition of existing buildings that may contain asbestos-containing materials (ACMs) and/or lead paint. Demolition of these structures could expose construction workers or other persons in the vicinity to harmful levels of asbestos or lead.

Based on the above-described conditions, which are present on most project sites to varying degrees, potentially significant environmental impacts could occur under the cumulative development scenario since such conditions can lead to the exposure of residents and/or workers to substances that have been shown to adversely affect health. For each of the projects that are under consideration, various mitigation measures will be implemented as a condition of development approval for the risks associated with exposure to hazardous materials. Measures would include incorporating the requirements of applicable existing local, state, and federal laws, regulations, and agencies such as the State Department of Toxic Substances (DTSC) and the California Occupational Safety and Health Administration (Cal/OSHA), during all phases of project development.

If chemical releases have occurred on these sites, and depending upon the extent of the release, contaminated soils could be excavated and transported to appropriate landfills, or treated on-site. If groundwater is affected, remediation and ongoing groundwater sampling both on the site and on surrounding down gradient properties could be warranted. Finally, determining the extent of asbestos and lead paint contamination would also be required prior to building demolition and site grading and, if present, such substances would be handled and disposed of in a manner that minimizes human exposure. These measures are all included in the project for hazardous materials impacts (refer to *Section 3.9, Hazardous Materials*). Therefore, with the inclusion of required mitigation measures, the cumulative projects, including the proposed project, would not result in significant cumulative hazardous materials impacts.

Impact C-HAZ-1: The cumulative projects, including the proposed project, would not result in significant cumulative hazardous materials impacts. **[Less Than Significant Cumulative Hazardous Materials Impact]**

5.3.8 Cumulative Utilities Impacts

The intensified office project would increase demands on utilities services, including water supply, wastewater treatment and disposal, solid waste disposal, and stormwater facilities. The proposed office project is located in an urbanized area of the City on a site that is served by existing infrastructure and services, and the site is currently designated for industrial uses. Based on the analysis in the 2030 General Plan EIR, and the discussion in the project Water Supply Assessment, the project would not create a cumulative impact to water services, solid waste, or stormwater facilities.

Sanitary Sewer

A sanitary sewer analysis for the project site was completed by *Infrastructure Engineering Corporation (IEC)* in January 2014 (Appendix N). To estimate the sanitary sewer flows following implementation of the proposed project, project wastewater flows were calculated and added to the existing and projected 2030 General Plan flows in the area of the project. The impacts evaluated both the baseline flows and the hydraulic capacities in the sanitary sewer system.

City of Los Altos sewer facilities extend from Los Altos to the south toward the Palo Alto Regional Water Quality Control Plant (RWQCP). The project site and a number of other parcels within the North Bayshore area of Mountain View flow to these facilities prior to discharge to the RWQCP. According to the existing 1966 Sewer Agreement between the cities, the City of Los Altos agrees to receive a maximum of 150,000 gpd of sanitary sewage, and maximum peak flow rate at any one time of 350,000 gpd from Mountain View at a point on the San Antonio Road Interceptor as it exists between Bayshore Highway and the RWQCP.

The sewer capacity analysis analyzed the sewer flow contributions of the project to Los Altos sewer system, and assessed the project's impacts based on the Los Altos 1966 Sewer Agreement. Under project conditions, the addition of wastewater from the proposed project is not anticipated to exceed the maximum agreed upon under the contract. Under 2030 General Plan buildout conditions with the

project, however, the ultimate sewer flow contribution from the North Bayshore area to the Los Altos system under average dry weather flow (ADWF) conditions with the proposed redevelopment exceeds the existing contractual limitation of 150,000 gpd by 11,790 gpd. Although the General Plan build-out flows could exceed the contractual limitations contained in the agreement, projected flows would not exceed the capacity of the existing sewer lines. Based on the project's exceedance of the contractual limitations of the agreement, the City of Mountain View will be required to renegotiate the contract with the City of Los Altos.

Portions of the Los Altos sanitary sewer facilities that traverse the North Bayshore have been identified for improvement and replacement, as part of the City of Los Altos' Sanitary Sewer Master Plan Update and Capital Improvement Program.[71] Any upgrades to the Los Altos sanitary sewer system that may be required during the renegotiation of the Mountain View-Los Altos agreement will be within the existing alignment that is within the Bayshore Parkway right-of-way and would be required to implement standard conditions for dust and stormwater quality controls during construction. For these reasons, the specific improvements necessary are not expected to impact sensitive habitat areas or result in other environmental impacts, aside from short-term disturbance to roadway areas. Therefore, although the project (under cumulative plus project conditions) would contribute to demand that could result in the replacement or upgrades to existing sanitary sewer lines, those improvements are not anticipated to result in significant environmental effects.

Impact C-UTIL-1: The proposed project, together with the other projects in the cumulative scenario, could result in the replacement or upgrades to sanitary sewer lines downstream of the project site. Upgrades within the existing alignment of the Bayshore Parkway right-of-way would not result in the construction of new utility lines which could cause significant environmental effects. **[Less Than Significant Cumulative Impact]**

[71] City of Los Altos. Sanitary Sewer Master Plan Update. February 2013. Available at: http://www.losaltosca.gov/publicworks/page/sanitary-sewer-master-plan.

SECTION 6.0 CONSISTENCY WITH RELEVANT PLANS

In conformance with Section 15125(d) of the CEQA Guidelines, this section of the EIR discusses how the project complies with existing, relevant regional plans and policies, the City's General Plan, and applicable plans and policies.

6.1 REGIONAL PLANS

6.1.1 Clean Air Plan

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, and assures that the federal and state ambient air quality standards are maintained. Air quality standards are set by the federal and the state government, and regional air quality management districts such as BAAQMD must prepare air quality plans specifying how state standards will be met. BAAQMD has adopted the 2010 Clean Air Plan (2010 CAP), which provides an updated comprehensive plan to improve Bay Area air quality and protect public health, taking into account future growth projections to 2035. The 2010 CAP 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.

Discussion: As discussed in *Section 3.4, Air Quality* of this EIR, development under the project would not result in significant and unavoidable air quality impacts after the application of mitigation measures included in the project. The project would encourage employees to walk, bicycle, and take transit to reach their jobs instead of relying on private automobiles. The project would not interfere with the implementation of control measures in the 2010 Clean Air Plan, and includes the provision of bicycle parking, and pedestrian and transit facilities. For these reasons, the project is consistent with the primary goals and intent of the 2010 Clean Air Plan.

6.1.2 San Francisco Bay Region Water Quality Control Plan

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (the Basin Plan) for the San Francisco Bay region. The Basin Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulations in the San Francisco Bay region.

The Basin Plan provides a program of actions designed to preserve and enhance water quality, and to protect beneficial uses based upon the requirements of the Porter-Cologne Act.

It meets the requirements of the U.S. Environmental Protection Agency (USEPA) and established conditions related to discharges that must be met at all times.

Discussion: As discussed in *Section 3.6, Hydrology and Water Quality* of this EIR, the project would be required to comply with the requirements of the RWQCB by implementing Best Management Practices (BMPs) and other measures to reduce pollutants in storm water discharge during construction and post-development, and would increase the quantity of pervious surfaces on site. The new development would meet current RWQCB requirements under the Municipal Regional NPDES Permit. Therefore, the project is consistent with the San Francisco Bay Region Water Quality Control Plan.

6.1.3 Santa Clara County Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the *Santa Clara County Congestion Management Program* (CMP). The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain the following five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis program element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and data base element, an annual monitoring and conformance element, and a deficiency plan element.

Discussion: The project would allow redevelopment of an existing office/light industrial site to high density office uses, is located near a major roadway, and is served by transit. The transportation impact analysis (TIA) was prepared for the project in accordance with VTA Guidelines. As described in *Section 3.2, Transportation and Traffic*, the proposed project would not result in significant level of service impacts on study intersections, including two CMP intersections. The project also includes design elements to promote pedestrian, bicycling, and transit use to reduce vehicle use and miles traveled, as described in the TDM Plan in Appendix D.

The project, however, would result in significant, unavoidable impacts to two freeway segments. For this reason, the project would not be consistent with the Santa Clara County Congestion Management Program (CMP).

6.2 LOCAL PLANS AND POLICIES

6.2.1 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.

North Bayshore Change Area

The site is within the North Bayshore Change Area of the 2030 General Plan. The North Bayshore change area is located within the North Bayshore Planning Area of the General Plan, and this area is largely defined by its open space resources, high-technology office campuses and suburban-style office parks. Although the US 101 freeway barrier separates North Bayshore from the rest of the city, the area is an important employment center for the city and the region. Parks and open spaces, including Shoreline at Mountain View Regional Park, and entertainment destinations, such as Shoreline Amphitheater, make the area attractive to visitors and businesses. Some commercial uses, including cafes and restaurants, are located in this area and provide services for nearby workers.

In the 2030 General Plan vision for the North Bayshore Change Area, the area continues its role as a major high-technology employment center, and emerges as a model of innovative and sustainable development that protects and stewards biological habitat and open space within the Change Area and North Bayshore as a whole.

The following General Plan goals and policies are applicable to the project.

Goal LUD-3: A diverse, balanced and flexible mix of land uses that supports a strong economy, complete neighborhoods, transit use and community health.

Discussion: The project would represent a land use that supports a strong economy, complete neighborhoods, transit use, and community health. The project would redevelop an underutilized site into a more efficient, economically viable office campus. It would also provide a high-quality office space near bus lines, promote sustainable development, and provide pedestrian and bicycle access to transit. The proposed project would therefore be consistent with this General Plan goal.

Policy LUD 3.1: Land use and transportation. Focus higher land-use intensities and densities within a half-mile of public transit service, and along major commute corridors.

Discussion: The project would intensify office land uses in an existing light industrial/office area, near an express bus line, and along a major commute corridor. The proposed project would therefore be consistent with this General Plan policy.

Goal LUD-19: An area with innovative transit-oriented developments, services for area residents and workers and strong connections to the rest of the city.

Policy LUD 19.1: Land use and transportation. Encourage greater land-use intensity and transit-oriented developments within a half-mile of light rail transit stations.

Discussion: The project is not located within one-half mile of a LRT station. This General Plan policy would not apply to the project.

Policy LUD 19.2: Highly sustainable development. Provide incentives to encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

Discussion: The project would include measures to reduce energy use, greenhouse gas emissions, and water use. The project is seeking approval of a floor area ratio increase for the site to 1.0, based on the conservation and sustainability features of the proposal. Based on this, the proposed project would not conflict with the implementation of this policy.

Policy LUD 19.3: Connectivity improvements. Support smaller blocks, bicycle and pedestrian improvements and connections throughout the area.

Discussion: The project would enhance bicycle and pedestrian improvements and connections by providing bicycle lockers and showers, providing new pedestrian crosswalks, and other measures. For these reasons, the project would be consistent with this policy.

Policy LUD 19.4: Transportation Demand Management strategies. Require development to include and carry out Transportation Demand Management strategies.

Discussion: The project includes a Transportation Demand Management (TDM) Plan which would incrementally reduce traffic volumes on all freeway segments and roadways, as described in *Section 3.2, Transportation and Traffic*. The project, therefore, would be consistent with this policy.

6.2.2 Mountain View Greenhouse Gas Reduction Program (GGRP)

The Mountain View Greenhouse Gas Reduction Program (GGRP) was adopted on July 10, 2012, along with the Mountain View 2030 General Plan. The GGRP is also intended to meet the mandates as outlined in the state CEQA Guidelines, the BAAQMD CEQA Guidelines, and the standards for "qualified plans" as set forth by BAAQMD. The 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.

The following GGRP Measures are applicable to the project (refer also to *Section 3.5, Greenhouse Gas Emissions*):

Mandatory Measure E-1.7: Exceed State Energy Standards in New Non-Residential Development

Discussion: The proposed project would exceed Title 24 requirements for energy efficiency by at least 10 percent. This includes the installation of high efficiency lighting. The project, therefore, would be consistent with this policy.

Mandatory Measure T-1.1: Transportation Demand Management (TDM)

Discussion: As described in the TDM program included in the project (Appendix D), the project would achieve at least a 13 percent reduction in peak hour drive-alone vehicle trips for non-residential projects in the North Bayshore area required by the GGRP, and would be required to provide at least a 35 percent reduction in peak hour trips and a 10 percent reduction in daily trips from the project site. The project, therefore, would be consistent with this policy.

SECTION 7.0 ALTERNATIVES TO THE PROPOSED PROJECT

7.1 INTRODUCTION

The CEQA Guidelines give extensive direction on identifying and evaluating in an EIR alternatives to a proposed project (Section 15126.6). The purpose of analyzing alternatives in an EIR is to identify ways to substantially lessen or avoid the significant effects that a proposed project may have on the environment. The range of alternatives selected for analysis is governed by the "rule of reason," which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice. Although the alternatives do not have to meet every goal and objective set for the proposed project, they should "feasibly attain most of the basic objectives of the project."

The CEQA Guidelines (Section 15126.6) do not require that all possible alternatives be evaluated, only that a range of feasible alternatives be discussed so as to encourage both meaningful public participation and informed decision making. In selecting alternatives to be evaluated, consideration may be given to their potential for reducing significant unavoidable impacts, reducing significant impacts that are mitigated by the project to less than significant levels, and further reducing less than significant impacts.

The three critical factors to consider in selecting and evaluating alternatives are, therefore: (1) the significant impacts from the proposed project which could be reduced or avoided by an alternative, (2) the project's objectives, and (3) the feasibility of the alternatives available. Each of these factors is described below.

7.1.1 Significant Impacts of the Project

As mentioned above, the CEQA Guidelines advise that the alternatives analysis in an EIR should be limited to alternatives that would avoid or substantially lessen any of the significant effects of the project, and would achieve most of the project objectives. As discussed previously in this EIR, the project would result in significant, unavoidable impacts to two freeway segments under project conditions.

Alternatives may also be considered if they would further reduce impacts that are already less than significant because of required or proposed mitigation. Impacts that would be significant, but for which the project includes mitigation to reduce them to less than significant levels include:

- Flooding impacts from the 100-year flood and potential sea-level rise of eight inches, and
- On-site hazardous materials contamination.

CEQA encourages consideration of an alternative site when significant effects of the project might be avoided or substantially lessened. Only locations that would avoid or substantially lessen any of the significant impacts of the project and meet most of the project objectives need be considered for inclusion in the EIR.

7.1.2 Objectives of the Project

The stated primary objectives of the project proponent, Intuit, Inc., are to:

- To provide high-quality, highly sustainable office space, with increased development intensity of up to a floor area ratio (FAR) of 1.0 that targets LEED Platinum standards and incorporates a Transportation Demand Management (TDM) Plan, consistent with the Mountain View 2030 General Plan and the Greenhouse Gas Reduction Program.

- To redevelop an underutilized area, currently developed at a floor area ratio of less than 0.35, into a more efficient, economically viable office campus.

- To develop higher intensity office space on the site at an increased FAR of up to 1.0 that will help Intuit, Inc. provide for and foster on-going job growth on its Mountain View campus.

7.1.3 Feasibility of Alternatives

CEQA, the CEQA Guidelines, and the case law on the subject have found that feasibility can be based on a wide range of factors and influences. The Guidelines advise that such factors *can* include (but are not necessarily limited to) the suitability of an alternate site, economic viability, availability of infrastructure, consistency with a general plan or with other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent can "reasonably acquire, control or otherwise have access to the alternative site" [Section 15126.6(f)(1)].

7.1.3.1 *Alternatives Considered But Rejected*

Location Alternative

The CEQA Guidelines encourage consideration of an alternative site when significant effects of the project might be avoided or substantially lessened (Section 15126.6(f)(2)(A)). Only locations that would avoid or substantially lessen any of the significant impacts of the project and meet most of the project objectives need be considered for inclusion in the EIR.

The project proposes a rezoning of approximately 9.62 acres of land currently zoned *Limited Industrial (ML)* into a *Planned Community (P)* zoning district that would allow office uses on the site at an FAR of up to 1.0 and a maximum development of up to 364,000 square feet. An alternative site would need to be at least of comparable size, within the urbanized area of Mountain View, and have adequate transit access, roadway access, and utility capacity to serve the development proposed. Since the proposed project site consists of an older industrial site, an appropriate alternative site might also include developed industrial or commercial properties.

In order to identify an alternative site that might be reasonably considered to "feasibly accomplish most of the basic purposes" of the project, and would also reduce significant impacts, it was assumed that such as site would ideally have the following characteristics:

- Approximately nine (9) acres in size;
- Located near transit facilities;
- Located near freeways and/or major roadways;
- Served by available infrastructure;
- Available for development;
- Allow high intensity office development at an intensity up to a 1.0 FAR.

A review of sites in Mountain View was completed in order to identify potentially suitable locations for the proposed project. Potential alternative sites were evaluated in terms of whether they would: 1) reduce or avoid some or all of the environmental impacts of the proposed project; 2) be of sufficient size to meet most of the basic project objectives; and 3) be immediately available to be acquired or controlled by the applicant.

Location alternatives that could fulfill these requirements must currently permit high intensity office development up to a 1.0 FAR. This potential development intensity is currently permitted for large areas within the North Bayshore and East Whisman Change Areas in the Mountain View 2030 General Plan, which have been identified with the land use designation *High Intensity Office*, and therefore a number of sites within the City could potentially be a location alternative. Some of these sites may have less existing hazardous materials contamination than the project site, which could result in reduced hazardous materials impacts. A number of these sites are also likely outside of the 100-year flood zone, particularly in the East Whisman area and the eastern portion of the North Bayshore area.

This size of development site, however, within Mountain View could be expected to have similar freeway impacts (as discussed in the Environmental Impact Report for the Mountain View 2030 General Plan), or possibly other traffic impacts (such as intersection impacts), as well as impacts associated with the project construction. Any project of this size and intensity is likely to result in the same or similar impacts to freeway segments, some perhaps more significant. In addition, a location alternative would not fulfill the objective of building more buildings to provide space for a larger Intuit, Inc. campus. Therefore, since no suitable alternative site was found that could meet the basic objectives of the project, and where significant impacts would be reduced, a feasible location alternative was not identified.

7.1.4 Selection of Alternatives

In addition to the "No Project Alternative," the CEQA Guidelines advise that the range of alternatives discussed in the EIR should be limited to those that "would avoid or substantially lessen any of the significant impacts of the project, or in the case of the proposed project, would further reduce impacts that are considered less than significant with the incorporation of identified mitigation [§15126.6(f)]. The discussion below addresses a reduced scale alternative which could reduce project impacts.

The project would result in a significant unavoidable impact from traffic on two freeway segments under project conditions, and therefore a project scenario that would result in a decrease in the number of project trips is evaluated. The project site is also subject to impacts from the 100-year

flood, and a projected sea-level rise of up to eight inches, which is considered in the alternatives analysis. The project also includes impacts related to hazardous materials contamination on site, and the alternatives are examined to determine if they would reduce this impact.

The components of this alternative are described below, followed by a discussion of impacts and how they would differ from those of the proposed project.

7.2 PROJECT ALTERNATIVES

7.2.1 No Project Alternative

The CEQA Guidelines stipulate that an EIR specifically include a "No Project" alternative. The purpose in including a No Project Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. The Guidelines specifically advise that the No Project Alternative is "what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services." The Guidelines emphasize that an EIR should take a practical approach, and not "…create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment [Section 15126.6(e)(3)(B)]."

Since the project site is currently developed with ten existing office/light industrial buildings, the "No Project" alternative includes the continued occupancy or reoccupancy of these buildings. The project site is currently built out with approximately 132,787 square feet of existing uses, which represents an FAR of approximately 0.32. This is slightly less development than is allowed under the existing *Limited Industrial (ML)* zoning, which is 0.35, or about 13,879 square feet more than the existing development. A "No Project – Existing Zoning" Alternative, which would study the maximum buildout under the existing zoning district was not analyzed, therefore, since the additional square feet that can be constructed under the existing zoning above what is currently on the site is relatively small.

The No Project Alternative would avoid most of the environmental impacts of the project, assuming the continued occupancy or reoccupancy of the existing buildings. The No Project Alternative scenario would avoid the significant impacts on two freeway segments. Since the project site would not be redeveloped under this alternative (and raised above the base flood elevation of 11 feet), the buildings would still be subject to the 100-year flood, and the No Project Alternative would not avoid significant environmental effects from flood hazards.

In this scenario, the project's less than significant (with mitigation incorporated) impacts from remaining soil and groundwater contamination would be avoided.

Relationship to Project Objectives

The No Project Alternative scenario does not include the rezoning of the site that would allow the development of denser office uses with increased development intensity and therefore, the No Project Alternative does not meet the objectives of the proposed project. The No Project Alternative would not fulfill any of the project's specific objectives, including those of redeveloping the site,

developing high quality, highly sustainable office space, or increasing the size of the Intuit, Inc. campus.

Conclusion: No Project Alternative

The No Project Alternative would avoid the project's significant freeway impacts. The No Project Alternative would avoid the other less than significant (with mitigation incorporated) hazardous materials impacts of the proposed project.

The No Project Alternative, however, would not avoid or mitigate impacts from the 100-year flood, unless the site was redeveloped to raise the base flood elevation. The No Project Alternative would not meet any of the project's specific objectives, including those of redeveloping the site, developing high quality, highly sustainable office space, or increasing the size and employment capacity of the Intuit, Inc. campus.

7.2.2 Reduced Intensity Alternative

To determine how large an office development on the project site would be before it triggered significant freeway impacts, a freeway segment sensitivity test was completed by the project traffic engineering firm, AECOM.[72] A freeway impact is triggered by adding more than one percent of the existing freeway capacity to a freeway segment currently operating at LOS F, or exacerbated from acceptable (LOS E or better) to unacceptable (LOS F). The sensitivity analysis determined that the controlling freeway segment for this project is US 101 Northbound, between State Route 85 and Shoreline Boulevard during the AM peak hour (triggered by adding more than one percent to the freeway, which is currently operating at LOS F).

To define the appropriate reduced project size, the project trips were lowered just enough to stay under the one percent threshold. The resulting reduced project size that would avoid any freeway impact would be a project size with a net increase of 187,604 square feet, for a total project size of 320,000 square feet of office uses (e.g., 44,000 square feet less than the proposed project). This alternative assumes a peak hour trip reduction of 35 percent for the implementation of Transportation Demand Management (TDM) measures. Under this scenario, the site would be developed to an FAR of 0.76, which, similar to the proposed project, would require a rezoning from the *Limited Industrial (ML)* zoning district to a *Planned Community (P)* district to allow an FAR above 0.35. Under a Reduced Intensity Alternative, the building footprints or building heights would be reduced.

It is assumed that site clearing activities would be similar to the proposed project. To the extent that construction activities could occur over a shorter period due to construction of smaller buildings, less than significant construction impacts such as construction air quality emissions, would be incrementally reduced.

[72] AECOM. Email correspondence with DJP&A. February 2014.

Relationship to Project Objectives

The Reduced Intensity Alternative would partially achieve the basic objectives of the project in terms of intensifying office uses on the site and providing for more employment space on the Intuit campus. It would not conform to the land use intensities envisioned in the City of Mountain View 2030 General Plan for the project area and reflected in the project objectives. The General Plan includes land use designations supporting higher intensity office and research and development uses in the North Bayshore change area as part of strategies to preserve land uses and intensities in existing neighborhoods while focusing change in "change areas" where a number of sustainability measures and shuttle service will be required and planned for.

Conclusion: Reduced Intensity Alternative

To determine how large an office on the project site would be before it triggered significant freeway impacts, a freeway segment sensitivity test was completed. The resulting reduced project size that would avoid any freeway impact would be 320,000 square feet (or 88 percent of the proposed project size of 364,000 square feet), assuming the implementation of a verified 35 percent peak hour TDM reduction.

The site would be developed to an FAR of 0.76, which, similar to the proposed project, would require a rezoning from the *Limited Industrial (ML)* zoning district to a *Planned Community (P)* district to allow an FAR above 0.35. This scenario would partially achieve project objectives related to redevelopment and intensification, however, it would not conform to the land use intensities envisioned in the City of Mountain View 2030 General Plan for the project area and reflected in the project objectives.

7.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE(S)

The *CEQA Guidelines* state than an EIR shall identify an environmentally superior alternative. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6(e)(2)).

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the significant unavoidable impacts to two freeway segments and hazardous materials impacts, although it would not avoid environmental effects to building structures from the 100-year flood. This alternative would not fulfill the project's objectives of redeveloping highly sustainable office space up to an FAR of 1.0 on a site served by transit and near major roadways.

The Reduced Intensity Alternative would reduce the significant impacts to the two freeway segments, and would partially, but not fully, meet the basic objectives of the project. The Reduced Intensity Alternative would be environmentally superior alternative to the proposed project.

SECTION 8.0 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would result in the significant unavoidable impacts discussed below. All other impacts of the proposed project would be mitigated to a less than significant level with incorporation of applicable project-level mitigation measures identified in this EIR.

- **Freeway Impacts:** As shown in Table 3.2-7, project traffic would add more than one percent of the freeway's capacity to two segments currently operating at LOS F. These segments include:

  AM Peak Hour:
  - US 101 Northbound, SR-85 to Shoreline Boulevard (Mixed-Flow and HOV)
  - US 101 Northbound, Shoreline Boulevard to Rengstorff Avenue (Mixed-Flow and HOV)

Although identifiable mitigation such as operational improvements exists for these impacts in the vicinity of the project, the mitigation would not add mainline capacity to the freeways, and therefore the project's impact to these freeway segments is considered significant and unavoidable.

SECTION 9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

This section was prepared pursuant to CEQA Guidelines Section 15126.2(c), which requires a discussion of the significant irreversible changes that would result from the implementation of a proposed project. Significant irreversible changes include the use of nonrenewable resources, the commitment of future generations to similar use, irreversible damage resulting from environmental accidents associated with the project, and irretrievable commitments of resources.

9.1 USE OF NONRENEWABLE RESOURCES

The demolition of the existing industrial buildings on the proposed project site and construction of two larger office buildings would require the use and consumption of nonrenewable resources. Nonrenewable resources include fossil fuels and metals, and cannot be regenerated over time.

As discussed in *Section 3.13, Energy*, energy will be consumed during both the construction and operational phases of the office uses. The demolition and construction phase will require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition of the existing buildings and grading), and the actual construction of the buildings. The operation of the proposed uses would consume energy (in the form of electricity and natural gas) for building heating and cooling, lighting, water heating, and the operation of appliances, electronic equipment, and commercial machinery. Operational energy will also be consumed during each vehicle trip associated with these proposed uses.

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Persons and Organizations Contacted

Lee, Elena, City of Palo Alto

McIntire, Bob, Nova Partners

McKenzie, Duncan. Senior Administrative Analyst, Mountain View Fire Department. Personal Communication to DJP&A. July 8, 2013.

SECTION 11.0 LEAD AGENCY AND CONSULTANTS

Lead Agency

City of Mountain View
Community Development Department
Randal Tsuda, Community Development Director
Peter Gilli, Zoning Administrator
Stephanie Williams, Senior Planner
Margaret Netto, Planner

Consultants

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Matthew Gilliland, Researcher
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AECOM
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Aruna Bodduna, P.E., Transportation Engineer

Illingworth & Rodkin, Inc.
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James Reyff, Senior Consultant

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Scott Humphrey, Senior Project Manager
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Final Environmental Impact Report

2600 Marine Way Office Project

May 2014

State Clearinghouse #2013012033
Mountain View File #436-12-R

Prepared by:

CITY OF MOUNTAIN VIEW

In Consultation with:

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

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SECTION 1.0 OVERVIEW AND PURPOSE OF THE FINAL EIR

This document, together with the Draft Environmental Impact Report (DEIR), constitutes the Final Environmental Impact Report (FEIR) for the proposed *2600 Marine Way Office Project* in Mountain View, California. Under the California Environmental Quality Act (CEQA), the Lead Agency is required, after completion of a DEIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the DEIR. The City of Mountain View, as the Lead Agency, is then required to respond to significant environmental issues raised in the review and consultation process, as described in CEQA Section 15132.

The DEIR was circulated to affected public agencies and interested parties for a 45-day review period. Comments on the DEIR were to be received in writing by no later than Monday, April 21, at 5:00 p.m.

1.1 FORMAT OF THE FINAL EIR

This document, which includes responses to comments and text revisions, has been prepared in accordance with Section 15088 of the CEQA Guidelines. In addition to Section 1.0, describing an overview of the purpose and format of the FEIR, the FEIR includes the following sections:

Section 2.0 **List of Agencies and Individuals Receiving the DEIR**
The agencies, organizations, and individuals who received copies of the DEIR are listed in this section. The locations where the DEIR could be reviewed during the public circulation period are also included in this section.

Section 3.0 **List of Agencies and Individuals Commenting on the DEIR**
This section contains a list of all parties who submitted written comments on the DEIR.

Section 4.0 **Written Comments on the DEIR and Responses**
This section contains the written comments received on the DEIR and the responses to those comments.

Section 5.0 **Revisions to the Text of the DEIR**
Section 5.0 contains text revisions to the DEIR. Text revisions can be made as a result of comments received during the DEIR public review process, corrections or clarifications to the text to reflect modifications that have been made to the project, or other information added by the Lead Agency.

Section 6.0 **Copies of Comment Letters**
Section 6.0 contains copies of the complete comment letters received on the DEIR during the circulation period.

1.2 PURPOSE OF THE FINAL EIR

In conformance with the CEQA Guidelines (Section 15151), EIRs should be prepared with a sufficient degree of analysis to provide decisions-makers with information which enables them to make a decision on the project that takes into account environmental consequences. The FEIR also is required to examine mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts.

The FEIR is used by the City and other Responsible Agencies in making decisions regarding the project. The CEQA Guidelines require that, while the information in the FEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the DEIR by making written findings for each of those effects. According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

    (1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effects on the environment.

    (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

    (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

All documents referenced in this FEIR are available for public review in the City of Mountain View's Community Development Department, City Hall, 1st Floor, 500 Castro Street, Mountain View, during business hours, Monday thru Friday, 8:00 a.m. to Noon, 1:00 p.m. to 4:00 p.m.

The FEIR will also be available for review on the City's website, http://www.ci.mtnview.ca.us/, and at the Mountain View Public Library, 585 Franklin Street, Mountain View. In accordance with the CEQA Guidelines, the FEIR will be made available to the public and commenting agencies a minimum of ten days prior to the EIR certification hearing.

SECTION 2.0 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS RECEIVING THE DRAFT EIR OR NOTICE OF AVAILABILITY

Federal Agencies

NASA Ames Research Center

State Agencies

California Air Resources Board
California Department of Fish and Wildlife, Region 3
California Department of Parks and Recreation
California's Department of Resources, Recycling, and Recovery (CalRecycle)
California Department of Toxic Substances Control
California Department of Transportation, District 4 (CalTrans)
California Department of Transportation, Division of Aeronautics
California Department of Water Resources
California Highway Patrol
California Native American Heritage Commission
California Natural Resources Agency
California Office of Historic Preservation
California Public Utilities Commission
California State Clearinghouse
Regional Water Quality Control Board, Region 2
San Francisco Bay Conservation and Development Commission

Regional and Local Agencies

Bay Area Air Quality Management District (BAAQMD)
Santa Clara Valley Transportation Authority (VTA)
City of Palo Alto

Businesses and Organizations

Santa Clara Valley Audubon Society
Mountain View Coalition for Sustainable Planning
Greenbelt Alliance
Carpenter's Local 405 Counties Conference Board
Carpenter's Local 405 c/o Richard Drury
Northern California Carpenter's Regional Council
Plumber's & Steamfitters Union, Local 393
Sheet Metal Workers, Local 104
International Brotherhood of Electrical Workers, Local 332

Additional individuals and groups were notified of the availability of the DEIR by email and postal mail, and the DEIR has been posted on the City's website and filed in the Mountain View Public Library.

SECTION 3.0 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

Shown below is a list of agencies, organizations, and individuals commenting on the DEIR. The table below also identifies the date of the letter received, and whether the comment submitted requires substantive responses in the FEIR, in accordance with CEQA Guidelines Section 15132(d). Comments that raise questions regarding the adequacy of the EIR or analyses in the EIR require substantive responses. Comments that contain only opinions regarding the proposed project do not require substantive responses in the FEIR. Complete copies of all the letters received are included in *Section 6.0* of this FEIR.

	Comment Received From	Date of Letter	Response Required	Response on Page
State Agencies				
A.	California State Clearinghouse	April 22, 2014	No	
B.	California Department of Toxic Substances Control	March 26, 2014	Yes	5
C.	California Department of Transportation	April 21, 2014	Yes	6
Regional and Local Agencies				
D.	Santa Clara Valley Transportation Authority	April 21, 2014	Yes	14

SECTION 4.0 RESPONSES TO WRITTEN COMMENTS RECEIVED ON THE DRAFT EIR

The following section includes all of the comments requiring responses contained in letters received during the advertised 45-day review period by the City of Mountain View regarding the DEIR. The comments are organized under headings containing the source of the letter and its date. The specific comments have been excerpted from the letter and are shown as "Comment" with each response directly following ("Response"). The letters submitted to the City of Mountain View on the DEIR are contained in their entirety in *Section 6.0* of this document.

A. COMMENT LETTER A FROM THE CALIFORNIA STATE CLEARINGHOUSE, DATED APRIL 22, 2014.

This letter documents compliance with the State Clearinghouse review requirements. No response is required.

B. RESPONSE TO COMMENT LETTER B FROM THE CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL, DATED MARCH 26, 2014.

Comment B1: Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for 2600 Marine Way Office Project (SCH # 2013012033). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup and investigation of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential responsible agency, DTSC is submitting comments to ensure that the California Environmental Quality Act (CEQA) documentation prepared for this project adequately addresses any investigation and remediation of hazardous substances that may be required.

The proposed project would demolish the existing office space, which is comprised of ten one and two story buildings, and construct two detached office buildings, which would be up to four stories each. The project also includes the construction of two garages with three or four levels above grade and one to two levels below grade.

Mitigation Measure MM HAZ-1.1 in the Hazardous and Hazardous Materials portion of the EIR (Section 3.9) states that a Site Management Plan (SMP) will be prepared prior to construction. MM HAZ-1.3 states that a vapor barrier will be installed beneath all structures to mitigate any issues associated with the potential presence of volatile organic compounds (VOCs). Specifications for the vapor barrier are to be included in the SMP, and the specifications are to also describe the effectiveness of the liner over the life of the building. The SMP should also describe any monitoring that will be necessary in order to ensure the effectiveness of the barrier.

If you have any questions, please contact me by phone or e-mail at (510) 540-3798 or Randy.Reyes@dtsc.ca.gov.

Response B1: The comment is acknowledged. Please refer to the text revisions to Mitigation Measure MM HAZ-1.3, in Section 5.0 of this Final EIR.

C. RESPONSE TO COMMENT LETTER C FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED APRIL 21, 2014.

Comment C1: Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Please also refer to Caltrans' comments on the Notice of Preparation in a letter dated January 17, 2012. We have reviewed the DEIR and have the following comments to offer.

Traffic Impacts

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways.

1. Caltrans recommends that the freeway impacts to U.S. Highway (U.S.) 101 and State Route (SR) 85 (five segments under Scenario 1 and two segments under Scenario 2) be mitigated. Fair share fees can be contributed to the Santa Clara Valley Transit Authority's (VTA) U.S. 101 Express lane project and SR 85 Express lane project through VTA's voluntary contribution program.

Response C1: The proposed project evaluated in the EIR is identified as Scenario 2 in the transportation analysis (Appendix C of the EIR). Therefore, the significant effects of the project under consideration are the impacts on two freeway segments of US 101 during the AM peak hour:

- US 101 Northbound between SR-85 and Shoreline Boulevard; and
- US 101 Northbound between Shoreline Boulevard and Rengstorff Avenue.

The US 101 Express Lanes project is currently undergoing environmental studies and review. The project would convert 36 miles of carpool lanes on US 101 to express lanes and add a second express lane in urbanized areas of Santa Clara County to the San Mateo County line. Solo drivers will have the option of paying a toll to use the express lanes during commute hours. Carpools with two or more occupants, motorcycles, transit buses, and clean air vehicles with applicable decals will continue to use the express lanes free of charge.

The SR 85 Express Lanes project is also currently undergoing environmental review. The SR 85 Express Lanes project would convert approximately 27 miles of existing High Occupancy Vehicle (HOV or carpool) lanes on SR 85 to express lanes. The SR 85 Express Lanes project will add a second HOV express lane between SR 87 and I-280. The proposed project would not significantly impact any segment of SR 85 and the SR 85 Express Lanes project would not increase capacity along a freeway segment impacted by the proposed project.

The US 101 express lanes will connect with the SR 85 express lanes and convert US 101/SR 85 HOV direct connectors in Mountain View to express lane connectors. Access points will include all major freeways: I-280, I-680,

I-880, SR 87, SR 237, and potentially County expressways and other major arterials.

If approved and constructed, the regional freeway improvements in the US 101 Express Lanes project and the SR 85 Express Lanes project will provide operational and capacity benefits within the respective corridors, including more efficient use of existing High Occupancy Vehicle (HOV) lanes. The addition of a second expressway lane as part of the US 101 Express Lanes project would also increase freeway capacity, specifically HOV/express lanes.[1] Currently, the schedule for the US 101 Express Lanes project anticipates project approval and environmental documents to be complete in 2014 with new express lanes open in 2018, pending funding.[2]

For a lead agency to make findings that a measure within the responsibility and jurisdiction of another public agency is feasible and would mitigate a significant effect, they must have been adopted by the agency or can and should be adopted by the other agency [CEQA Guidelines 15091(a)]. Feasible mitigation measures must be fully enforceable through permit conditions or other legally binding instruments (CEQA Guidelines 15126.4) and capable of being accomplished in successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors (CEQA Guidelines 15364).

In the near-term, as neither the US 101 Express Lanes project nor the SR 85 Express Lanes project have completed environmental review or been approved, project trips could be on the roadways prior to construction of capacity enhancing improvements to the northbound segments of US 101 between SR 85 and Rengstorff Avenue. It is the City's understanding that Caltrans and the VTA are currently conducting the required environmental review for the US 101 Express Lanes project, and therefore the project is not an approved, committed project that could be relied upon by the City in making required CEQA Guidelines Section 15091(a) findings for the project. Payment of voluntary fees by the project as suggested by the comment will not guarantee the express lanes improvement will be built on any specific timeframe relative to the project. Implementation of the Express Lanes projects, while likely, is not assured and cannot therefore be relied upon as feasible mitigation that would reduce the project's impacts.

In addition, the SR 85 Express Lanes project does not increase capacity by adding additional lanes or capacity on any freeway segments impacted by the project, and would not therefore change the results of the freeway analysis set

[1] Within the project study area, a second HOV/express lane is planned between SR 85 and Embarcadero/Oregon Expressway. To access the San Antonio Road or Rengstorff Avenue interchanges, project traffic would merge out of the HOV/express lane into mixed-flow lanes along portions of the proposed two-lane HOV segments.
[2] Santa Clara Valley Transportation Authority. "VTA Express Lanes: U.S. 101 Express Lanes Project". Accessed April 23, 2014. Available at: http://www.vta.org/projects-and-programs/vta-express-lanes-us-101-express-lanes-project.

forth in the DEIR or directly mitigate the project's significant freeway impacts.

The US 101 Express Lanes project, as currently envisioned, would add an express/HOV lane, which could off-set project impacts to HOV lanes along these freeway segments.[3] However, at this time, studies are not available to indicate whether the addition of a second express lane would free up enough capacity to reduce the project's impact to mixed-flow lanes a less than significant level. Further, because the express lane improvements on US 101 would not increase freeway mainline/mixed-flow lane capacity, they may not substantially change the results of the freeway analysis set forth in Section 3.2.2.5 of the Draft EIR for the mixed-flow lanes. The Express Lanes project would not directly mitigate freeway impacts to mixed-flow lanes because the proposed development is projected to add trips equal to or greater than one percent of the freeway segment's capacity to a freeway segment currently operating at LOS F. At this time, studies are not available to indicate whether the addition of a second express lane would improve the LOS of the mixed-flow lanes to LOS E or free up enough mixed-flow lane capacity to reduce the project's impact to a less than significant level.

As a result, the identified freeway impacts (i.e., contribution of trips equal to or greater than one percent of freeway segment capacity to freeway segments currently operating at LOS F) would remain significant and a Statement of Overriding Considerations for project impacts would be required. While fees provided towards the identified regional improvements would fund worthwhile highway improvements, they would not be applicable as mitigation measures under CEQA.

As recommended by Caltrans, the decision makers could consider conditioning the project to make a voluntary contribution to the US 101 Express Lanes project to assist with funding capacity and efficiency enhancing improvements to the segments of US 101 impacted by the project. The contribution could come from impact fees anticipated to be assessed to the project. Such a contribution could be listed as a project benefit in the findings for a Statement of Overriding Considerations (if the project is approved) as regional freeway improvements.

Comment C2:

2. Project Scenario 2 assumes a 35% reduction in peak period vehicles due to Transportation Demand Management (TDM). The TDM measures that are planned are discussed in detail but lack the evidentiary support showing that the 35% reduction is attainable. Please provide

[3] The proposed project would add up to an estimated 104 new trips in mixed-flow lanes and 22 new trips in HOV lanes in the effected US 101 freeway segments during the AM peak hour. The TIA lists the capacity of a HOV lane as 1,800 vehicles per hour per lane.

supporting evidence that supports how such a reduction will be achieved through the planned TDM measures.

Response C2: The TDM Plan included local annual data collected by an independent transportation firm (page 29 of Appendix D of the EIR) which supports the attainability of the 35 percent reduction. The TDM Plan also includes an enforcement and adaptive management requirement to augment the TDM program if the trip reduction target is not met during a reporting cycle. These provisions, as well as a monitoring program for compliance, will ensure that the project meets the trip reduction stipulations included in the project. The TDM program requirements will be incorporated in the Planned Community zoning for the project and subject to code enforcement regulations by the City of Mountain View.

Comment C3:

3. The DEIR states that the project trips were distributed and assigned and provides the results; however, it provides no information how this was done. Please clarify this part of the process and show how the project trips were distributed and assigned and how the provided results were reached.

Response C3: Trip distribution assumptions were based upon an employee survey and local knowledge of the area. The employee survey was performed by the project applicant in January 2012 and provided to City staff. Based on the survey results, it was assumed that approximately half of the trips come from areas south of the site via US 101 and via SR 85. Employees from the East Bay were assumed to use SR 84, the Dumbarton Bridge and US 101 north of the site rather than using the heavily congested I-880 and SR 237. The trip distribution was reviewed and approved by City transportation engineering staff prior to initiation of transportation model runs.

Comment C4:

4. Figure 9: This figure shows the distribution of the project trips; however, the figure is unclear. Caltrans recommends that Figure 9 be clarified to show which trips have been shown more than once and why some of the lines have arrows on both ends, while others have arrows only on one end.

Response C4: Figure 9 in the TIA (Figure 15 in the DEIR) shows trip distribution as the directions of approach and departure that vehicles would use to arrive at and depart from the site. Arrows or arrow ends pointing away from the site indicate trips from the site. Arrows or arrow ends pointing towards the project site, indicate the distribution of trips to the site. Where lines have arrows on both ends, this indicates that that percentage of trips would be the same for trips to and from the site. For example, 45 percent of trips to the site and 45 percent of trips from the site would utilize the segment of US 101 north of the San Antonio Road interchange.

The trip distribution numbers shown on US 101 north of the site (45 percent), on San Antonio Road west of Middlefield Road (five percent), on Rengstorff Avenue west of US 101 (five percent), on Shoreline Boulevard west of US 101 (five percent), on US 101 south of Shoreline Boulevard (20 percent), represent the total trips to and from the site (i.e., 45 + 5 + 5 + 5 + 20 + 20 = 100 percent). All the other trip distribution percentages represent the internal circulation of how the trips from the external nodes access the project site.

Comment C5:

5. Figure 10 and Figure 11: Figure 10 shows the Project Trip Volumes for Scenario 1 and Figure 11 shows the Project Trip Volumes for Scenario 2. The description of the scenarios indicates that the volumes for Scenario 2 should be 35% less than the volumes for Scenario 1; however, Scenario 2 always exceeds the 35% less volumes in Scenario 1 with Scenario 2 generally being 40% or more than Scenario 1. Caltrans recommends that these Figures and scenario descriptions be reconciled.

Response C5: Figure 10 and Figure 11 in the TIA (Appendix C of the EIR) show the distribution of net new trips based on the trip generation estimates for Scenario 1 (which assumes a standard eight percent trip reduction from TDM per the VTA Guidelines) and the project (Scenario 2), respectively. Table 7 in the TIA presents the trip generation estimates. It should be noted that the net new trips for Scenario 1 and Scenario 2 in Table 7 include credit for the existing land use in addition to the new trips generated by the proposed land use. The TDM reductions are applied only to the proposed land use and not on the credited trips from existing land use. Therefore, the trip volumes presented in Appendix C correctly do not show a proportional 35 percent difference between Scenario 1 and the project (Scenario 2).

Comment C6:

6. The proposed project is likely to have impacts on the operations of the following metered freeway on-ramps:

    - Southbound (SB) U.S. 101/Rengstorff Avenue diagonal on-ramp, to be included as part of studied Intersection 10;
    - SB U.S. 101/Shoreline Boulevard loop on-ramp; and
    - NB U.S. 101/Embarcadero Road diagonal on-ramp (planned to be metered starting 2015).

7. During the ramp metering hours, the existing on-ramp queues will likely be lengthened by the additional traffic generated by this project and affect the operations of local streets. Caltrans recommends providing additional storage on the on-ramps/local streets for the freeway on-ramp traffic to mitigate these queuing impacts.

Response C6: The Draft EIR (page 48) uses VTA CMP thresholds of significance for freeway impact analyses. The VTA's TIA guidelines do not specify a threshold for ramp metering operations at the freeway, however, ramp capacity under existing and proposed project conditions is discussed below.

As noted in this comment, metering at the NB US 101/Embarcadero Road diagonal on-ramp is not yet operational and so queuing due to metering could not be observed.

Visual observations were made at the Rengstorff Avenue/101 on-ramps and Shoreline Boulevard/101 on-ramps during the PM peak hour. The Rengstorff Avenue/SB 101 on-ramp has ramp metering equipment in place, but it is not currently operating as of April 30, 2014. A queue-detector is in-place at the beginning of the on-ramp that functions to detect if vehicles are backing up onto Rengstorff Avenue and will turn the ramp metering signals on steady green to allow the queue to dissipate.

The loop ramp from Shoreline Boulevard onto SB 101 also has ramp metering equipment and it was operating. However, even during the PM peak hour the ramp metering signals were on steady green as traffic was relatively light. In addition, the on-ramp from Shoreline Boulevard to SB 101 has a storage length of approximately 0.4 miles. This length would be adequate to accommodate the increased traffic from the proposed project.

In summary, the detector on the Rengstorff Avenue on-ramp would address any increased traffic from the proposed 2600 Marine Way Office project by turning the signal to a steady green to dissipate the extended queue and the length of the Shoreline Boulevard loop ramp to SB 101 is sufficiently long to handle the increased traffic from the proposed project.

Comment C7:

8. The proposed project is likely to increase traffic at the SB U.S. 101/E. Charleston Road diagonal on-ramp, adversely affecting freeway, freeway on-ramp; and possibly local street operations. This location is not being metered due to short on-ramp storage. Unmetered on-ramp locations in a metered freeway corridor may attract traffic from other origins, so please clarify whether there are any plans by the City of Mountain View (City) to improve this interchange.

Response C7: As shown on Figure 15 (Project Trip Distribution) of the EIR, it is anticipated that most vehicles would use the Rengstorff Avenue on-ramp to reach SB US 101 and the project would not significantly increase traffic at the SB US 101/E. Charleston Road interchange. The City of Mountain View currently has no plans to improve the Caltrans SB on-ramp at East Charleston Road. Improvements to this on-ramp or the nearby San Antonio Road interchange would be a multi-jurisdictional project. In addition, the Santa Clara Valley Transportation Authority's 2035 Valley Transportation Plan contemplates future improvements to the southbound segment on US 101 between San

Antonio Road and Charleston/Rengstorff as part of its constrained funding program, but these improvements have not been approved and are dependent upon securing funding.

Comment C8:

Lead Agency
As the lead agency, the City is responsible for all project mitigation; including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Response C8: A draft Mitigation Monitoring and Reporting Program has been prepared and will be reviewed by the lead agency as part of consideration of the project. The project applicant has been advised of this comment regarding encroachment permit requirements in the event utility or other improvements are required within State ROW. As it does not raise any issues or questions related to the content of the EIR, no further response is required.

Comment C9:

Cultural Resources
Caltrans requires that a project's environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with California Environmental Quality Act (CEQA), Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (http://www.dot.ca.gov/ser/vol2/vol2.htm).

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modifications of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

Response C9: The comment is acknowledged. Please refer to Response C8.

Comment C10:

Traffic Impact Fees
Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Response C10: The comment is acknowledged. The project would not result in any local intersection impacts, and the project's significant transportation effects would be limited to mainline and HOV lane freeway impacts. As the US 101 Express Lanes project has not yet been approved, payment of voluntary fees cannot be relied upon as mitigation for the identified freeway impacts in the near term. While fees provided towards the identified regional improvements would fund worthwhile highway improvements, they would not applicable as mitigation measures. Please refer to Response C1.

Comment C11:

Voluntary Contribution Program
U.S. 101 and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic and are among the most congested regional facilities. Given the location of the proposed project and the traffic generated, along with other projects in the vicinity, this project will have a cumulative significant regional impact to the already congested State Highway System.

Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system. Contributions would be used to help fund regional transportation programs that improve the transportation system to lessen future traffic congestion, improve mobility by reducing time delays, and maintain reliability on major roadway throughout the San Francisco Bay Area. Reducing delays on State facilities will not only benefit the region, but also reduce any queuing on local roadways caused by highway congestion.

Response C11: The comment is acknowledged. Please refer to Response C1.

Comment C12:

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related

mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Brian Brandert of my staff at (510) 286-5505 or brian.brandert@dot.ca.gov.

Response C12: The project applicant has been advised of this comment regarding encroachment permit requirements in the event utility or other improvements are required within State ROW. As it does not raise any issues or questions related to the content of the EIR, no further response is required.

D. RESPONSE TO COMMENT LETTER D FROM THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, DATED APRIL 21, 2014.

Comment D1: Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR (DEIR) for 364,000 square feet of new office space at a site bounded by Marine Way, Garcia Avenue, and Bayshore Parkway. We have the following comments.

Transportation Demand Management (TDM)/Trip Reduction

VTA is pleased to see an extensive Transportation Demand Management (TDM) Plan included as an Appendix to the DEIR, with the ambitious goal to reduce automobile trips by 35% during peak periods relative to the Institute of transportation Engineers (ITE) trip rate for single tenant office buildings (TDM Plan, pg. 27). In addition to proposing a specific trip reduction target, a wide variety of proposed trip reduction measures, and membership in the newly-formed Mountain View Transportation Management Association (MVTMA), the TDM Plan includes annual data collection by an independent transportation firm (pg. 29) and an enforcement clause to enhance the TDM program if the trip reduction target is not met. These provisions will help ensure that the project meets the proposed trip reduction target.

Response D1: The comment is acknowledged. As it does not raise any issues or questions related to the content of the EIR, no further response is required.

Comment D2:

Freeway Impacts and Mitigation

The DEIR found significant and unavoidable impacts to two segments of US 101:

- US 101 Northbound between SR-85 and Shoreline Boulevard during AM peak hour (Mixed-flow & HOV)
- US 101 Northbound between Shoreline Boulevard and Rengstorff Avenue during AM peak hour (Mixed-flow & HOV)

The DEIR notes that, "The mitigation for freeway impacts is typically the provision of additional capacity in the form of an additional mainline or auxiliary lane. Several freeway improvements were identified in the VTA's *Valley Transportation Plan 2035* (2009) to improve freeway operations in the area of the project. None of these improvements included in the VTA's planning document

would mitigate the project's impacts to a less than significant level because they do not affect mainline capacity." (pg. 55)

VTA disagrees that mitigation for freeway impacts must include the provision of additional capacity. VTA has reviewed the CEQA statutes and we are not aware of any provisions that would limit the definition of freeway mitigation measures to capacity increasing improvements through additional mainline or auxiliary lanes only or exclude the use of voluntary contributions as a mitigation measure for an environmental impact. In fact, quite often contribution of funding to a transportation improvement is cited as an approach to offset or mitigate a significant impact.

According to Section 15370 of the CEQA Guidelines, the definition of "Mitigation" can include the following:
(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
(e) Compensating for the impact by replacing or providing substitute resources or environments.

VTA staff believes that in cases of significant impacts on CMP facilities, a voluntary contribution to regional transportation improvements may be a feasible and reasonable mitigation measure to reduce the level of transportation impacts for the project. In addition, several recent environmental documents prepared by lead agencies in Santa Clara County include such contributions as mitigation measures for significant freeway impacts. VTA requests that the City include a mitigation measure in the DEIR for the project to commit to voluntary contributions to the US 101 Express Lanes project and/or other regional transportation improvements on the impacted freeway or parallel corridors.

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

Response D2: Based upon the methodology in the Santa Clara County Transportation Authority Congestion Management Program (CMP) *Transportation Impact Analysis Guidelines* (2009), a project is said to impact a freeway segment determined to have been at LOS F under existing or background conditions if the number of new trips added by the project is more than one percent of the freeway capacity. Freeway LOS, as outlined in the *CMP Traffic Level of Service Analysis Guidelines* (2003), is based on density, expressed as passenger cars per mile per lane. Therefore, if a project would result in a significant impact to a freeway segment, there are two basic ways to reduce impacts to a less than significant level; 1) reduce project trips, or 2) increase capacity on which the one percent is calculated.

As described in Chapter 10, Mitigation Measures in the *Transportation Impact Analysis Guidelines*, project mitigation measures can include programs to reduce project vehicle trip generation, including TDM programs as well as capital improvements to roadways, transit facilities, and bike pedestrian access improvements, if not already included in the proposed project description. Mitigation measures identified need to be feasible.

In this case, the proposed project includes a TDM program that stipulates a 35 percent peak hour trip reduction, which is an ambitious program. Therefore,

the identification of additional trip reduction measures by the project is not considered feasible as mitigation for the identified freeway impacts. The other basic way to reduce impacts, an increase in freeway capacity, is also evaluated in the EIR. Text has been added to the EIR to clarify that, in general terms, mitigation for freeway impacts is not limited to the provision of additional capacity.

As discussed in Response C1, a capital improvement program, the US 101 Express Lanes project, is currently undergoing environmental review and has not yet been approved. In the near-term, project trips could be on the roadways prior to construction of capacity enhancing improvements to the northbound segments of US 101 between SR 85 and Rengstorff Avenue under the US 101 Express Lanes project. Implementation of the freeway capacity enhancements, while likely, is not assured, therefore, the identified freeway impacts (i.e., contribution of trips equal to or greater than one percent of freeway segment capacity to freeway segments currently operating at LOS F) would remain significant, at least in the near term. Fees provided toward the identified operational improvements would fund worthwhile and necessary highway improvements, but would not be applicable as project mitigation measures under CEQA. It is the City's understanding that Caltrans and the VTA are currently conducting the required environment review for the express lane project, and therefore the express lane project is not an approved, committed project that could be relied upon by the City in making required CEQA Guidelines Section 15091(a) findings for the 2600 Marine Way Office project. Payment of voluntary fees by the project as suggested by the comment will not guarantee the express lanes improvement will be built on any specific timeframe relative to the project.

It should be noted that as the express lane improvements on US 101 would not increase freeway mainline/mixed-flow lane capacity, they may not substantially change the results of the freeway analysis set forth in Section 3.2.2.5 of the Draft EIR for the mixed-flow lanes. The Express Lanes project would not directly mitigate freeway impacts to mixed-flow lanes because the proposed development is projected to add trips equal to or greater than one percent of the freeway segment's capacity to a freeway segment currently operating at LOS F. At this time, studies are not available to indicate whether the addition of a second express lane would improve the LOS of the mixed-flow lanes to LOS E or free up enough mixed-flow lane capacity to reduce the project's impact to a less than significant level.

As recommended by Caltrans, the decision makers could consider conditioning the project to make a voluntary contribution to the US 101 Express Lanes project to assist with funding capacity and efficiency enhancing improvements to the segments of US 101 impacted by the project. The contribution could come from impact fees anticipated to be assessed to the project. Such a contribution could be listed as a project benefit in the

findings for a Statement of Overriding Considerations (if the project is approved) as regional freeway improvements.

SECTION 5.0 REVISIONS TO THE TEXT OF THE DRAFT EIR

The following section contains text revisions to the *Draft Environmental Impact Report, 2600 Marine Way Office Project,* dated March 2014.

Underlining depicts text added, while ~~strikeouts~~ depict text deleted.

Page vii: **REVISE** the *Executive Summary*, as shown.

MM HAZ-1.3: A vapor barrier shall be installed beneath all structures to mitigate any issues associated with the potential presence of VOCs or petroleum hydrocarbon vapors at the site. The vapor barrier design shall be equivalent to those required for sites with known vapor concerns in Mountain View that are also exposed to groundwater. Specifications for the vapor barrier included in the SMP shall include thickness, type, durability, and diffusion rates for VOCs of concern. The specifications shall also describe the effectiveness of the liner over the life of the building. The SMP shall also include a vapor barrier monitoring plan, to ensure the effectiveness of the barrier.

Page 12: **REVISE** *Section 2.4 Uses of the EIR*, as shown.

The EIR may also be relied upon for other agency approvals necessary to implement the project, including by the following agencies:

- Santa Clara County Department of Environmental Health
- San Francisco Bay Regional Water Quality Control Board
- California Department of Toxic Substances Control
- California Department of Transportation

Page 55: **REVISE** *Section 3.2.2.5, Mitigation for Freeway Impacts*, as shown.

Mitigation for Freeway Impacts

Based upon the methodology in the VTA's *Transportation Impact Analysis Guidelines* (2009), a project is said to impact a freeway segment determined to have been at LOS F under existing or background conditions if the number of new trips added by the project is more than one percent of the freeway capacity. Therefore, if a project would result in a significant impact to a freeway segment, there are two basic ways to reduce impacts to a less than significant level; 1) reduce project trips, or 2) increase capacity on which the one percent is calculated.

Implementation of the project transportation demand management (TDM) program (see Section 3.5, Greenhouse Gas Emissions) or a CMP deficiency plan (as stated in the VTA's Transportation Impact Analysis Guidelines) would incrementally reduce traffic volumes on all freeway segments; however, it would not reduce the identified impacts to a less than significant level. The proposed project includes a TDM

program that stipulates a 35 percent peak hour trip reduction, which is an ambitious program. Therefore, the identification of additional trip reduction measures by the project is not considered feasible as mitigation for the impacts to two freeway segments during the AM peak hour.

The other basic way to reduce identified freeway impacts ~~The mitigation for freeway impacts~~ is typically the provision of additional capacity in the form of an additional mainline or HOV~~auxiliary~~ lane. Several freeway improvements were identified in the VTA's Valley Transportation Plan 2035 (2009) to improve freeway operations in the area of the project. None of these improvements included in the VTA's planning document would mitigate the project's impacts to a less than significant level because they do not affect mainline capacity. ~~Implementation of the project transportation demand management (TDM) program (see Section 3.5, Greenhouse Gas Emissions) or a CMP deficiency plan (as stated in the VTA's Transportation Impact Analysis Guidelines) would incrementally reduce traffic volumes on all freeway segments; however, it would not reduce the identified impacts to a less than significant level.~~

The US 101 Express Lanes project, as currently envisioned, is undergoing environmental studies and review. The project would convert 36 miles of carpool lanes on US 101 to express lanes and add a second express lane in urbanized areas of Santa Clara County to the San Mateo County line. Solo drivers will have the option of paying a toll to use the express lanes during commute hours. Carpools with two or more occupants, motorcycles, transit buses, and clean air vehicles with applicable decals will continue to use the express lanes free of charge. If approved and constructed, the regional freeway improvements in the US 101 Express Lanes project will provide operational and capacity benefits, including more efficient use of existing High Occupancy Vehicle (HOV) lanes. The addition of a second express lane would increase freeway capacity. Currently, the schedule for the US 101 Express Lanes project anticipates project approval and environmental documents to be complete in 2014 with new express lanes open in 2018, pending funding.

For a program measure to be feasible and mitigate a significant effect, they must have been adopted by the agency or can and should be adopted by the other agency [CEQA Guidelines 15091(a)]. Feasible mitigation measures must be fully enforceable through permit conditions or other legally binding instruments (CEQA Guidelines 15126.4) and capable of being accomplished in successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors (CEQA Guidelines 15364). In the near-term, as the US 101 Express Lanes project has not yet completed environmental review or been approved, project trips could be on the roadways prior to construction of capacity enhancing improvements to the northbound segments of US 101 between SR 85 and Rengstorff Avenue. Implementation of the freeway capacity enhancements, while likely, is not assured. Therefore, a condition requiring a fair share contribution to the US 101 Express Lanes project is not considered feasible or effective mitigation at the time of preparation of the Final EIR.

The mitigation of freeway impacts through an increase in capacity is considered beyond the scope of an individual development project, due to the inability of any individual project or City to acquire right of way for freeway widening. Freeway improvements also would require approval by Caltrans, which neither the project applicant nor the City can guarantee. Therefore, the addition of project traffic results in a significant and unavoidable impact to the identified freeway segments.

Page 124: **REVISE** *Section 3.9.3.2, On-Site Hazardous Materials Impacts,* as shown.

MM HAZ-1.3: A vapor barrier shall be installed beneath all structures to mitigate any issues associated with the potential presence of VOCs or petroleum hydrocarbon vapors at the site. The vapor barrier design shall be equivalent to those required for sites with known vapor concerns in Mountain View that are also exposed to groundwater. Specifications for the vapor barrier included in the SMP shall include thickness, type, durability, and diffusion rates for VOCs of concern. The specifications shall also describe the effectiveness of the liner over the life of the building. The SMP shall also include a vapor barrier monitoring plan, to ensure the effectiveness of the barrier.

Page 183: **REVISE** *Section 10.0, References,* as shown.

California Building Standards Commission. *2013 California Green Buildings Standards Code (CALGreen)*. California Code of Regulations, Title 24, Part 11. Available at: http://www.bsc.ca.gov/Home.aspx. ~~http://www.bsc.ca.gov/Home/CALGreen.aspx~~ Effective Date: January 1, 2014.

Page 184: **REVISE** *Section 10.0, References,* as shown.

California State Water Resources Control Board. Geotracker. San Francisco Newspaper Agency. ~~https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608591670~~ https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608501234. Accessed September 4, 2013.

Page 186: **REVISE** *Section 10.0, References,* as shown.

~~Mountain View, City of, Community Development Department. "Mountain View Green Building Code (MVGBC)". 2011. Accessed February 19, 2013. http://www.mountainview.gov/city_hall/community_development/buildings/mountain_view_green_building_code.asp.~~

Mountain View, City of. Prepared by ESA PWA with AMEC, HDR, SCI, and HT Harvey. *Final Draft -- Shoreline Regional Park Community Sea Level Rise Study: Feasibility Report and Capital Improvement Program*. December 18, 2012.

Page 187: **REVISE** *Section 10.0, References,* as shown.

San Francisco Bay Region, California Regional Water Quality Control Board. *ESL - Environmental Screening Levels.* ~~Table E-1 - Groundwater Screening Levels for Evaluation of Potential Vapor Intrusion Concerns. Interim Final dated November 2007 (revised May 2008). http://www.waterboards.ca.gov/rwqcb2/water_issues/programs/ESL/Users_Guide_May_2008.pdf.~~

Interim Final – December 2013.
http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/esl.shtml.

SECTION 6.0 COPIES OF COMMENT LETTERS RECEIVED

The original comment letters on the *Draft Environmental Impact Report, 2600 Marine Way Office Project* are provided on the following pages.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

April 22, 2014

RECEIVED

APR 25 2014

Community Development

Margaret Netto
City of Mountain View, Community Dev. Dept.
500 Castro Street
Mountain View, CA 94041

Subject: 2600 Marine Way Office Project
SCH#: 2013012033

Dear Margaret Netto:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 21, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2013012033
Project Title 2600 Marine Way Office Project
Lead Agency Mountain View, City of

Type EIR Draft EIR

Description Located on APNs 116-02-021, -024, -063, -067, -075, -076, -087, -090, and -091. The project is the redevelopment of existing office/light industrial properties with new office uses. The project proposes to demolish 118,100 sf of space in eight existing buildings; and remove pavement, landscaping and other improvements. Following demolition, the project would construct two detached office buildings of up to 4-stories each, as well as landscaping, utilities, and other improvements. The proposed 369,500 sf of new office space would be an increase of approximately 251,400 sf over the existing development on the site. The project would include one 6-level and one 3-level parking structure, in addition to surface parking. The project proposes a rezoning of the site from the Limited Industrial (ML) zoning district to the Planned Community (P) zoning district.

Lead Agency Contact

Name Margaret Netto
Agency City of Mountain View, Community Dev. Dept.
Phone 650 903 6306 **Fax**
email
Address 500 Castro Street
City Mountain View **State** CA **Zip** 94041

Project Location

County Santa Clara
City Mountain View
Region
Lat / Long 37° 25' 42" N / 122° 5' 51" W
Cross Streets Marine Way and Garcia Avenue
Parcel No. 10 parcels
Township 6S **Range** 2W **Section** **Base** MDB&M

Proximity to:

Highways US 101, SR 82 & 85
Airports Palo Alto, Moffett Federal Afld
Railways Caltrain, UPRR
Waterways Adobe Crk, Permanente Crk, Shoreline Lake, SF Bay
Schools Crittenden, Monta Loma
Land Use GP: High Intensity Office, Office, Zoning District: Limited Industrial (ML)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Resources, Recycling and Recovery; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 03/07/2014 **Start of Review** 03/07/2014 **End of Review** 04/21/2014

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Edmund G. Brown Jr.
Governor

March 26, 2014

Ms. Margaret Netto
City of Mountain View
Community Development Department
500 Castro Street
Mountain View, CA 94041

Dear Ms. Netto:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for 2600 Marine Way Office Project (SCH # 2013012033). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup and investigation of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential responsible agency, DTSC is submitting comments to ensure that the California Environmental Quality Act (CEQA) documentation prepared for this project adequately addresses any investigation and remediation of hazardous substances that may be required.

The proposed project would demolish the existing office space, which is comprised of ten one and two story buildings, and construct two detached office buildings, which would be up to four stories each. The project also includes the construction of two garages with three or four levels above grade and one to two levels below grade.

Mitigation Measure MM HAZ-1.1 in the Hazardous and Hazardous Materials portion of the EIR (Section 3.9) states that a Site Management Plan (SMP) will be prepared prior to construction. MM HAZ-1.3 states that a vapor barrier will be installed beneath all structures to mitigate any issues associated with the potential presence of volatile organic compounds (VOCs). Specifications for the vapor barrier are to be included in the SMP, and the specifications are to also describe the effectiveness of the liner over the life of the building. The SMP should also describe any monitoring that will be necessary in order to ensure the effectiveness of the barrier.

If you have any questions, please contact me by phone or e-mail at (510) 540-3798 or Randy.Reyes@dtsc.ca.gov.

Sincerely,

Randy Reyes, MPH
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-6301
TTY 711
www.dot.ca.gov

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April 21, 2014

SCL101907
SCL/101/50.1
SCH# 2013012033

Ms. Margaret Netto
Community Development Department
City of Mountain View
500 Castro Street
Mountain View, CA 94039

Dear Ms. Netto:

2600 Marine Way Office Project – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Please also refer to Caltrans' comments on the Notice of Preparation in a letter dated January 17, 2012. We have reviewed the DEIR and have the following comments to offer.

Traffic Impacts
One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways.

1. Caltrans recommends that the freeway impacts to U.S. Highway (U.S.) 101 and State Route (SR) 85 (five segments under Scenario 1 and two segments under Scenario 2) be mitigated. Fair share fees can be contributed to the Santa Clara Valley Transit Authority's (VTA) U.S. 101 Express lane project and SR 85 Express lane project through VTA's voluntary contribution program.

2. Project Scenario 2 assumes a 35% reduction in peak period vehicles due to Transportation Demand Management (TDM). The TDM measures that are planned are discussed in detail but lack the evidentiary support showing that the 35% reduction is attainable. Please provide supporting evidence that supports how such a reduction will be achieved through the planned TDM measures.

3. The DEIR states that the project trips were distributed and assigned and provides the results; however, it provides no information how this was done. Please clarify this part of the process

and show how the project trips were distributed and assigned and how the provided results were reached.

4. Figure 9: This figure shows the distribution of the project trips; however, the figure is unclear. Caltrans recommends that Figure 9 be clarified to show which trips have been shown more than once and why some of the lines have arrows on both ends, while others have arrows only on one end.

5. Figure 10 and Figure 11: Figure 10 shows the Project Trip Volumes for Scenario 1 and Figure 11 shows the Project Trip Volumes for Scenario 2. The description of the scenarios indicates that the volumes for Scenario 2 should be 35% less than the volumes for Scenario 1; however, Scenario 2 always exceeds the 35% less volumes in Scenario 1 with Scenario 2 generally being 40% or more than Scenario 1. Caltrans recommends that these Figures and scenario descriptions be reconciled.

6. The proposed project is likely to have impacts on the operations of the following metered freeway on-ramps:

   - Southbound (SB) U.S. 101/Rengstorff Avenue diagonal on-ramp, to be included as part of studied Intersection 10;
   - SB U.S. 101/Shoreline Boulevard loop on-ramp; and
   - NB U.S. 101/Embarcadero Road diagonal on-ramp (planned to be metered starting 2015).

7. During the ramp metering hours, the existing on-ramp queues will likely be lengthened by the additional traffic generated by this project and affect the operations of local streets. Caltrans recommends providing additional storage on the on-ramps/local streets for the freeway on-ramp traffic to mitigate these queuing impacts.

8. The proposed project is likely to increase traffic at the SB U.S. 101/E. Charleston Road diagonal on-ramp, adversely affecting freeway, freeway on-ramp, and possibly local street operations. This location is not being metered due to short on-ramp storage. Unmetered on-ramp locations in a metered freeway corridor may attract traffic from other origins, so please clarify whether there are any plans by the City of Mountain View (City) to improve this interchange.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed,

we strongly recommend that the City work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Cultural Resources

Caltrans requires that a project's environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with California Environmental Quality Act (CEQA), Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (http://www.dot.ca.gov/ser/vol2/vol2.htm).

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

Traffic Impact Fees

Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Voluntary Contribution Program

U.S. 101 and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic and are among the most congested regional facilities. Given the location of the proposed project and the traffic generated, along with other projects in the vicinity, this project will have a cumulative significant regional impact to the already congested State Highway System.

Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system. Contributions would be used to help fund regional transportation programs that improve the transportation system to lessen future traffic congestion, improve mobility by reducing time delays, and maintain reliability on major roadways throughout the San Francisco Bay Area. Reducing delays on State facilities will not only benefit the region, but also reduce any queuing on local roadways caused by highway congestion.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Brian Brandert of my staff at (510) 286-5505 or brian.brandert@dot.ca.gov.

Sincerely,

for

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

SANTA CLARA
Valley Transportation Authority

April 21, 2014

City of Mountain View
Planning Department
500 Castro Street
Mountain View, CA 94039

Attention: Margaret Netto

Subject: 2600 Marine Way Office

Dear Ms. Netto:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR (DEIR) for 364,000 square feet of new office space at a site bounded by Marine Way, Garcia Avenue, and Bayshore Parkway. We have the following comments.

Transportation Demand Management (TDM)/Trip Reduction

VTA is pleased to see an extensive Transportation Demand Management (TDM) Plan included as an Appendix to the DEIR, with the ambitious goal to reduce automobile trips by 35% during peak periods relative to the Institute of transportation Engineers (ITE) trip rate for single tenant office buildings (TDM Plan, pg. 27). In addition to proposing a specific trip reduction target, a wide variety of proposed trip reduction measures, and membership in the newly-formed Mountain View Transportation Management Association (MVTMA), the TDM Plan includes annual data collection by an independent transportation firm (pg. 29) and an enforcement clause to enhance the TDM program if the trip reduction target is not met. These provisions will help ensure that the project meets the proposed trip reduction target.

Freeway Impacts and Mitigation

The DEIR found significant and unavoidable impacts to two segments of US 101:

- US 101 Northbound between SR-85 and Shoreline Boulevard during AM peak hour (Mixed-flow & HOV)
- US 101 Northbound between Shoreline Boulevard and Rengstorff Avenue during AM peak hour (Mixed-flow & HOV)

The DEIR notes that, "The mitigation for freeway impacts is typically the provision of additional capacity in the form of an additional mainline or auxiliary lane. Several freeway improvements were identified in the VTA's *Valley Transportation Plan 2035* (2009) to improve freeway operations in the area of the project. None of these improvements included in the VTA's planning document would mitigate the project's impacts to a less than significant level because they do not affect mainline capacity." (pg. 55)

VTA disagrees that mitigation for freeway impacts must include the provision of additional capacity. VTA has reviewed the CEQA statutes and we are not aware of any provisions that would limit the definition of freeway mitigation measures to capacity increasing improvements through additional mainline or auxiliary lanes only or exclude the use of voluntary contributions as a mitigation measure for an environmental impact. In fact, quite often contribution of funding to a transportation improvement is cited as an approach to offset or mitigate a significant impact.

According to Section 15370 of the CEQA Guidelines, the definition of "Mitigation" can include the following:
(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
(e) Compensating for the impact by replacing or providing substitute resources or environments.

VTA staff believes that in cases of significant impacts on CMP facilities, a voluntary contribution to regional transportation improvements may be a feasible and reasonable mitigation measure to reduce the level of transportation impacts for the project. In addition, several recent environmental documents prepared by lead agencies in Santa Clara County include such contributions as mitigation measures for significant freeway impacts. VTA requests that the City include a mitigation measure in the DEIR for the project to commit to voluntary contributions to the US 101 Express Lanes project and/or other regional transportation improvements on the impacted freeway or parallel corridors.

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: Randy Tsuda, City of Mountain View Planning Director
Mike Fuller, City of Mountain View Public Works Director
Erik Alm, Caltrans
Brian Brandert, Caltrans
John Ristow, VTA
Chris Augenstein, VTA

MV1301

2600 MARINE WAY OFFICE PROJECT

CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS
Pursuant to Sections 15091 and 15093 of the
State CEQA Guidelines and Section 21081 of the Public Resources Code

The Final Environmental Impact Report (Final EIR) prepared by the City of Mountain View (City) for the 2600 Marine Way Office Project (project) consists of the Draft EIR and Response to Comments Document on the Draft EIR. The Final EIR identifies significant environmental impacts that will result from implementation of the project. The City finds that the inclusion of certain mitigation measures as part of project approval will reduce all but two significant freeway segment impacts during the AM peak hour on US 101. These impacts will be overridden due to specific considerations that are described within this document.

As required by CEQA, the City, in adopting these CEQA Findings and Statement of Overriding Considerations, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project. In accordance with CEQA and the *CEQA Guidelines*, the City adopts these findings as part of the certification of the Final EIR for the project. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the project.

TABLE OF CONTENTS

SECTION 1: INTRODUCTION

1.1 Statutory Requirements for Findings

Section 15091 of the *CEQA Guidelines* states that:

> *(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> *(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
>
> *(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency.[1]

For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.[2] The *CEQA Guidelines* state in section 15093(a) that:

> *"If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable."*

1.2 Record of Proceedings

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City's decision on the project consists of: a) matters of common knowledge to the City,

[1] *CEQA Guidelines*, 2011. Section 15091 (a), (b).

[2] Public Resources Code Section 21081(b).

including, but not limited to, federal, State and local laws and regulations; and b) the following documents which are in the custody of the City:

- Notice of Preparation (see Appendix A of the Draft EIR);
- The Public Review Draft EIR and supporting documentation prepared for the proposed project (Appendix A through N and the Draft EIR dated March 2014);
- All written and verbal comments submitted by agencies, organizations and members of the public during the public comment period and at public hearings on the Draft EIR and responses to those comments (see Final EIR dated May 2014);
- The Mitigation Monitoring and Reporting Program;
- All findings and resolutions adopted by the City in connection with the project, and all documents cited or referred therein;
- All final reports, studies, memoranda, maps, correspondence, and all planning documents prepared by the City or the consultants to each, or responsible or trustee agencies with respect to: a) the City's compliance with CEQA; b) development of the project site; or c) the City's action on the project; and
- All documents submitted to the City by agencies or members of the public in connection with development of the project.

SECTION 2: THE PROJECT

This section lists the objectives of the proposed project, provides a brief description of the project, and lists the project alternatives evaluated in the Draft EIR.

2.1 Project Objectives

The objectives of the project are to:

- Provide high-quality, highly sustainable office space, with increased development intensity of up to a floor area ratio (FAR) of 1.0 that targets LEED Platinum standards and incorporates a Transportation Demand Management (TDM) Plan, consistent with the Mountain View 2030 General Plan and the Greenhouse Gas Reduction Program.

- Redevelop an underutilized area, currently developed at a floor area ratio of less than 0.35, into a more efficient, economically viable office campus.

- Develop higher intensity office space on the site at an increased FAR of up to 1.0 that will help Intuit, Inc. provide for and foster on-going job growth on its Mountain View campus.

2.2 Project Description

The project proposes the redevelopment of the 9.62-acre site with new office buildings, parking garages, utilities, and landscaping. The proposed project would add two new office buildings and two parking structures to the existing Intuit, Inc. corporate campus.

The ten existing detached buildings and other development on the project site would be demolished, along with pavement, landscaping and other improvements. An existing cellular phone tower on the Bayshore Site would be relocated within the site to the enclosed rooftop mechanical room. Following demolition and site clearing, the project would construct two detached office buildings of up to four-stories each, as well as install new landscaping, utilities, and other site improvements. The Casey Site would be used for construction parking, and no office development would occur on that 1.23-acre area as part of the project. After the interim use of construction parking is no longer needed when the new buildings are completed, Intuit will use the site as an outdoor recreation facility.

The proposed office buildings would contain approximately 178,600 square feet (Bayshore Building) and 185,400 square feet (Marine Way Building) of office space. The approximately 364,000 square feet of new office space would represent an increase of approximately 231,213 square feet over the existing development on the site.

The project would include one level of parking below the Marine Way Building, in addition to a separate garage that would include four levels of parking above grade and two levels of parking below grade. The Bayshore Building includes an attached garage structure with three levels of structured parking above grade and one level of parking below grade.

2.3 Alternatives

Based on the project objectives and anticipated environmental consequences, and pursuant to Section 15126.6 of the *CEQA Guidelines*, the following project alternatives were selected for analysis:

- The No Project Alternative;
- Reduced Intensity Alternative; and
- Location Alternative.

A more detailed description of these alternatives, and required findings, are set forth in Section 4: Feasibility of Project Alternatives.

SECTION 3: EFFECTS DETERMINED TO BE MITIGATED TO LESS-THAN-SIGNIFICANT LEVELS

The Draft EIR identified certain potentially significant effects that could result from the project. However, the City finds for each of the significant or potentially significant impacts identified in this section that based upon substantial evidence in the record, changes or alterations have been required or incorporated into the project which avoid or substantially lessen the significant effects as identified in the Final EIR[3] and, thus, that adoption of the mitigation measures set forth below will reduce these significant or potentially significant effects to less-than-significant levels. Adoption of the recommended mitigation measures will effectively make the mitigation measures part of the project.

Hydrology and Water Quality

Impact HYDRO-4: The proposed project is located in a special hazard flood zone (an area subject to the 100-year flood).

MM HYDRO-4.1: Construction of the proposed project on site will comply with the provisions of the City of Mountain View Flood Hazard Ordinance for non-residential construction, including Section 8.164.1, Standards of Construction. The applicable requirements of the Municipal Code for construction in a flood zone will be required of the project as conditions of approval.

MM HYDRO-4.2: Construction of the proposed project will comply with the requirements of the Federal Emergency Management Agency for flood hazard areas. These requirements include obtaining a FEMA Flood Proofing Certificate, including documentation of certification by a registered professional engineer or architect that the design and methods of construction of the buildings are in accordance with accepted practices for meeting the flood proofing requirements in the City's floodplain management ordinance. This documentation is required for both floodplain management requirements and insurance rating purposes.

Hazards and Hazardous Materials

Impact HAZ-1: Residual hazardous materials contamination in soils and groundwater could expose construction workers or future employees to hazardous materials on site.

MM HAZ-1.1: Because low levels of petroleum hydrocarbons and volatile organic compounds (VOCs) were detected at the site in the soil and groundwater, a Soil and Groundwater Management Plan (SGMP) and a Health and Safety Plan (HSP) shall be prepared prior to construction. The SGMP will provide recommended measures to

[3] *CEQA Guidelines*, Section 15091.

mitigate the long-term environmental or health and safety risks caused by the presence of petroleum hydrocarbons and VOCs in the soil and groundwater.

The SGMP shall be reviewed and approved by the Santa Clara County Department of Environmental Health, the San Francisco Bay Regional Water Quality Control Board (RWQCB), DTSC, or other appropriate agency addressing oversight to establish management practices for handling contaminated soil or other materials (including groundwater) if encountered during demolition and construction activities.

The details of the SGMP shall include the provision of a vapor barrier (refer to **MM HAZ-1.3**) and details about ventilation systems for the garages and buildings, including air exchange rates and operation schedules for the systems. The SGMP will also contain contingency plans to be implemented during excavation activities if unanticipated hazardous materials are encountered.

MM HAZ-1.2: The Health and Safety Plan (HSP) will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. Each contractor working at the site shall prepare a health and safety plan that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. Employees conducting earthwork activities at the site must complete a 40-hour training course, including respirator and personal protective equipment training. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater was handled according to requirements of the SMP.

MM HAZ-1.3: A vapor barrier shall be installed beneath all structures to mitigate any issues associated with the potential presence of VOCs or petroleum hydrocarbon vapors at the site. The vapor barrier design shall be equivalent to those required for sites with known vapor concerns in Mountain View that are also exposed to groundwater. Specifications for the vapor barrier included in the SMP shall include thickness, type, durability, and diffusion rates for VOCs of concern. The specifications shall also describe the effectiveness of the liner over the life of the building.

MM HAZ-1.4: Prior to the existing tenants vacating the site, the Mountain View Fire Department shall be contacted to determine facility closure requirements, if any. These requirements could include baseline sampling and analysis and decontamination activities.

MM HAZ-1.5: Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility.

MM HAZ-1.6: An Operations and Maintenance Plan shall be prepared if contaminated soil (as defined in the SMP) is to be left in place. The purpose of this plan is to notify tenants of the existence and location of this contamination, and to provide protocols for handling this soil if encountered during site maintenance activities.

MM HAZ-1.7: If utility trenches extend into the top of groundwater, appropriate measures will be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at intervals on-site and where the utility trenches extend off-site. In addition, if utility conduits are placed below groundwater, they will be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.

MM HAZ-1.8: If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy coating, using corrosion resistant piping materials (including gaskets, flanges and couplings), and/or installing a cathodic protection system. Contractors working on site shall implement all recommended protection measures.

Impact HAZ-2: Asbestos-containing building materials (ACMs) could present a risk to workers during demolition of the existing buildings.

MM HAZ-2.1: To identify and quantify ACMs in the buildings, sampling and testing for all buildings shall be completed prior to the demolition activities.

MM HAZ-2.2: All potentially friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.

MM HAZ-2.3: All demolition 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.

Impact HAZ-3: Lead-based paint could present a risk to workers during demolition on the site.

MM HAZ-3.1: Surveys and sampling for lead-based paint shall be completed prior to demolition. If lead-based paint is bonded to building materials, removal is not required. If the paint is flaking, peeling, or blistering, it should be removed prior to demolition.

MM HAZ-3.2: 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.

MM HAZ-3.3: 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.

Cumulative Biological Resources

Impact C-BIO-1: The project would contribute to nitrogen emissions that impact sensitive serpentine habitats and species in Santa Clara County through nitrogen deposition, as identified in the adopted SCV Habitat Plan.

MM C-BIO-1: The project shall pay a Nitrogen Deposition Fee to the Santa Clara Valley Habitat Agency, which is a Joint Powers Authority made up of the cities of San José, Gilroy and Morgan Hill; Santa Clara Valley Water District; Valley Transportation Authority; and Santa Clara County that has been created to implement the Santa Clara Valley Habitat Plan. The fee would be used to protect and enhance sensitive habitat in the Coyote Ridge and South County area that is subject to degradation due to nitrogen deposition (related primarily to vehicle emissions). The payment would be based on a rate of $3.60 per net new vehicle trip established for projects covered by the SCV Habitat Plan. This Nitrogen Deposition Fee shall be paid prior to issuance of building permits for the project.

SECTION 4: FEASIBILITY OF PROJECT ALTERNATIVES

4.1 Project Alternatives

The Draft EIR included several project alternatives. The City hereby concludes that the Draft EIR sets forth a reasonable range of alternatives to the proposed project so as to foster informed public participation and informed decision making. The City finds that the alternatives identified and described in the Draft EIR were considered and further finds them to be infeasible for the specific economic, social, or other considerations set forth below pursuant to CEQA section 21081.

4.1.1 No Project Alternative.

Since the project site is currently developed with ten existing office/light industrial buildings, the "No Project" alternative includes the continued occupancy or re-occupancy of these buildings. The project site is currently built out with approximately 132,787 square feet of existing uses, which represents an FAR of approximately 0.32. This is slightly less development than is allowed under the existing *Limited Industrial (ML)* zoning, which is 0.35, or about 13,879 square feet more than the existing development. A "No Project – Existing Zoning" Alternative, which would study the maximum build-out under the existing zoning district was not analyzed, therefore, since the additional square feet that can be constructed under the existing zoning above what is currently on the site is relatively small.

The No Project Alternative would avoid most of the environmental impacts of the project, assuming the continued occupancy or re-occupancy of the existing buildings. The No Project Alternative scenario would avoid the significant impacts on two freeway segments. Since the project site would not be redeveloped under this alternative (and raised above the base flood elevation of 11 feet), the buildings would still be subject to the 100-year flood, and the No Project Alternative would not avoid significant environmental effects from flood hazards. In this scenario, the project's less than significant (with mitigation incorporated) impacts from remaining soil and groundwater contamination would be avoided.

Findings. The No Project Alternative scenario does not include the rezoning of the site that would allow the development of denser office uses with increased development intensity and therefore, the No Project Alternative does not meet the objectives of the proposed project. The No Project Alternative would not fulfill any of the project's specific objectives, including those of redeveloping the site, developing high quality, highly sustainable office space, or increasing the size of the Intuit, Inc. campus. The No Project Alternative would avoid the project's significant freeway impacts. The No Project Alternative would avoid the other less than significant (with mitigation incorporated) hazardous materials impacts of the proposed project.

The No Project Alternative, however, would not avoid or mitigate impacts from the 100-year flood, unless the site was redeveloped to raise the base flood elevation. The No Project Alternative would not meet any of the project's specific objectives, including those of redeveloping the site, developing high quality, highly sustainable office space, or increasing the size and employment capacity of the Intuit, Inc. campus.

4.1.2 Reduced Intensity Alternative.

To determine how large an office development on the project site would be before it triggered significant freeway impacts, a freeway segment sensitivity test was completed by the project traffic engineering firm, AECOM. A freeway impact is triggered by adding more than one percent of the existing freeway capacity to a freeway segment currently operating at LOS F, or exacerbated from acceptable (LOS E or better) to unacceptable (LOS F). The sensitivity analysis determined that the controlling freeway segment for this project is US 101 Northbound, between State Route 85 and Shoreline Boulevard during the AM peak hour (triggered by adding more than one percent to the freeway, which is currently operating at LOS F).

To define the appropriate reduced project size, the project trips were lowered just enough to stay under the one percent threshold. The resulting reduced project size that would avoid any freeway impact would be a project size with a net increase of 187,604 square feet, for a total project size of 320,000 square feet of office uses (e.g., 44,000 square feet less than the proposed project). This alternative assumes a peak hour trip reduction of 35 percent for the implementation of Transportation Demand Management (TDM) measures. Under this scenario, the site would be developed to an FAR of 0.76, which, similar to the proposed project, would require a rezoning from the *Limited Industrial (ML)* zoning district to a *Planned Community (P)* district to allow an FAR above 0.35. Under a Reduced Intensity Alternative, the building footprints or building heights would be reduced.

It is assumed that site clearing activities would be similar to the proposed project. To the extent that construction activities could occur over a shorter period due to construction of smaller buildings, less than significant construction impacts such as construction air quality emissions, would be incrementally reduced.

Findings. The Reduced Intensity Alternative would partially achieve the basic objectives of the project in terms of intensifying office uses on the site and providing for more employment space on the Intuit campus. It would not conform to the land use intensities envisioned in the City of Mountain View 2030 General Plan for the project area and reflected in the project objectives. The General Plan includes land use designations supporting higher intensity office and research and development uses in the North Bayshore change area as part of strategies to preserve land uses and intensities in existing neighborhoods while focusing change in "change areas" where a number of sustainability measures and shuttle service will be required and planned for. To determine how large an office on the project site would be before it triggered significant freeway impacts, a freeway segment sensitivity

test was completed. The resulting reduced project size that would avoid any freeway impact would be 320,000 square feet (or 88 percent of the proposed project size of 364,000 square feet), assuming the implementation of a verified 35 percent peak hour TDM reduction.

The site would be developed to an FAR of 0.76, which, similar to the proposed project, would require a rezoning from the *Limited Industrial (ML)* zoning district to a *Planned Community (P)* district to allow an FAR above 0.35. This scenario would partially achieve project objectives related to redevelopment and intensification, however, it would not conform to the land use intensities envisioned in the City of Mountain View 2030 General Plan for the project area and reflected in the project objectives.

4.1.3 Location Alternative.

The CEQA Guidelines encourage consideration of an alternative site when significant effects of the project might be avoided or substantially lessened (Section 15126.6(f)(2)(A)). Only locations that would avoid or substantially lessen any of the significant impacts of the project and meet most of the project objectives need be considered for inclusion in the EIR.

The project proposes a rezoning of approximately 9.62 acres of land currently zoned *Limited Industrial (ML)* into a *Planned Community (P)* zoning district that would allow office uses on the site at an FAR of up to 1.0 and a maximum development of up to 364,000 square feet. An alternative site would need to be at least of comparable size, within the urbanized area of Mountain View, and have adequate transit access, roadway access, and utility capacity to serve the development proposed. Since the proposed project site consists of an older industrial site, an appropriate alternative site might also include developed industrial or commercial properties.

In order to identify an alternative site that might be reasonably considered to "feasibly accomplish most of the basic purposes" of the project, and would also reduce significant impacts, it was assumed that such as site would ideally have the following characteristics:

- Approximately nine (9) acres in size;
- Located near transit facilities;
- Located near freeways and/or major roadways;
- Served by available infrastructure;
- Available for development;
- Allow high intensity office development at an intensity up to a 1.0 FAR.

A review of sites in Mountain View was completed in order to identify potentially suitable locations for the proposed project. Potential alternative sites were evaluated in terms of whether they would: 1) reduce or avoid some or all of the environmental impacts of the

proposed project; 2) be of sufficient size to meet most of the basic project objectives; and 3) be immediately available to be acquired or controlled by the applicant.

Location alternatives that could fulfill these requirements must currently permit high intensity office development up to a 1.0 FAR. This potential development intensity is currently permitted for large areas within the North Bayshore and East Whisman Change Areas in the Mountain View 2030 General Plan, which have been identified with the land use designation *High Intensity Office*, and therefore a number of sites within the City could potentially be a location alternative. Some of these sites may have less existing hazardous materials contamination than the project site, which could result in reduced hazardous materials impacts. A number of these sites are also likely outside of the 100-year flood zone, particularly in the East Whisman area and the eastern portion of the North Bayshore area.

Findings. This size of development site, however, within Mountain View could be expected to have similar freeway impacts (as discussed in the Environmental Impact Report for the Mountain View 2030 General Plan), or possibly other traffic impacts (such as intersection impacts), as well as impacts associated with the project construction. Any project of this size and intensity is likely to result in the same or similar impacts to freeway segments, some perhaps more significant. In addition, a location alternative would not fulfill the objective of building more buildings to provide space for a larger Intuit, Inc. campus. Therefore, since no suitable alternative site was found that could meet the basic objectives of the project, and where significant impacts would be reduced, a feasible location alternative was not identified.

4.2 Environmentally Superior Alternative

The *CEQA Guidelines* state than an EIR shall identify an environmentally superior alternative. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6(e)(2)).

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the significant unavoidable impacts to two freeway segments and hazardous materials impacts, although it would not avoid environmental effects to building structures from the 100-year flood. This alternative would not fulfill the project's objectives of redeveloping highly sustainable office space up to an FAR of 1.0 on a site served by transit and near major roadways.

The Reduced Intensity Alternative would reduce the significant impacts to the two freeway segments, and would partially, but not fully, meet the basic objectives of the project. The Reduced Intensity Alternative would be environmentally superior alternative to the proposed project.

SECTION 5: SIGNIFICANT EFFECTS THAT CANNOT BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

A significant unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented, because no feasible mitigation has been identified. The majority of impacts associated with the proposed project would be reduced to a less-than-significant level with incorporation of applicable project-level mitigation measures identified in this EIR. The project would result in the following significant unavoidable impacts:

- **Significant Freeway Impacts:** Project traffic would add more than one percent of the freeway's capacity to two segments currently operating at LOS F in the AM Peak Hour. These segments include:

  - US 101 Northbound, SR-85 to Shoreline Boulevard (Mixed-Flow and HOV); and
  - US 101 Northbound, Shoreline Boulevard to Rengstorff Avenue (Mixed-Flow and HOV).

No mitigation measures have been identified that would reduce these impacts to a less than significant level. For this reason, these impacts would remain significant and unavoidable. The significant and unavoidable impacts are outweighed and overridden by the economic, social, and other benefits detailed in Section 6 below.

SECTION 6: STATEMENT OF OVERRDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable.[4] CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record.[5] The proposed project would result in significant unavoidable impacts related to two freeway segments. No mitigation measures have been identified that would reduce these impacts to less than significant. These significant unavoidable impacts are identified and discussed in Section 5 of these Findings. The City further specifically finds that these significant unavoidable impacts to two freeway segments are outweighed by the proposed project's benefits and are acceptable in light of the benefits of the project, based on the findings below:

- The City has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the project, as described above.

- All Mitigation Measures recommended in the Final EIR have been incorporated into the project and will be implemented through the MMRP, incorporated by reference herein.

- All alternatives to the project, set forth in the Final EIR, reduce the project's significant and unavoidable impacts to less than significant but do not achieve the project objectives, and the City finds that project objectives and/or specific economic, social and other benefits outweigh any environmental benefits of the alternatives.

- In accordance with CEQA Guidelines Section 15093, the City has, in determining whether or not to approve the project, balanced the economic, legal, social, technological, and other benefits, including region-wide or statewide environmental benefits of the project against these unavoidable environmental risks, and has found that the benefits of the project outweigh the unavoidable adverse environmental effects. The following statements specify the reasons why, in the City's judgment, the benefits of the project outweigh its unavoidable environmental risks. The City also finds that any one of the following reasons for approval cited below is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City will stand by its determination that each individual reason

[4] *CEQA Guidelines*, Section 15093(a)

[5] *CEQA Guidelines*, Section 15093(b)

is sufficient. The substantial evidence supporting the City's Findings and the benefits described below can be found in the Record of Proceedings.

Economic Benefits

- The project redevelops an underutilized site that currently contains ten detached office and light industrial buildings with a greater land-use intensity office development that supports business growth in the City, and specifically, continued growth in North Bayshore Change Area.

- The project would include a high quality office development located adjacent to Highway 101, attracting regional enterprises to the proposed redeveloped LEED Platinum office development and contributing to the revitalization of the North Bayshore area.

- The project would capitalize on the *High Intensity Office* General Plan land use designation which promotes higher-intensity office uses in the North Bayshore Change Area, recognized as a key area that will support future jobs expected to be concentrated in the information, professional, scientific and technical services categories.

- The project would advance the vision of the North Bayshore Change Area by providing a sustainable, transit oriented employment center.

- The project would generate revenue for the City through development fees applicable to the project, including payment of off-site improvement fees in anticipation of the City's adoption of a development impact fee ordinance for the Precise Plan area at a rate of approximately $10 a net new square foot which can be used for future transportation and ecological improvement projects in the North Bayshore Area.

- The project would generate revenue for the City through increased property tax revenue and tax revenue from commercial development.

- Development of the project would create approximately 1,750 new jobs.

Social Benefits

- The project would establish Intuit as a founding member of a non-profit public benefit entity Transportation Management Association (TMA) that would operate a shuttle program linking the project site to VTA and Caltrain (TMA Project Shuttle) and that would allow for additional shuttle destinations, landowner participants, revenue sources, programs, and areas served to be added over time. The TMA

would: mitigate traffic congestion both locally and regionally by providing alternatives to single-occupancy vehicle trips; develop a transportation system and management strategies; improve accessibility to transit; and provide transportation services.

- The proposed project would lead to the redevelopment of an underutilized site served by existing transportation and utility infrastructure adjacent to US 101 by allowing the construction of approximately 364,000 sq. ft. of Class-A office space constructed to meet the intent of LEED® Platinum Core and Shell design standard.

- The development project would meet the City's land use planning goals for the North Bayshore Change Area of the General Plan by providing a sustainable corporate campus development constructed to meet the intent of LEED® Platinum Core and Shell design standard, which will function as a transit-oriented employment center that incorporates a TDM plan.

- The development project would also meet the City's land use planning goals and development strategies of the of the North Bayshore Change Area, which promotes an area with pedestrian and bicyclist connections to services and employers, by creating on-site pedestrian and bicycle amenities, and improving connections to off-site pedestrian, bicycle, and transit networks.

- The development project would improve the overall aesthetic and visual quality of the North Bayshore Area and has the potential to encourage further redevelopment activity within the East Whisman Area by developing a Class-A office campus development constructed to meet the intent of LEED® Platinum Core and Shell design standard.

- The project would provide a landscaped site and includes new landscape amenities and open active areas, well-designed publicly visible and accessible open space areas adjacent to the public right-of-way, preservation of heritage trees, replacement of 40 designated-to-be removed heritage trees on a 2:1 ratio, and planting of approximately 137 or more new trees on site.

Region-wide or Statewide Environmental Benefits

- The project would establish Intuit as a founding member of a TMA that would provide alternatives to single-occupancy vehicle trips, thereby reducing regional traffic congestion.

- The TMA would provide regional benefits by allowing for additional shuttle destinations, landowner participants, revenue sources, programs, and areas served to be added over time.

- The development project would promote compact growth by increasing job opportunities at a location near existing transportation and utility infrastructure, with the goal of reducing the region's overall greenhouse gas emissions by focusing development near transit and infrastructure with a TDM program consistent with the Mountain View General Plan, which recognizes the North Bayshore Change Area as an important employment center with growth potential.

- The development project is consistent with the greenhouse gas reduction measures in the Mountain View Greenhouse Gas Reduction Program and thus supports the City's efforts to reduce dependency on fossil fuels and nonrenewable energy, to decrease its share of GHG emissions and contributions to global climate change, and to help make Mountain View a more attractive place to live through implementation of the GGRP by adding density on an underutilized, low-density site served by existing transportation and infrastructure, by developing a project that will be constructed to meet the intent of LEED® Platinum Core and Shell design standard, and by implementing a TDM program.

- The project's TDM program would be designed to reduce parking, driving, and pollution by at least 35% during peak periods, substantially above the 13% reduction required by the City's Greenhouse Gas Reduction Program, and would encourage workers to commute using transit and other alternatives to single-occupancy vehicles by providing the following:

    - Transit Pass Program;
    - Shuttles/Shuttle Loading Area;
    - Telecommute Program;
    - TDM Website;
    - Branding ;
    - Priority Parking;
    - Carpool/Vanpool Matching;
    - Car Sharing;
    - Secure Bicycle Storage;
    - On-Site Transportation Coordinator;
    - Guaranteed Ride Home Program;
    - Vanpool Subscription;
    - Information Kiosk;
    - One-Way Car Share;
    - On-Site Bicycle Maintenance and Repair;
    - Bicycle Infrastructure;
    - Individualized Marketing;
    - Showers/Changing Facilities;
    - Bicycle Share Program; and

  - Commute Rewards.

- The project's TDM program would be enforceable through:

  - Conditions of approval adopted and enforced by the City; and
  - Creation of a third-party monitoring and enforcement mechanism with monetary penalties for non-performance.

- Constructing the project to meet the intent of LEED® Gold Core and Shell design standard will increase energy efficiency by:

  - Reducing passive solar heat gain and heat loss through vision glazing, thermally insulated panels, and shading devices;
  - Improving energy performance through innovative mechanical design that includes four separate HVAC units for each elevation of each building, plus an additional unit for the buildings' central cores;
  - Minimizing energy demand by managing electrical demand to shut off systems when not in use;
  - Generating on-site solar energy through roof-mounted solar panels; and
  - Achieving ENERGYSTAR certification for building appliances and equipment.

- The foregoing benefits provided to the public through approval and implementation of the project outweigh the identified significant adverse environmental impacts of the project that cannot be mitigated; and
- Each of the project benefits separately and individually outweighs the unavoidable adverse environmental impacts identified in the Final EIR and therefore finds those impacts to be acceptable.
- Economic, social and other considerations and benefits derived from the development of the project override and make infeasible any alternatives to the project or further Mitigation Measures beyond those incorporated into the Project.
- On balance, the City finds that there are specific considerations associated with the project that serve to override and outweigh the project's significant unavoidable effects. Therefore, pursuant to CEQA Guidelines Section 15093(a), these adverse effects are considered acceptable.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
HYDROLOGY AND WATER QUALITY				
Impact HYDRO-4: The proposed project is located in a special hazard flood zone (an area subject to the 100-year flood). **[Significant Impact]**	**MM HYDRO-4.1:** Construction of the proposed project on site will comply with the provisions of the City of Mountain View Flood Hazard Ordinance for non-residential construction, including Section 8.164.1, Standards of Construction. The applicable requirements of the Municipal Code for construction in a flood zone will be required of the project as conditions of approval. **MM HYDRO-4.2:** Construction of the proposed project will comply with the requirements of the Federal Emergency Management Agency for flood hazard areas. These requirements include obtaining a FEMA Floodproofing Certificate, including documentation of certification by a registered professional engineer or architect that the design and methods of construction of the buildings are in accordance with accepted practices for meeting the floodproofing requirements in the City's floodplain management ordinance. This documentation is required for both floodplain management requirements and insurance rating purposes. **[Less than Significant Impact with Mitigation Measures Incorporated in the Project]**	Project applicant and contractors.	All measures will be required as part of the development permit. 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, Mountain View Fire Department, as appropriate.	Prior to and during 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: Residual hazardous materials contamination in soils and groundwater could expose construction workers or future employees to hazardous materials on site. **[Significant Impact]**	**MM HAZ-1.1:** Because low levels of petroleum hydrocarbons and volatile organic compounds (VOCs) were detected at the site in the soil and groundwater, a Soil and Groundwater Management Plan (SGMP) and a Health and Safety Plan (HSP) shall be prepared prior to construction. The SGMP will provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of petroleum hydrocarbons and VOCs in the soil and groundwater. The SGMP shall be reviewed and approved by the Santa Clara County Department of Environmental Health, the San Francisco Bay Regional Water Quality Control Board (RWQCB), DTSC, or other appropriate agency addressing oversight to establish management practices for handling contaminated soil or other materials (including groundwater) if encountered during demolition and construction activities. The details of the SGMP shall include the provision of a vapor barrier (refer to **MM HAZ-1.3**) and details about ventilation systems for the garages and buildings, including air exchange rates and operation schedules for the systems. The SGMP will also contain contingency plans to be implemented during excavation activities if unanticipated hazardous materials are encountered. **MM HAZ-1.2:** The Health and Safety Plan (HSP) will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. Each contractor working at the site shall prepare a health and safety plan that	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Results of any soil or groundwater tests shall be submitted to the City prior to the issuance of building permits. Oversight of implementation by the City's Community Development Department, Mountain View Fire Department, as appropriate. Additional oversight by the Santa Clara County Department of Environmental Health or other agencies as identified during the development process.	Prior to and during construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection. Employees conducting earthwork activities at the site must complete a 40-hour training course, including respirator and personal protective equipment training. Upon construction completion, an environmental regulatory closure report should be prepared demonstrating that the soil and groundwater was handled according to requirements of the SMP. **MM HAZ-1.3:** A vapor barrier shall be installed beneath all structures to mitigate any issues associated with the potential presence of VOCs or petroleum hydrocarbon vapors at the site. The vapor barrier design shall be equivalent to those required for sites with known vapor concerns in Mountain View that are also exposed to groundwater. Specifications for the vapor barrier included in the SMP shall include thickness, type, durability, and diffusion rates for VOCs of concern. The specifications shall also describe the effectiveness of the liner over the life of the building. The SMP shall also include a vapor barrier monitoring plan, to ensure the effectiveness of the barrier. **MM HAZ-1.4:** Prior to the existing tenants vacating the site, the Mountain View Fire Department shall be contacted to determine facility closure requirements, if any. These requirements could include baseline sampling and analysis and decontamination activities.			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	MM HAZ-1.5: Excavated soils will be characterized prior to off-site disposal or reuse on-site. Appropriate soil characterization, storage, transportation, and disposal procedures shall be followed. Contaminated soils shall be disposed of at a licensed facility. **MM HAZ-1.6:** An Operations and Maintenance Plan shall be prepared if contaminated soil (as defined in the SMP) is to be left in place. The purpose of this plan is to notify tenants of the existence and location of this contamination, and to provide protocols for handling this soil if encountered during site maintenance activities. **MM HAZ-1.7:** If utility trenches extend into the top of groundwater, appropriate measures will be implemented to reduce groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low-permeability backfill "plugs" at intervals on-site and where the utility trenches extend off-site. In addition, if utility conduits are placed below groundwater, they will be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits. **MM HAZ-1.8:** If utility trenches extend into the top of groundwater, and due to the nature of the VOCs and their potential detrimental impacts on utility pipelines, a corrosion study must be performed by a licensed professional engineer to determine protective measures for utilities, which could include wrapping piping with corrosion resistant tape, applying an epoxy			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	coating, using corrosion resistant piping materials (including gaskets, flanges and couplings), and/or installing a cathodic protection system. Contractors working on site shall implement all recommended protection measures. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**			
Impact HAZ-2: Asbestos-containing building materials (ACMs) could present a risk to workers during demolition of the existing buildings. **[Significant Impact]**	**MM HAZ-2.1:** To identify and quantify ACMs in the buildings, sampling and testing for all buildings shall be completed prior to the demolition activities. **MM HAZ-2.2:** All potentially friable ACMs shall be removed in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. **MM HAZ-2.3:** All demolition 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. **[Less Than Significant Impact with Mitigation Measures Incorporated in the Project]**	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Any debris or soil containing ACMs will be disposed of at landfills that meet acceptance criteria for the waste being disposed. Documentation of debris and soil disposal shall be submitted to the City for review. Oversight of implementation by the City's Community	Prior to and during construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
			Development Department and/or Mountain View Fire Department, as appropriate.	
Impact HAZ-3: Lead-based paint could present a risk to workers during demolition on the site. **[Significant Impact]**	**MM HAZ-3.1:** Surveys and sampling for lead-based paint shall be completed prior to demolition. If lead-based paint is bonded to building materials, removal is not required. If the paint is flaking, peeling, or blistering, it should be removed prior to demolition. **MM HAZ-3.2:** 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. **MM HAZ-3.3:** 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]**	Project applicant and contractors.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Any debris or soil containing lead-based paint will be disposed of at landfills that meet acceptance criteria for the waste being disposed. Documentation of debris and soil disposal shall be submitted to the City for review as soon as the transfer is completed. Oversight of implementation by the City's Community Development Department and/or Mountain View Fire Department, as appropriate.	Prior to and during demolition construction activities, as specified.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
BIOLOGICAL RESOURCES				
Impact C-BIO-1: The project would contribute to nitrogen emissions that impact sensitive serpentine habitats and species in Santa Clara County through nitrogen deposition, as identified in the adopted SCV Habitat Plan. **[Significant Cumulative Impact]**	**MM C-BIO-1:** The project shall pay a Nitrogen Deposition Fee to the Santa Clara Valley Habitat Agency, which is a Joint Powers Authority made up of the cities of San José, Gilroy and Morgan Hill; Santa Clara Valley Water District; Valley Transportation Authority; and Santa Clara County that has been created to implement the Santa Clara Valley Habitat Plan. The fee would be used to protect and enhance sensitive habitat in the Coyote Ridge and South County area that is subject to degradation due to nitrogen deposition (related primarily to vehicle emissions). The payment would be based on a rate of $3.60 per net new vehicle trip established for projects covered by the SCV Habitat Plan. This Nitrogen Deposition Fee shall be paid prior to issuance of the building permits for the project. **[Less Than Significant Cumulative Biological Resources Impact with Mitigation Measures Incorporated in the Project]**	Project applicant.	Payment of fees will be required as part of the development permit. Oversight of implementation by the City's Community Development Department and the Santa Clara Valley Habitat Agency, as appropriate.	Prior to issuance of building permits.

SOURCE: City of Mountain View. *2600 Marine Way Office Project, Environmental Impact Report*. March/May 2014.