Attachment 8

Draft Environmental Impact Report

555 East Evelyn Avenue Residential Project

Prepared by

CITY OF MOUNTAIN VIEW

In Consultation with

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

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
µg/m^3	Micrograms per Cubic Meter
ABAG	Association of Bay Area Governments
ACM	Asbestos-containing materials
AFY	Acre Feet per Year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
ARB	Air Resource Board
AST	Aboveground Storage Tank
BAAQMD	Bay Area Air Quality Management District
BCDC	San Francisco Bay Conservation and Development Commission
bgs	Below Ground Surface
BMP	Best Management Practice
Btu	British Thermal Unit
CAA	Clean Air Act
2017 CAP	2017 Clean Air Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Standards Code
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNEL	Community Equivalent Noise Level
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	Decibel

Acronym	Definition
dBA	A-weighted Decibel
DPM	Diesel Particulate Matter
DPR	California Department of Pesticide Regulation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment (Phase I)
ESL	Environmental Screening Level
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Maps
GGRP	Greenhouse Gas Reduction Program
GHG	Greenhouse Gas
GPUUIS	General Plan Update Utility Impact Study
GW	Gigawatt
HCP/NCCP	Habitat Conservation Plan/Natural Community Conservation Plan
HFC	Hydrofluorocarbon
ITE	Institute of Transportation Engineers
kWh	Kilo-watt Hour
Ldn	Day-Night Level
LEED	Leadership in Energy and Environmental Design
Leq	Noise Equivalent Level
LID	Low Impact Development
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons per Day
ML	Limited Industrial (Zoning District)
mpg	Miles per Gallon
MT	Metric Tons

Acronym	Definition
MTC	Metropolitan Transportation Commission
MVFD	Mountain View Fire Department
MVGBC	Mountain View Green Building Code
MVPD	Mountain View Police Department
NAHC	California Native American Heritage Commission
NFIP	National Flood Insurance Program
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PCE	Tetrachloroethylene (also known as perchloroethylene)
PM	Particulate Matter
RCRA	Resource Conservation and Recovery Act
R&D	Research and Development
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
RWQCP	Palo Alto Regional Water Quality Control Plant
SB	Senate Bill
SCVWD	Santa Clara Valley Water District
SDWA	Safe Drinking Water Act
SFPUC	San Francisco Public Utilities Commission
SLIC	Spills, Leaks, Investigations and Cleanup
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	Trichloroethene
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

Acronym	Definition
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	Volume to Capacity (ratio)
Habitat Plan	Santa Clara Valley Habitat Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VTA	Santa Clara Valley Transportation Authority

EXECUTIVE SUMMARY

PROJECT LOCATION

The proposed project site is located at 555 East Evelyn Avenue. The site is approximately 5.89 acres in size and includes three parcels (APNs 161-15-016, -004, -005). The project site is approximately 300 feet northwest of the City of Mountain View's border with Sunnyvale. The site is surrounded by residential apartment and townhome uses on three sides (to the south, east, and west). East Evelyn Avenue and Caltrain tracks are located to the north of the proposed project site.

EXISTING SITE CONDITIONS

A portion of the project site is currently developed with an approximately 1.9-acre, vacant mini-storage facility composed of one-story cinder-block structures with roll-up garage doors, perimeter cinder-block walls, and associated landscaping. The remaining four acres of the site are vacant. Remediation activities associated with the cleanup of volatile organic compounds (VOCs) in soil gas, soil, and shallow groundwater at 525 to 569 East Evelyn Avenue are ongoing at the site and are anticipated to be complete in the first quarter of 2019[1].

PROJECT OVERVIEW

The proposed project would demolish the existing one-story, mini-storage buildings on the site and construct a 471-unit apartment complex with a 0.68-acre public park. The apartments would be distributed between two separate buildings that would vary between three and five stories with a maximum height of approximately 70 feet. The buildings step-down in height from adjacent structures with the taller portions of the buildings pushed towards the center of the site (away from adjacent uses). Two levels of below-grade parking are also proposed.

The project is requesting a General Plan Amendment from General Industrial and Medium Density Residential to High Density Residential; a Zoning Ordinance Text Amendment, a Zoning Map Amendment from P-30 (Sylvan-Dale) Precise Plan to R-4 (High Density) and R3.2-2 (Multiple-Family) to R-4 (High Density), a Planned Community and Development Review Permit, a Vesting Tentative Map for condominium purposes, a Lot Tie Agreement, and a Heritage Tree Removal Permit for the removal of 16 Heritage trees.

General Plan

The project site is currently designated as Medium Density Residential and General Industrial in the Mountain View 2030 General Plan. The proposed project is seeking a General Plan Amendment to change the designation to High Density Residential. The project proposes up to 80 dwelling units per acre (du/acre) and a maximum height of five stories, consistent with the High Density Residential designation standards of 36 to 80 du/acre and up to five stories.

[1] Prometheus. Formal Application letter to Jeff Roche, Senior Planner City of Mountain View. July 17, 2018.

Rezoning

The project proposes rezoning the site from the existing Multi-Family (R3-2.2) and Sylvan-Dale Precise Plan (P-30), to High-Density (R4). The project proposes a maximum floor-to-area ratio (FAR) of 2.17, consistent with the R4 zoning FAR maximum of 2.30.

SUMMARY OF SIGNIFICANT IMPACTS

The following table summarizes the significant impacts of the proposed project on the environment and mitigation measures proposed to reduce those impacts to a less than significant level. A significant impact on the environment is a substantial, or potentially substantial, adverse change to the environment. Impacts that are less than significant are not described in this summary and can be found in the text of the EIR. A complete description of the project, its impacts, and proposed mitigation measures can be found in the text of this EIR.

Significant Impact	Mitigation Measures
Air Quality	
Impact AQ-3: Construction of the proposed project would temporarily result in cancer risk and $PM_{2.5}$ exposure at the MEI at levels above the BAAQMD significance threshold based on combined exhaust and fugitive dust emissions.	**MM AQ-3.1:** Prior to the issuance of demolition permits, the project applicant shall submit a Emissions Reduction Plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average of at least 78 percent reduction in diesel particulate matter (DPM) exhaust emissions or greater. The plan shall be submitted to the Community Development Director prior to issuance of a demolition permit and shall include the following: Mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 25 horsepower shall, at a minimum, meet EPA particulate matter emissions standards for Tier 4 engines or equivalent. **MM AQ-3.2:** Alternatively, in lieu of use of Tier 4 equipment identified in MM AQ-3.1, the construction contractor may use other measures to minimize construction period DPM emissions to reduce the estimated cancer risk and $PM_{2.5}$ exposure below Bay Area Air Quality Management District (BAAQMD) thresholds. For example, use of equipment that includes California Air Resources Board (CARB)-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel or electric), added exhaust devices, or a combination of these measures could meet this requirement. Any alternative measures shall reduce DPM emissions to the same level or greater than MM AQ-3.1. If any of these alternative measures are proposed, the project applicant shall include them in the Emissions Reduction Plan, which shall include specifications of the equipment to be used during construction.

	The Emissions Reduction Plan shall be accompanied by a letter signed by a qualified air quality specialist, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. [**Less than Significant Impact with Mitigation]**
Hazardous Materials	
Impact HAZ-2: Construction and demolition activities could expose construction workers, the environment, and area residents to potentially unacceptable health risks from contaminated groundwater and soil gas.	**MM HAZ-2.1:** The project applicant shall implement the Remedial Action Plan (RAP) and a Soil Management Plan (SMP) to remove or reduce the elevated volatile organic compound (VOC) concentrations in soil, soil gas, and groundwater to reduce potential risks to human health and the environment to levels that are protective for the proposed residential redevelopment and use of the site. Prior to issuance of a grading permit, the project applicant shall update the SMP to include the following items, and shall obtain a letter from the San Francisco Bay Regional Water Quality Control Board (RWQCB) confirming that the SMP (2012) is valid. • Protocols and procedures shall be presented for determining when soil sampling and analytical testing should be performed. • Monitoring of vapors during excavation and grading activities shall include: o A low level trichloroethene (TCE) detector, capable of measuring to at least 10 parts per billion by volume or 5 micrograms per cubic meter of TCE in air, shall be used to monitor soil vapor concentrations. o NIOSH/MSHA-approved respirators equipped with combination organic vapor and P-100 HEPA air purifying cartridges are required for workers entering excavations and trenches greater than five feet deep. o If respirators are no longer desired to be worn by workers entering excavations, the sampling or screening for TCE shall be conducted by either (1) sampling air in the excavation or collecting personal air samples using TCE sampling badges (e.g., Radiello 130 or Radiello 145 samplers or equivalent) or (2) screening air in the excavation using a portable GC-MS (e.g., Hapsite GC-MS or equivalent). Sampling or screening for TCE shall be conducted for a minimum period of one full work day within representative source areas. Air samples shall be analyzed and reported on a 24-hour turnaround time and screening with a portable GC-MS shall be conducted, at a minimum, on an hourly basis. o If sampling or screening data collected over a minimum period of one full work day demonstrates that TCE is either (1) below a reporting limit of 5 μg/m3 in the excavation or (2) is present in the excavation at concentrations less than

the Environmental Protection Agency's (EPA) Accelerated Response Action Level (7 μg/m3), the use of respiratory protection during excavation entry may be discontinued, and the contractor may terminate sampling or screening for TCE3. Personnel entering the excavation will resume using respiratory protection and the contractor will resume sampling or screening for TCE if any of the following conditions occur:

  - Groundwater begins to enter the excavation; and
  - The excavation is enlarged by 20 feet or greater; or
  - Excavation activities commence in a new excavation area within an area suspected to have elevated TCE Vapors.

- If sampling or screening data, with a reporting limit of 5 μg/m3 or lower, demonstrates that TCE is present at concentrations greater than 7 μg/m3, the use of respiratory protection and ventilation fans during all excavation entry shall continue, and the Environmental Professional shall notify the RWQCB within 24 hours.
- If sampling or screening data demonstrates that TCE is present at concentrations less than 50 μg/m3, the Contractor may terminate sampling or screening for TCE while workers continue to wear respiratory protection (with fan ventilation of the excavation). If sampling or screening data demonstrates that TCE is present at concentrations greater than 50 ug/m3, the Contractor should implement additional engineering controls within the excavation, re-evaluate respiratory protection and upgrade as necessary, and continue sampling or screening until sampling or screening data demonstrates that TCE is present at concentrations less than 50 ug/m3. TCE air sampling or screening outside of the excavation shall be performed if TCE concentrations within the excavation cannot be reduced to levels below 50 μg/m3.

- Soil in contact with groundwater shall be assumed contaminated. This soil shall be segregated and stockpiled at a designated, plastic-lined stockpile area.
- Management of groundwater discharges during excavation dewatering, if required. Protocols shall be prepared to evaluate water quality and discharge/disposal alternatives (consistent with RWQCB dewatering permit requirements). A dewatering system shall be implemented during construction of the project. Water shall pumped to on-site tanks, tested, and treated prior to discharge to the public stormwater collection system or sanitary sewer. The system shall include a granulated activated carbon unit, or equivalent treatment device. Due to flow constraints, additional

water storage tanks may be required to meter flows to the stormdrain system, assuming the water can be treated to a level that it can be discharged. A discharge plan shall be prepared and reviewed by the City of Mountain View Public Works Department and Fire and Environmental Compliance Division prior to discharge permits being secured from the RWQCB. The pumped water shall not be used for on-site dust control or any other on-site use. Though unlikely, if long-term dewatering is required, the means and methods to extract, treat, and dispose of groundwater also shall be presented in the discharge plan consistent with City requirements.

- Management of Site risks during earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected. Worker training requirements, health and safety measures and soil handling procedures shall be described.
- Excavated soils from deeper than approximately two feet in suspect source areas (post RAP excavation depth) shall be field-screened for the presence of VOCs. Field screening (approximately every 10 lineal feet or 50 cubic yards [CYs]) shall occur using a sensitive PID (such as the ppbRAE 3000). Soil that is field- screened and "cleared" (less than 500 ppbv, or a similar level approved by the oversight agency) can be considered "clean" and can be reused for on-site fill. Potentially contaminated soil shall be segregated and stockpiled at a designated, plastic-lined stockpile area.
- Evaluation and documentation of the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
- Evaluation of the residual contaminants to determine if they will adversely affect the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion).
- Measures to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.
- The Environmental Professional shall be present on a part-time basis to observe soil conditions during the removal of existing utilities to determine if additional soil, groundwater, and air sampling should be performed. Any removed utility line that is greater than three inches in diameter shall be observed for sediment. If sediment is present, it shall be stockpiled as

potentially contaminated material and sampled in accordance with the protocols outlined in the SMP.

- Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility trenching), information regarding site risk management procedures (e.g., a copy of the SMP) shall be provided to the contractors for their review, and each contractor shall provide such information to its Subcontractors.
- The Project Applicant's Environmental Professional shall assist in the implementation of the SMP and shall, at a minimum, perform part-time observation services during excavation, grading and trenching activities. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP; this report shall be submitted to the City and the RWQCB. The City should require written approval of this report by the RWQCB prior to approving occupancy permits.
- If a deep foundation system is proposed, the foundation of the building shall incorporate measures to help reduce the potential for the downward migration of contaminated groundwater. These measures shall be identified in the Geotechnical Investigation report and the SMP, and implemented as a part of the development plans.

MM HAZ-2.2: The project applicant shall prepare and implement a Health and Safety Plan to establish appropriate protocols for the protection of workers during construction. Workers conducting site investigation and earthwork activities in areas of contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)). The contractor shall be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines.

MM HAZ-2.3: Prior to or in conjunction with construction activities, the project applicant shall prepare a report by a licensed Environmental Professional documenting implementation of the RAP. The report and shall be submitted to the RWQCB for review and approval. Once approved, the report and approval letter shall be provided to the City of Mountain View Planning Division prior to residential occupancy of the site. **[Less than Significant Impact with Mitigation]**

SIGNIFICANT UNAVOIDABLE IMPACTS

The project would not result in any significant unavoidable impacts. All proposed project impacts would be mitigated to a less than significant level with incorporation of project-level mitigation measures identified in this EIR and shown in the table above.

SUMMARY OF ALTERNATIVES

The California Environmental Quality Act (CEQA) requires that an EIR identify alternatives to the project as proposed. The CEQA Guidelines state that an EIR must identify alternatives that would feasibly attain the most basic objectives of the project, but avoid or substantially lessen significant environmental effects, or further reduce impacts that are considered less than significant with the incorporation of mitigation. A summary of project alternatives follows. A full analysis of project alternatives is provided in Section 5.0 Alternatives.

Project 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 (Prometheus) are to:

- Develop the site into an economically viable, 471-unit residential project that will provide a distinct mix and variety of unit types to serve a broad population that will help address the City's critical housing needs.
- Provide project residents and the community with a public park and design and manage the completion of the park using park fee dollars.
- Create and maintain a residential built environment that promotes the safety and well-being of its residents and the surrounding community.
- Create a residential transit-oriented project balanced with community-serving amenities that connects to and enhances the City's bike, pedestrian, and transit network, with the goal of reducing vehicle trips.
- Promote sustainability by developing a residential project on an infill and easily accessible project site and through the incorporation remediation of the existing groundwater, environmentally responsible construction techniques and conservation of energy and water in accordance with the major strategies of the City's General Plan.
- Promote housing affordability, with an affordable housing goal of creating the equivalent or better of 15 percent of the total apartments as affordable to households making 60 percent of Area Median Income or less.

Alternatives Considered But Rejected

Location Alternative

Location alternatives were rejected because any potentially suitable sites are extremely limited and would not reduce the identified less than significant toxic air contaminant (TAC) impact because construction would occur on alternative sites in a similar manner to the proposed project site and the

surrounding mix of uses would likely be similar given the mixed-use land use pattern overall in the City of Mountain View (with sensitive residential receptors in the vicinity). Further, these sites are not controlled by the applicant. Since no feasible alternative site was identified that would avoid or lessen the project impacts, a location alternative was not further analyzed.

No Project - No Development Alternative

The CEQA Guidelines stipulate that an EIR include a No Project - No Development Alternative to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. Under the No Project – No Development Alternative, the existing mini-storage use would remain; therefore, this alternative would avoid the proposed mitigated TAC and hazardous materials, and all other less than significant impacts. The No Project - No Development Alternative would not meet any of the proposed project objectives to develop a high-density, residential project.

Reduced Density Alternative

Developing the site with a smaller project of any size would likely involve a shorter construction timeframe, which would lessen the less than significant (with mitigation) construction TAC impacts as compared to the proposed project. The less than significant with mitigation hazardous materials impact would remain the same. The GHG impact threshold, however, would likely be exceeded to a greater extent given the smaller service population on site. The basic objectives related to the provision of high-density, transit-oriented uses addressing the region's housing needs would be met to a lesser extent due to a lower number of residential units than the proposed project.

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)).
The environmentally superior alternative would be the No Project - No Development Alternative, which would avoid all project impacts. This alternative would not meet any project objectives.

While the GHG emissions per service population would potentially increase, the Reduced Density Alternative would lessen the severity of both of the already less than significant construction-related TAC impacts. This alternative would partially meet the project objectives, though to a lesser extent with a smaller project. The Reduced Density Alternative would be the environmentally superior alternative to the proposed project.

AREAS OF KNOWN CONTROVERSY

The mass and scale of the proposed project in relation to surrounding uses have been raised as concerns by members of the public during public meetings. Additionally, traffic concerns have been raised.

SECTION 1.0 INTRODUCTION

The City of Mountain View, as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) for the 555 East Evelyn Avenue Residential Project in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (California Code Regulations, tit. 14, Section 15000 et seq.). The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of the proposed project, to identify ways in which the significant effects might be minimized, and to identify alternatives to the project that could avoid or reduce those significant impacts.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

As described in CEQA Guidelines Section 15121(a), an EIR is an informational document that assesses potential environmental impacts of a proposed project, as well as identifies mitigation measures and alternatives to the proposed project that could reduce or avoid adverse environmental impacts (CEQA Guidelines 15121(a)). As the CEQA Lead Agency for this project, the City of Mountain View is required to consider the information in the EIR along with any other available information in deciding whether to approve the project. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, cumulative impacts, alternatives, and growth-inducing impacts. It is not the intent of an EIR to recommend either approval or denial of a project.

1.2 EIR PROCESS

1.2.1 Notice of Preparation and Scoping

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 NOP, written comments on this Draft EIR, and presentation of written or verbal comments at public hearings.

In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City of Mountain View prepared a Notice of Preparation (NOP) for this EIR. The NOP was circulated to local, state, and federal agencies on April 13, 2018. The standard 30-day comment period concluded on May 15, 2018. The NOP provided a general description of the proposed project and identified possible environmental impacts that could result from implementation of the project. The City of Mountain View also held a public scoping meeting on May 9, 2018 to discuss the project and solicit public input as to the scope and contents of this EIR. Appendix A of this EIR includes the NOP.

1.2.2 Draft EIR Public Review and Comment Period

Under CEQA, the Lead Agency is required, after completion of a Draft EIR, to solicit 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 will run from October 12, 2018 through November 26, 2018. During this period, the Draft EIR will be available to local, state, and federal agencies and to interested organizations and

individuals for review. Notice of this Draft EIR will be sent directly to every agency, person, and organization that commented on the NOP.

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. Written comments can be directed to the City of Mountain View, Community Development Department:

Jeff Roche, Senior Planner
Community Development Department, Planning Division
500 Castro Street – P.O. Box 7540
Mountain View, CA 94039-7540
(650) 903-6306
Jeff.Roche@mountainview.gov

This EIR is available for review as follows:

City of Mountain View
Community Development Department
City Hall, 1st Floor
500 Castro Street
Mountain View, CA 94041
Main Phone Number: (650) 903-6306
Website: https://www.mountainview.govIcivicax/filebank/blobdload.aspx?BlobID=26776

Counter and Phone Hours:
Monday and Wednesday: 8:00 a.m. to 6:00 p.m.
Friday: 8:00 a.m. to 4:00 p.m.
Tuesday and Thursday: Closed

Mountain View Public Library
585 Franklin Street
Mountain View, CA 94041
Phone: 650-903-6887

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.

1.2.3 Final EIR/Responses to Comments

Following the conclusion of the 45-day public review period, the City of Mountain View will prepare a Final EIR in conformance with CEQA Guidelines Section 15132. The Final EIR will consist of:

- Revisions to the Draft EIR text, as necessary;
- List of individuals and agencies commenting on the DEIR;

- Responses to comments received on the DEIR, in accordance with CEQA Guidelines (Section 15088);
- Copies of letters received on the DEIR.

Section 15091(a) of the CEQA Guidelines stipulates that no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings. If the lead agency approves a project despite it resulting in significant adverse environmental impacts that cannot be mitigated to a less than significant level, the agency must state the reasons for its action in writing. This Statement of Overriding Considerations must be included in the record of project approval.

1.2.4 Notice of Determination

If the project is approved, the City of Mountain View will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA Guidelines Section 15094(g).

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed project site is located at 555 East Evelyn Avenue. The site is approximately 5.89 acres in size and includes three parcels (APNs 161-15-016, -004, -005). The project site is approximately 300 feet northwest of the City of Mountain View's border with Sunnyvale. The site is surrounded by residential apartment and townhome uses on three sides (to the south, east, and west). East Evelyn Avenue and Caltrain tracks are located to the north of the proposed project site. Regional, vicinity, and aerial maps of the project site are included as Figure 2.2-1, Figure 2.2-2, and Figure 2.2-3.

2.1.1 Existing Site Conditions

A portion of the project site is currently developed with an approximately 1.9-acre, vacant mini-storage facility, the remaining four acres of the site are vacant. Remediation activities associated with the cleanup of volatile organic compounds (VOCs) in soil gas, soil, and shallow groundwater at 525 to 569 East Evelyn Avenue are ongoing at the site and are anticipated to be complete in the first quarter of 2019 (as described further in Section 4.9 Hazards and Hazardous Materials).[2]

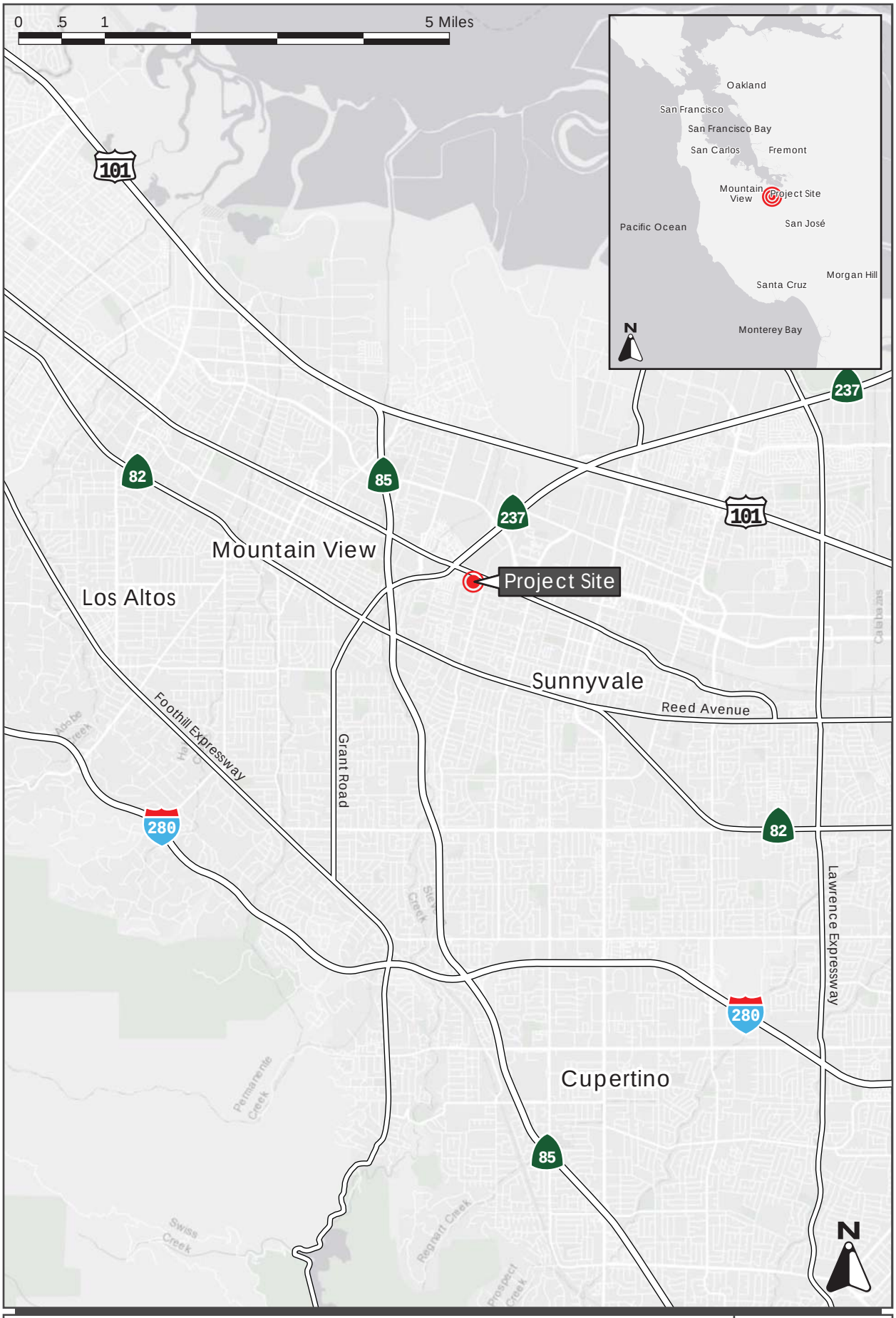
2.2 PROJECT DESCRIPTION

The proposed project would demolish the existing buildings on the site and construct a 471-unit apartment complex with a 0.68-acre public park, as shown in Figure 2.2-4. The apartments would be distributed between two separate buildings that would vary between three and five stories, with a maximum height of approximately 70 feet. The buildings step-down in height from adjacent structures with the taller portions of the buildings pushed towards the center of the site (away from adjacent uses), as shown in Figure 2.2-5 and Figure 2.2-6. The western building would be 267,994 square feet in size and would contain 225 units. The eastern building would be 289,090 square feet in size and would contain 246 units. Both apartment buildings would be four and five stories towards the site interior and would step-down to be three stories along the southern perimeter of the project site (adjacent to neighboring two-story apartment buildings). The western apartment building would also be five stories towards the site interior and would step-down to three stories along the western perimeter of the project site (adjacent to three-story townhomes).

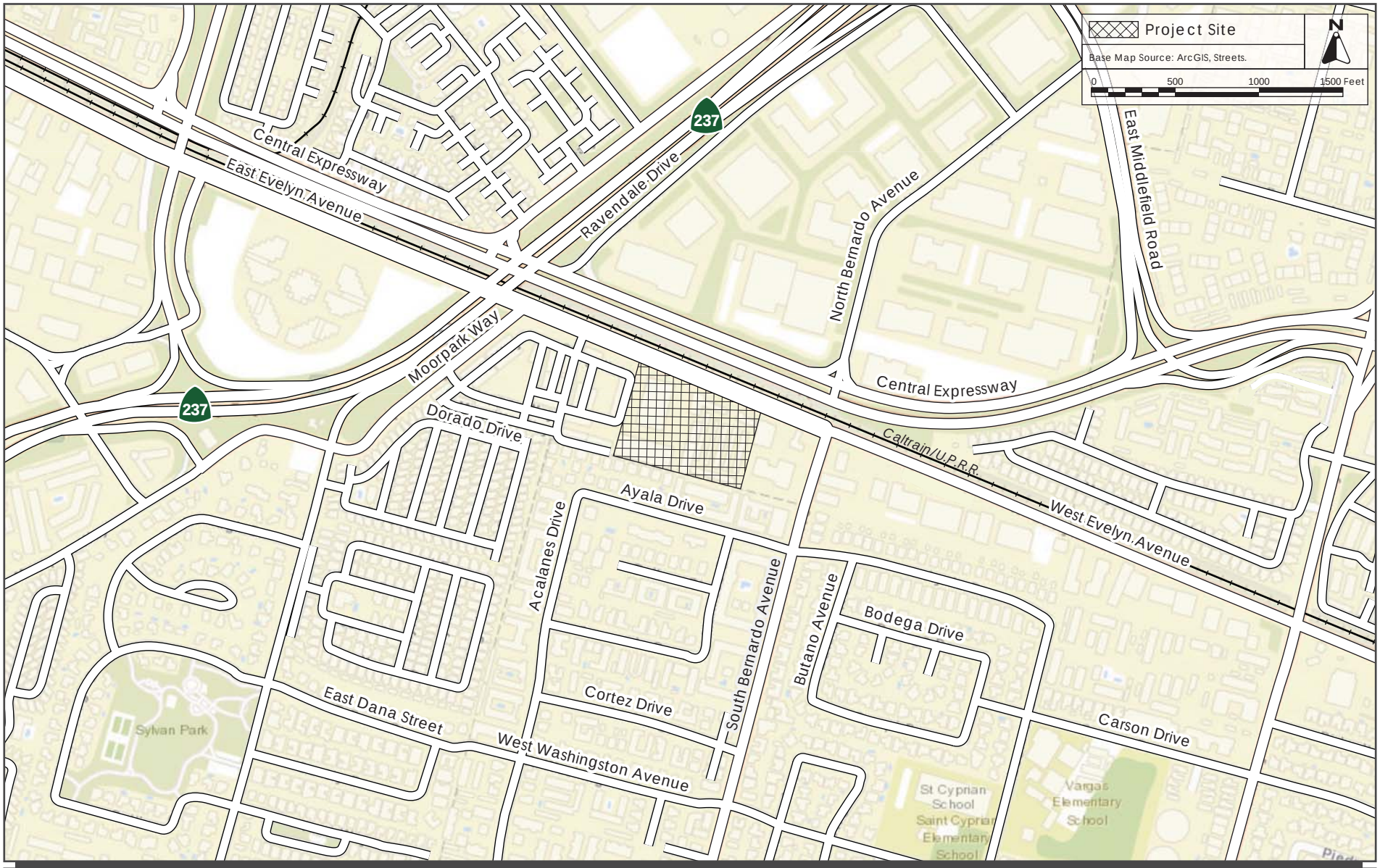
The 0.68-acre park would be located along East Evelyn Avenue in front of, and surrounded by, the apartment complex. The park would be dedicated to the City for public use. Design of this park will be determined by the City in a future public process with the Parks and Recreation Commission. In addition to the public park, the project would include private amenities for residents such as a pool, rooftop deck, fitness center, club room, and business center.

The project is requesting a General Plan Amendment from General Industrial and Medium Density Residential to High Density Residential; a Zoning Ordinance Text Amendment, a Zoning Map Amendment from P-30 (Sylvan-Dale) Precise Plan to R-4 (High Density) and R3.2-2 (Multiple-Family) to R-4 (High Density), a Planned Community and Development Review Permit, a Vesting Tentative Map for condominium purposes, a Lot Tie Agreement, and a Heritage Tree Removal Permit for the removal of 16 Heritage trees.

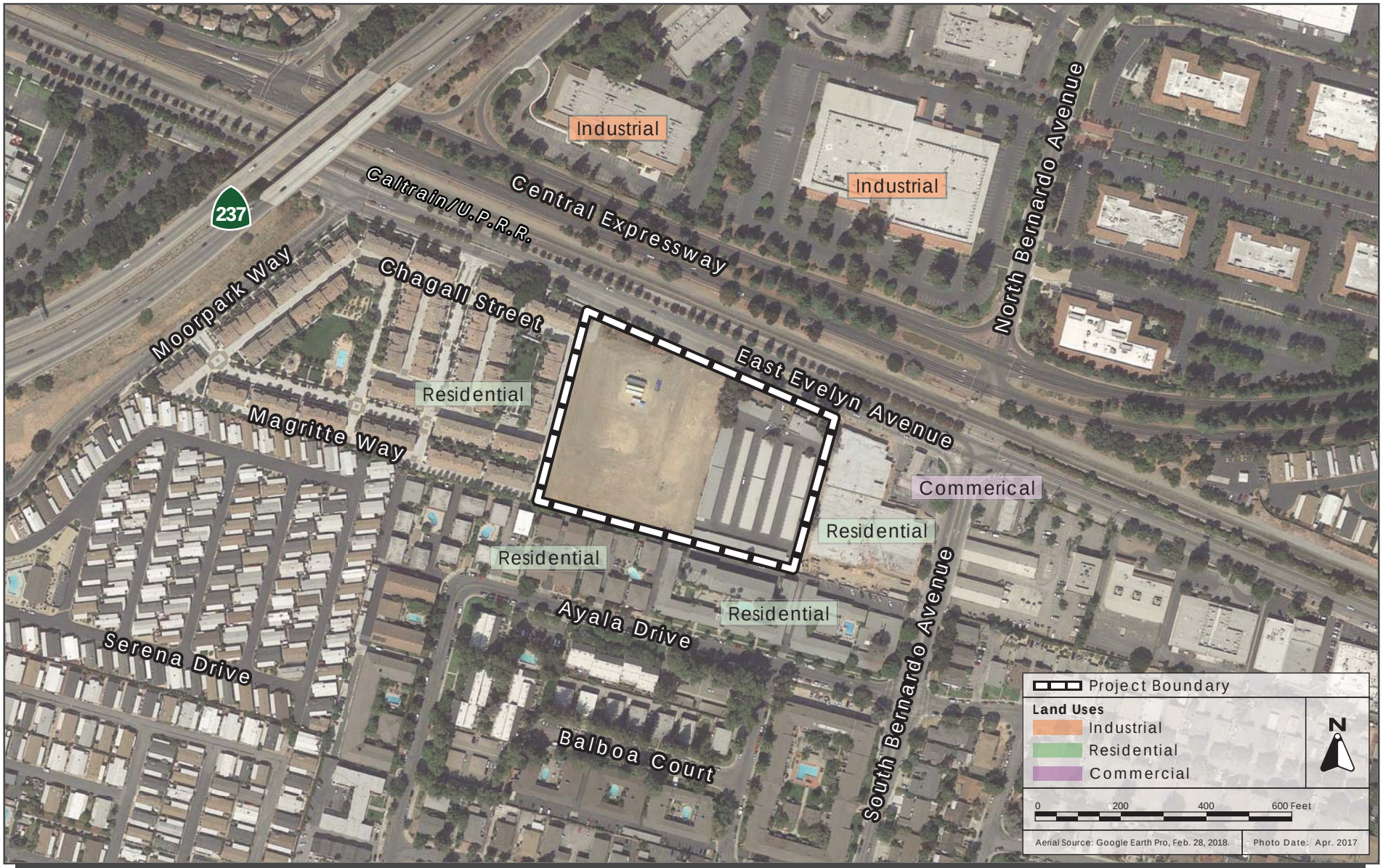
[2] Prometheus. Formal Application letter to Jeff Roche, Senior Planner City of Mountain View. July 17, 2018.



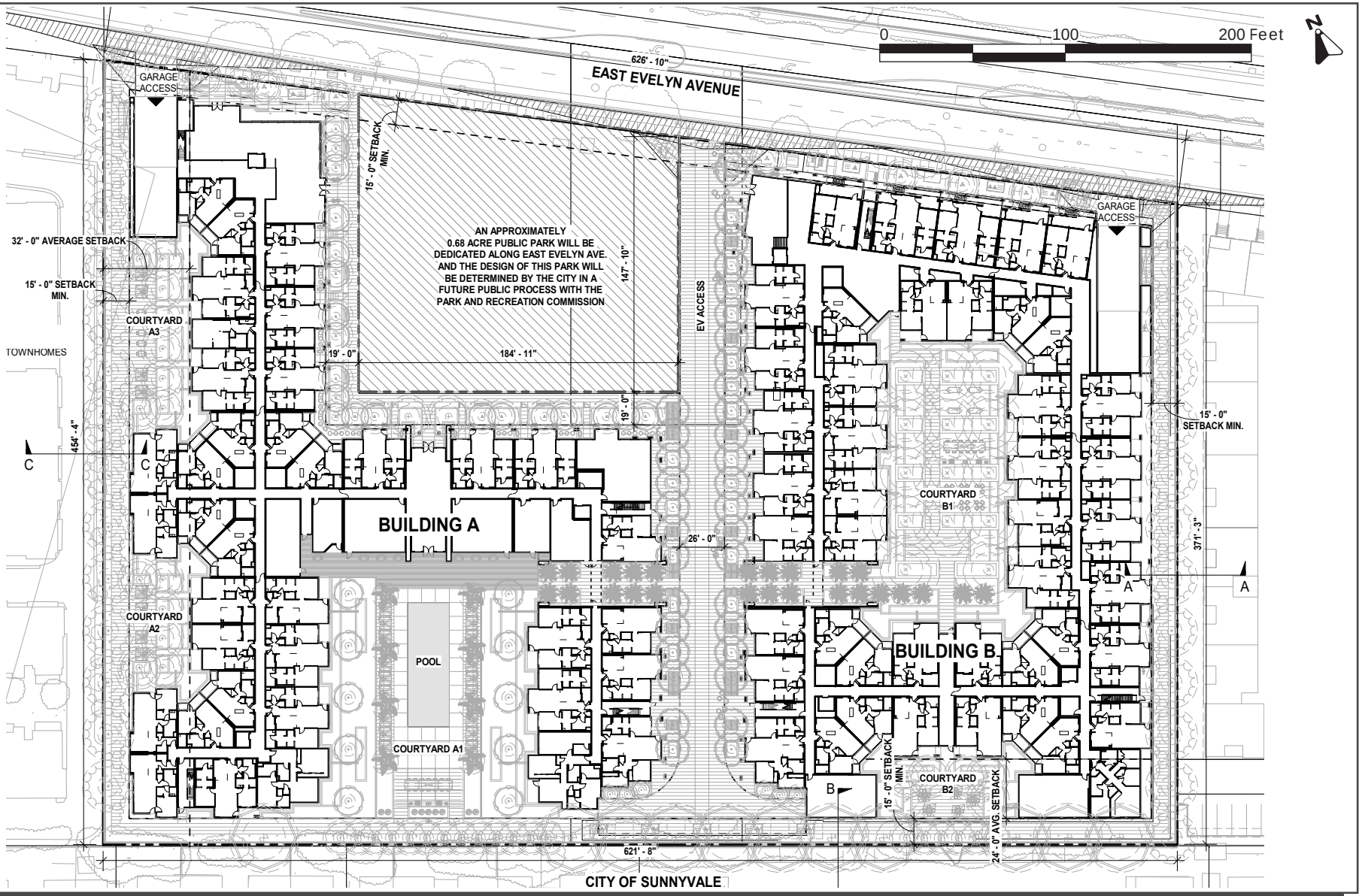
REGIONAL MAP | FIGURE 2.2-1



VICINITY MAP | FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.2-3

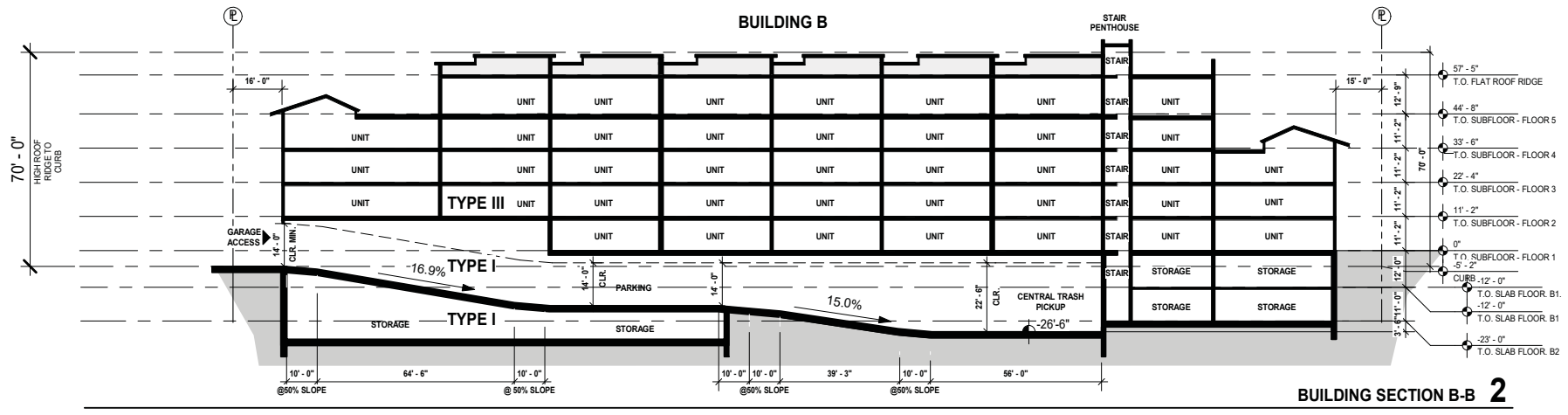


SITE PLAN

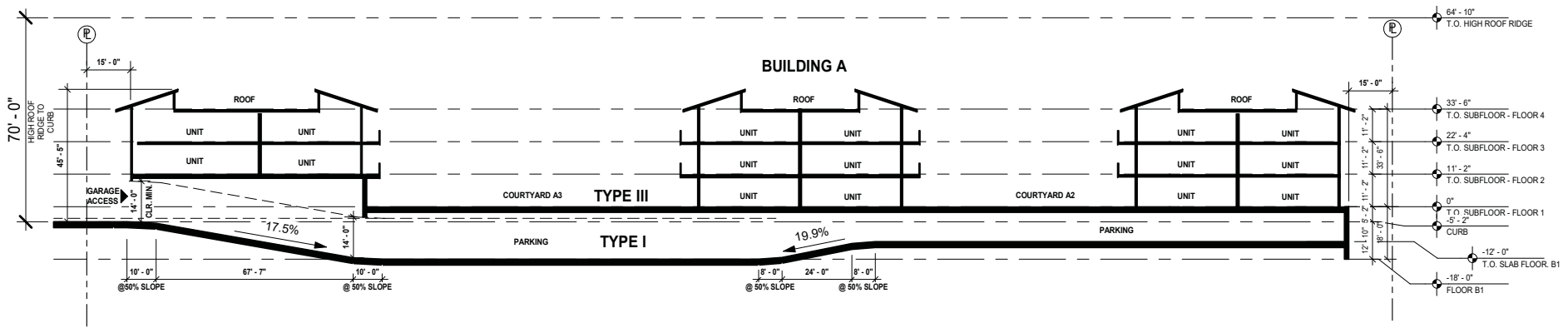
FIGURE 2.2-4

BUILDING ELEVATIONS

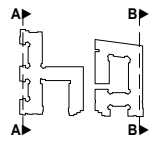
FIGURE 2.2-5

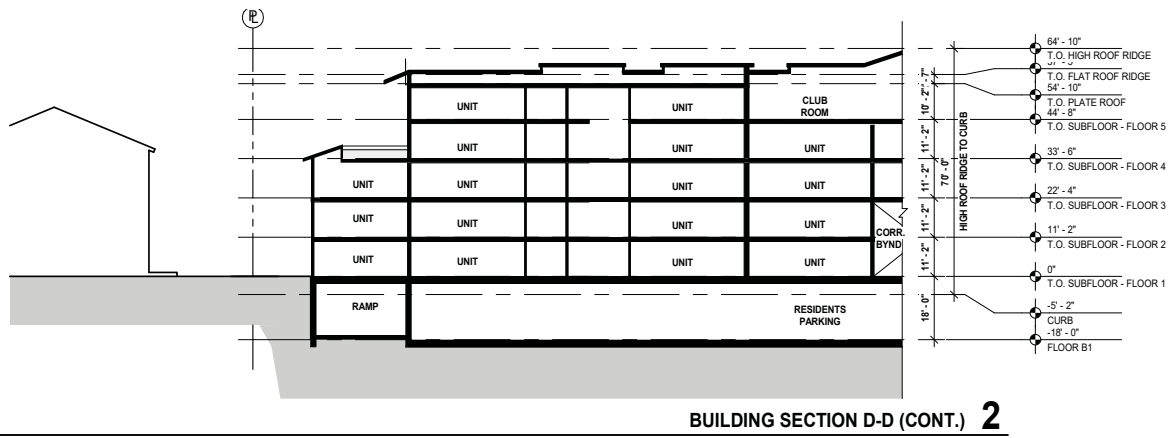


BUILDING SECTION B-B **2**

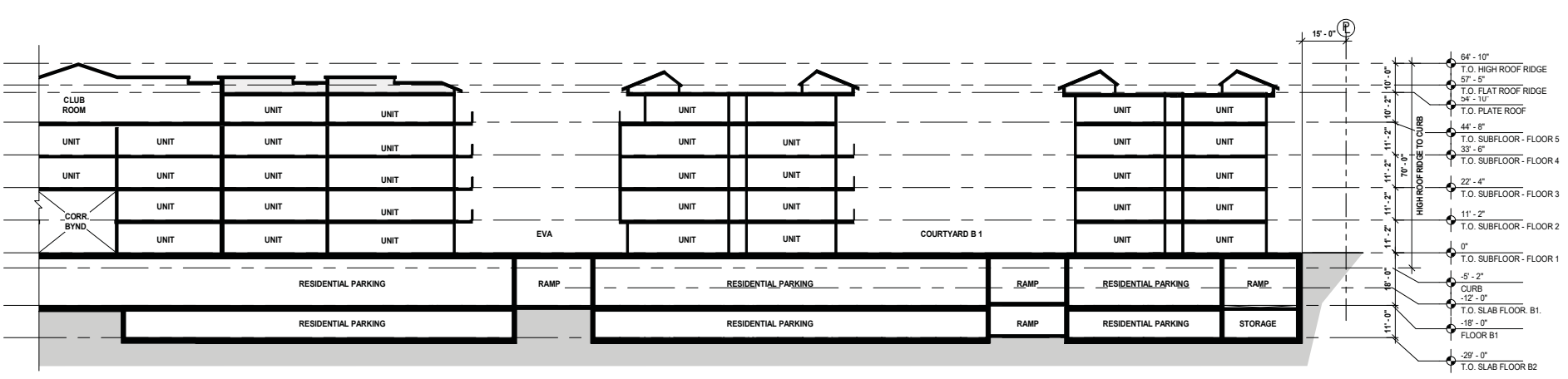


BUILDING SECTION A-A **1**

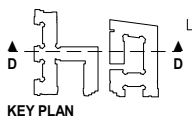




BUILDING SECTION D-D (CONT.) **2**



BUILDING SECTION D-D **1**



KEY PLAN

2.2.1 Access, Circulation, and Parking

Vehicular access to the project site would be provided via two full-access driveways along East Evelyn Avenue leading down into the below-grade parking garage. The eastern driveway would be a right-in and right-out only access point (due to the presence of a raised median on East Evelyn Avenue). The western driveway would be a full-access driveway. The project proposes to reconstruct a portion of the existing raised median on East Evelyn Avenue to provide a left-turn pocket for vehicles turning left into the garage from westbound East Evelyn Avenue.

The project proposes two levels of below-grade parking with 668 vehicle spaces (568 resident and 100 guest spaces). A total of 521 bicycle spaces would be provided in 471 bike lockers and 50 guest bicycle parking rack spaces. Larger trucks (for maintenance, moving, trash removal, etc.) would be accommodated within a loading zone in the below-grade parking garage. Emergency vehicle access would be provided via public streets and through the center of the site between the buildings.

The proposed project would improve the bike lanes along the project frontage at East Evelyn Avenue, as required by the City of Mountain View. A new median would also be constructed in front of the project site to improve traffic flow into and out of the site from East Evelyn Avenue. The existing five-foot-wide sidewalk would be replaced with a new sidewalk of the same width to accommodate the development and allow for additional proposed landscaping and trees.

2.2.2 Utilities and Service System Improvements

The proposed project would connect to existing utilities in the vicinity, as discussed further in Section 4.17 Utilities and Service Systems. The project would contribute to upgrades of the water, sewer, and stormwater systems to accommodate the development. Stormwater would be retained and treated in above-grade stormwater planters, at-grade bio-retention facilities, and underground mechanical units.

2.2.3 Wireless Communications Equipment Relocation

An existing ground-mounted wireless communications antenna and associated equipment is present at the project site (as discussed further in Section 3.1 Aesthetics). This equipment would be relocated on-site upon completion of the project. While an exact location for the antennas and equipment has not yet been determined, the City requires that wireless communications equipment be architecturally integrated into buildings. Panel antennas must be mounted flush with building walls so as not to exceed the height of any roof parapet walls or screens. The future location and configuration of the wireless communications equipment would require review and approval by the Zoning Administrator at a public hearing as part of a Major Development Review Permit process.

During this review process, the City would also require submittal of a radio-frequency (RF) and/or electric-magnetic fields (EMF) report clearly demonstrating compliance with Federal Communications Commission (FCC) exposure limits. If the wireless communications antenna and associated equipment were to exceed FCC thresholds, then the RF/EMF report must identify and incorporate mitigation measures into the project plans to reduce exposure levels to within federally acceptable limits.

2.2.4 Trees, Landscaping, and Open Space

A total of 72 trees, including 17 Heritage Trees as defined in the City of Mountain View Municipal Code, are currently on the site or immediately adjacent to the site. This total includes existing street trees along East Evelyn Avenue. The proposed project would remove 37 trees, including 16 Heritage Trees. Off-site trees would be preserved consistent with the recommendations contained within Appendix D: Tree Survey Report and City requirements. Because a perimeter wall is proposed near adjacent off-site trees, measures to preserve off-site trees (such as a non-continuous footing near trees or shifting the proposed wall location to avoid trees and tree roots) will be implemented as part of the tree mitigation and preservation plan required for the project (as described in Section 3.4.2.4).

Approximately 216 new trees would be planted on site as part of the development. The majority of new landscaping would occur within raised planters due to the proposed project's below-grade parking facility. Plants will be selected for seasonal interest, limited maintenance, and drought tolerance, and would be arranged in irrigation hydrozones based on water needs. The landscape plan is shown in Figure 2.2-7.

The proposed project would dedicate 0.68 acre of land at the site for a public park. The design of this park will be determined by the City in a future public process with the Parks and Recreation Commission. Open space would also be provided in courtyards, roof decks, open space areas, and apartment unit balconies.

2.2.5 Project Construction

Construction of the entire project is anticipated to take up to 30 months. Demolition and grading would take approximately four months. Approximately 135,160 cubic yards of soil would be removed from the site for excavation of the below-grade parking structure and for utility improvements. Approximately, 34,377 square feet of structures would be removed, as would 462 tons of paving.

The proposed public park would be utilized for parking and as a staging area for materials and equipment during project construction. Based on the information provided by the applicant and CalEEMod data, the project would result in 32 truck trips per hour during the excavation for the below-grade garage. A crane would be used for 20 days, it is assumed the crane would be staged in the public park.

LANDSCAPE PLAN

FIGURE 2.2-7

Consistent with standard City requirements, construction traffic and worker parking would not be allowed on residential streets. The general duration of construction and average number of workers on-site is shown below. The approximate number of workers on-site will vary depending on the activities occurring and time of year.

- **Demolition, Site Preparation, Trenching and Grading**
  - Duration - nine months
  - 20 average daily construction workers

- **Construction of Parking Garage and Building**
  - Duration – 19 months
  - 30 average daily construction workers

- **Paving and Landscaping**
  - Duration – two months
  - 15 average daily construction workers

Consistent with City requirements, the project applicant will prepare a construction management plan to address parking demands and impacts during construction by. The construction management plan (descried in detail in Section 3.16.2.7) will be subject to review and approval by the Public Works department and Zoning Administrator prior to the issuance of building permits.

2.2.6 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 2016 California Green Building Standards Code (CALGreen). In addition, the proposed project would include measures to meet the intent of 70 Green Point Rated[3] Points and Mandatory CALGreen Requirements. The project's Green Point Rated blueprint scoresheet is included as Appendix B. Proposed energy and emissions reduction features include:

- Salvage or reuse of 65 percent of non-hazardous construction and demolition waste.
- Low-water landscaping
- Water efficient plumbing fixtures
- Title 24 compliance
- Potential for roof-top solar panels
- Low VOC wall and ceiling paints
- Low-emission flooring material
- Use of recycled insulation material
- Energystar appliances
- Electric car parking stations

[3] GreenPoint Rated is an independent certification program the mandates durability and resource efficiency. The program is administered by Build It Green.

2.2.7 Transportation Demand Management Program

The project would implement a Transportation Demand Management (TDM) program, which includes requirements for annual monitoring and reporting to the City. A specific trip-reduction target has not yet been established for the project. The TDM program would include (but not be limited to) the following:

- Identification of a transit coordinator
- Provision of a SmartPass for each resident for the first three years of project occupation
- Dedicated interior garage bicycle parking
- School shuttle program
- On-site car sharing program

2.2.8 2030 General Plan

The project site is currently designated as Medium Density Residential and General Industrial in the Mountain View 2030 General Plan. The proposed project is seeking a General Plan Amendment to change the designation to High Density Residential. The project proposes up to 80 dwelling units per acre (du/acre) and a maximum height of five stories, consistent with the High Density Residential designation standards of 36 to 80 du/acre and up to five stories.

2.2.9 Zoning

The project proposes rezoning the site from the existing Multi-Family (R3-2.2) and Sylvan-Dale Precise Plan (P-30), to High-Density (R4). The project proposes a maximum floor-to-area ratio (FAR) of 2.17, consistent with the R4 zoning floor area ration (FAR) maximum of 2.30.

2.3 PROJECT OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, the EIR must identify the objectives sought by the proposed project. The applicant's objectives for the project are as follows:

- Develop the site into an economically viable, 471-unit residential project that will provide a distinct mix and variety of unit types to serve a broad population that will help address the City's critical housing needs.
- Provide project residents and the community with a public park and design and manage the completion of the park using park fee dollars.
- Create and maintain a residential built environment that promotes the safety and well-being of its residents and the surrounding community.
- Create a residential transit-oriented project balanced with community-serving amenities that connects to and enhances the City's bike, pedestrian, and transit network, with the goal of reducing vehicle trips.
- Promote sustainability by developing a residential project on an infill and easily accessible project site and through the incorporation remediation of the existing groundwater,

environmentally responsible construction techniques and conservation of energy and water in accordance with the major strategies of the City's General Plan.

- Promote housing affordability, with an affordable housing goal of creating the equivalent or better of 15 percent of the total apartments as affordable to households making 60 percent of Area Median Incomes or less.

2.4 USES OF THE EIR

This EIR is intended to 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. It is anticipated that the project would require the following City approvals:

- General Plan Amendment
- Zoning Ordinance Text Amendment
- Zoning Map Amendment
- Planned Community Permit
- Development Review Permit
- Vesting Tentative Map
- Lot Tie Agreement
- Heritage Tree Removal Permit
- Demolition Permit
- Grading Permit

SECTION 3.0 SETTING, IMPACTS, AND MITIGATION MEASURES

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

3.1	Aesthetics	3.10	Hydrology and Water Quality
3.2	Agricultural and Forestry Resources	3.11	Land Use and Planning
3.3	Air Quality	3.12	Mineral Resources
3.4	Biological Resources	3.13	Noise and Vibration
3.5	Cultural Resources	3.14	Population and Housing
3.6	Energy	3.15	Public Services and Recreation
3.7	Geology and Soils	3.16	Transportation/Traffic
3.8	Greenhouse Gas Emissions	3.17	Utilities and Service Systems
3.9	Hazards and Hazardous Materials		

The discussion for each environmental subject includes the following subsections:

ENVIRONMENTAL SETTING

This subsection: 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.

IMPACTS

This subsection: 1) includes thresholds of significance for determining impacts, 2) discusses the project's consistency with those thresholds, and 3) discusses the project's consistency with applicable plans. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered using an alphanumeric system that identifies the environmental issue. For example, **Impact HAZ-1** denotes the first potentially significant impact discussed in the Hazards and Hazardous Materials section. Mitigation measures are also numbered to correspond to the impact they address. For example, **MM NOI-2.3** refers to the third mitigation measure for the second impact in the Noise section.

Cumulative Impacts

The project's cumulative impact on the resource is also discussed. Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant effects taking place over a period of time. CEQA Guideline Section 15130 states that an EIR should discuss cumulative impacts "when the project's incremental effect is cumulatively considerable." 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 impacts that

might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the proposed 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. To accomplish these two objectives, the analysis should include either a list of past, present, and probable future projects or a summary of projections from an adopted general plan or similar document. The analysis must then determine whether the project's contribution to any cumulatively significant impact is cumulatively considerable, as defined by CEQA Guideline Section 15065(a)(3).

The cumulative discussion for each environmental issue addresses two aspects of cumulative impacts: 1) would the effects of all of the pending 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 contributions to that impact from the proposed project make a cumulatively considerable contribution to those cumulative impacts?

For the purposes of this document, "reasonably foreseeable" refers to projects that federal, state, or local agency representatives have knowledge of from the formal application process. Table 3.0-1 identifies the pending and approved projects that are within approximately one mile of the project that are evaluated in the cumulative analysis.

Table 3.0-1: Cumulative Projects List

Project Name	Address	Distance from Project (miles)	Project Description	Status
Evelyn Family Apartments	779 E. Evelyn Avenue	Adjacent to the east	116-unit apartment building for low- and very-low income households	Under construction
Antenna Farm	400 Pacific Drive	0.4	16 small-lot single-family homes	Under construction
100 and 420-430 Ferguson Drive	100 and 420-430 Ferguson Drive	0.4	198 rowhouse units and public park	Under construction
500 Ferguson Drive	500 Ferguson Drive	0.4	394 residential apartments and 3,000 square feet of commercial space	Under construction
167 North Whisman Road	167 North Whisman Road	0.5	Two single family-homes	Approved
LinkedIn – Campus Redevelopment	700 East Middlefield Road	0.5	Three, six-story office buildings (763,000 square feet) and two, six-level parking structures	Under review
840 East El Camino Real	840 East El Camino Real	0.7	18,366-square-foot addition to an existing 160-room hotel, including	Approved

			38 new guest rooms and 4,024 square feet of commercial space	
The Quad / Lovewell	369 North Whisman Road	0.8	70,846-square-foot office building, 109,927 square feet office building and two four-story parking structures	Approved
445 and 455 N. Mary Avenue	445 North Mary Avenue	0.8	Four-story office building and 4.5-level parking structure	Under review
257, 259, 263, 265 Calderon Avenue	257, 259, 263, 265 Calderon Avenue	0.9	Demolish nine residential units, construction of 16 rowhouse units	Under review
265 Sobrante Way	265 Sobrante Way	1.0	121,715-square-foot office/R&D building	Approved
Renault & Handley	580 – 620 Clyde Avenue	1.0	178,477-square-foot, five-story office building and a three-story parking garage	Approved
Wonder Years Preschool	86 West El Camino Real	1.1	4,800-square-foot preschool building	Under construction
West Maude Avenue Campus	684 West Maude Avenue	1.1	174,545-square-foot office and one six-story parking structure	Approved
East Whisman Precise Plan	Various	0.2	5,000 housing units, 2.3 million square feet of office, 100,000 square feet of retail/restaurant, 200 hotel rooms	Under review

Sources: City of Mountain View. Planning Division Update Map. March 2018. Accessed May 16, 2018. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=16686.

City of Mountain View. March 2018 – Planning Division Update. March 2018. Accessed May 16, 2018. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=25775.

City of Sunnyvale. Sunnyvale New Development Projects. Accessed May 16, 2018. http://gis.sunnyvale.ca.gov/portal/apps/webappviewer/index.html?id=32e71fe86a724a19b1b979e6d3997852.

For each environmental issue, cumulative impacts may occur over different geographic areas. For example, the project effects on air quality would combine with the effects of projects in the entire air basin, whereas noise impacts would primarily be localized to the surrounding area. The geographic area that could be affected by the proposed project varies depending upon the type of environmental issue being considered. Section 15130(b)(3) of the CEQA Guidelines states that lead agencies should define the geographic scope of the area affected by the cumulative effect. Table 3.0-2 provides a summary of the different geographic areas used to evaluate cumulative impacts.

Table 3.0-2: Geographic Considerations in Cumulative Analysis

Environmental Issue	Geographic Area
Aesthetics	Project site and adjacent parcels
Air Quality	San Francisco Bay Area Air Basin
Biological Resources	Project site and adjacent parcels

Table 3.0-2: Geographic Considerations in Cumulative Analysis	
Environmental Issue	**Geographic Area**
Cultural Resources	Project site
Energy	Citywide
Geology and Soils	Project site
GHGs	Planet-wide
Hazards and Hazardous Materials	Project site
Hydrology and Water Quality	Stevens Creek watershed
Land Use and Planning/Population and Housing	Project site and City of Mountain View
Noise and Vibration	Project site and adjacent parcels
Public Services and Recreation	Project site and City of Mountain View
Transportation/Traffic	Traffic Impact Analysis study area
Utilities and Service Systems	Project site and City of Mountain View

CONCLUSION

This subsection provides a summary of the project's impacts on the resource.

Important Note to the Reader

The California Supreme Court in a December 2015 opinion in *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)* confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The City of Mountain View has policies that address existing conditions affecting a proposed project, which are also discussed in this EIR. This is consistent with one of the primary objectives of CEQA, which is to provide objective information to decision-makers and the public. The CEQA Guidelines and the courts are clear that a CEQA can include information of interest even if such information is not an environmental impact as defined by CEQA.

Therefore, in addition to describing the impacts of the project on the environment, this EIR will discuss operational issues as they relate to City policies. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, geologic hazard zone, high noise environment, or on/adjacent to sites involving hazardous substances.

3.1 AESTHETICS

3.1.1 Environmental Setting

3.1.1.1 *Regulatory Framework*

State

California Scenic Highway Program

The intent of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the state's scenic resources. The California Department of Transportation (Caltrans) defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. There are no officially designated State Scenic Highways within the City of Mountain View.[4]

Local

City of Mountain View 2030 General Plan

General Plan policies related to visual and aesthetic resources applicable to the proposed project include the following.

Policy	Description
LUD 6.1	**Neighborhood character**. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.
LUD 6.3	**Street presence**. Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.
LUD 9.1	**Height and setback transitions**. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods
LUD 9.3	**Enhanced public space.** Ensure that development enhances public spaces: • Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street. • Encourage pedestrian-scaled design elements such as stoops, canopies and porches. • Encourage connections to pedestrian and bicycle facilities. • Locate buildings near the edge of the sidewalk. • Encourage design compatibility with surrounding uses. • Locate parking lots to the rear or side of buildings. • Encourage building articulation and use of special materials to provide visual interest. • Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design. • Encourage attractive water-efficient landscaping on the ground level.
LUD 9.6	**Light and glare**. Minimize light and glare from new development

[4] California Scenic Highway Mapping System. Accessed May 16, 2018. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

City of Mountain View City Code

The City of Mountain View Zoning Ordinance (Chapter 36) sets forth specific design guidelines, height limits, building density, building design and landscaping standards, architectural features, sign regulations, and open space and setback requirements.

The Zoning Ordinance promotes careful planning of development projects to enhance the visual environment. The City's development review process includes the review of preliminary plans, the consideration of public input at and by the Development Review Committee (DRC), Zoning Administrator, Environmental Planning Commission (EPC), and the City Council. The City's Planning Division reviews private and public development applications for conformance with City plans, ordinances, and policies related to zoning, urban design, subdivision, and CEQA.

The Zoning Administrator makes recommendations to the City Council for large development projects and makes final decisions for permits and variances, and the DRC reviews the architecture and site design of new development, and provides project applicants with appropriate design comments/direction. The development review process ensures the architecture and urban design of new developments would protect the City's visual environment.

3.1.1.2 *Existing Conditions*

Project Site

The 5.89-acre project site is composed of three parcels currently developed with an approximately 1.9-acre, mini-storage facility, the remaining four acres of the site are absent structures and covered with ruderal vegetation (as shown in Photograph 1 through 4). The vacant mini-storage facility consists of seven one-story buildings. A chain-link fence currently surrounds the property. There are numerous trees currently on the site and on the site's East Evelyn Avenue frontage. The existing on-site wireless communications facility (antenna and equipment) is shown in Photograph 5. The facility will be relocated on the site once the proposed project is complete.

Surrounding Area

Surrounding land uses include a three-story townhome community to the west, a two-story apartment development on Ayala Drive to the south, and four-story apartment development (under construction) to the east. These structures vary in material and style but are composed primarily of stucco with wood trim and flat roofs, as shown in Photograph 6 through Photograph 10. To the north, views are dominated by East Evelyn Avenue and adjacent Caltrain tracks. No scenic view corridors, scenic vistas, or scenic resources are located on site. The foothills of the Santa Cruz Mountains can be seen to the west/southwest from portions of the project site.

Photograph 1: The project site from East Evelyn Avenue, facing south

Photograph 2: View of East Evelyn Avenue and project site frontage, facing northwest

Photograph 3: Mini-storage facility on east side of project site, facing south

Photograph 4: View of western project site property line, facing south

Photograph 5: Existing on-site wireless communications antenna and associated equipment to the left

Photograph 6: Caltrain tracks across East Evelyn Avenue north of the project site, facing north

Photograph 7: Townhomes adjacent to the west of the project site, facing west

Photograph 8: Apartment buildings along Ayala Drive south of the project site, facing north

Photograph 9: Gas station on the corner of East Evelyn Avenue and South Bernardo Avenue, facing east

Photograph 10: Eastern project site property line and adjacent apartment development, facing south

Light and Glare

The existing site has been developed with light industrial uses in the past. 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.

3.1.2 Aesthetic Impacts

3.1.2.1 *Thresholds of Significance*

For the purposes of this EIR, an aesthetic impact is considered significant if the project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade 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, 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. City Staff, the DRC, and the EPC will make a recommendation regarding the City's design standards, and ultimately, the City Council will make a final determination if the project meets the City's design standards.

3.1.2.2 *Impacts to Scenic Resources*

The project site does not contain any scenic view corridors or scenic resources, and the project would not block views of the Santa Cruz Mountains from nearby residents. 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 proposed project would result in a less than significant impact to scenic resources. **[Less than Significant Impact]**

3.1.2.3 *Impacts to Visual Character and Quality*

The proposed apartment complex would be distributed between two separate buildings that would vary between three and five stories in a step-down design with a maximum height of approximately 70 feet (as shown in Figure 2.2-5 and Figure 2.2-6). Both buildings would be four to five stories towards the center of the site and would step-down three stories along the southern perimeter of the project site (adjacent to neighboring two-story apartment buildings). The western apartment building would also be five stories towards the site interior and would step-down to three stories along the western perimeter of the project site (adjacent to three-story townhomes).

The proposed buildings would consist of cement plaster, stone and brick veneer, fiber cement board and batten siding, fiber cement shake siding, vinyl windows, and metal guardrails. The color palette includes greys, browns, and bronze details. The buildings would be of similar materials, color, and massing to the surrounding residential development. The project would be constructed in compliance with the City of Mountain View design guidelines and City regulations. The City's development review process, which includes the City Zoning Administrator and the DRC, would ensure that the architecture and urban design of the project would be consistent with the City's visual environment.

The existing ground-mounted wireless communications antenna and associated equipment would be relocated on-site upon completion of the project. While an exact location for the antennas and equipment has not yet been determined, the City requires that wireless communications equipment be architecturally integrated into buildings. Panel antennas must be mounted flush with building walls and cannot exceed the height of any roof parapet walls or screens. The future location and configuration of the wireless communications equipment would require review and approval by the Zoning Administrator at a public hearing as part of a Major Development Review Permit process. For these reasons, any visual impact to the character and quality of the area would be less than significant.

Impact AES-2: The proposed project would be compatible with surrounding residential development and would not result in a significant impact to visual character and quality. **[Less Than Significant Impact]**

3.1.2.4 *Lighting and Glare*

The project proposed limited outdoor lighting (for safety and visibility) along the building walkways and at access points. Lighting would be shielded and focused to limit spillover, consistent with City requirements. Glare-producing or reflective materials are not proposed for the project exterior. Further, the project will be subject to the Development Review process prior to submittal of construction drawings for a building permit. The DRC review will ensure the proposed design and construction materials will not adversely affect the visual quality of the area, or create a substantial new source of light and glare. The proposed site lighting would comply with ratings listed in the California Building Standards Code (CBC), which minimizes light pollution that is disruptive to the environment by reducing the amount of backlight, uplight, and glare generated by luminaires.

Impact AES-3: The proposed project would not result in a significant impact from light and glare. **[Less than Significant Impact]**

3.1.2.5 *Consistency with Plans*

The project is consistent with the Mountain View 2030 General Plan, in that the project's materials would be generally similar in character to the adjacent buildings, would have a street presence that includes a park, would transition in height to reflect surrounding structures, and would minimize lighting and glare. For these reasons, the project would be consistent with the previously listed General Plan policies related to aesthetics.

3.1.3 Cumulative Impacts

A cumulative aesthetic impact would only occur if multiple projects are constructed within the same viewshed. Only the immediately adjacent Evelyn Family Apartments at 779 East Evelyn Avenue would be constructed in the same view corridor as the proposed project. This is also a residential project of similar height, materials, and massing as the project; therefore, a cumulative impact would not occur due to visual conflict between disparate structures or uses. Further, all cumulative projects occurring within Mountain View and Sunnyvale would be subject to the design guidelines and lighting standards of their respective jurisdictions. Implementation of these guidelines and standards would minimize visual impacts associated with aesthetics to a less than significant level. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative aesthetic or visual impacts.

Impact C-AES-1: The proposed project, along with the cumulative projects in the area, would not result in significant cumulative aesthetic impacts. **[Less than Significant Cumulative Impact]**

3.1.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
AES-1: The proposed project would result in a less than significant impact to scenic resources.	Less than Significant	No mitigation required	Not Applicable (NA)
AES-2: The proposed project would be compatible with surrounding residential development and would not result in a significant impact to visual character and quality.	Less than Significant	No mitigation required	NA
AES-3: The proposed project would not result in a significant impact from light and glare.	Less than Significant	No mitigation required	NA
C-AES-1: The proposed project, along with the cumulative projects in the area, would not result in significant cumulative aesthetic impacts.	Less than Significant	No mitigation required	NA

3.2 AGRICULTURAL AND FORESTRY RESOURCES

3.2.1 Environmental Setting

3.2.1.1 *Regulatory Framework*

State

Williamson Act

The Williamson Act (California Land Conservation Act of 1965) enables local governments to enter into contracts with private land owners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, land owners receive property tax assessments which are lower than full market value of the property because they are based on farming and open space uses.

Farmland Mapping and Monitoring Program

The California Resources Agency's Farmland Mapping and Monitoring Program (FMMP) provides maps and data to decision makers to assist them in making informed decisions regarding the planning of the present and future use of California's agricultural land resources.

Forest Land and Timberland

Public Resources Code Section 12220(g) identifies forest land as land that can support a 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources. Public Resources Code Section 4526 identifies timberland as land, other than land owned by the federal government and land designated as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species.

3.2.1.2 *Existing Conditions*

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 2014 Map*,[5] the site is designated as "Urban and Built-up Land," which is defined as land with at least one unit to a 1.5-acre parcel (or approximately six structures to a 10-acre parcel). The project site is not designated as farmland of any type and is not subject to a Williamson Act contract. Further, no land adjacent to the project site is designated or used as farmland or timberland.

3.2.2 Agricultural and Forestry Resources Impacts

3.2.2.1 *Thresholds of Significance*

For the purposes of this EIR, an agricultural and forestry resource impact is considered significant if the project would:

[5] California Department of Conservation. *Santa Clara County Important Farmland 2014 Map*. Accessed: March 12, 2018. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/scl14.pdf.

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (Public Resources Code Section 12220(g)), timberland (Public Resources Code Section 4526), or timberland zoned Timberland Production (Government Code Section 51104(g));
- Result in a 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.

3.2.2.2 *Agricultural and Forestry Resources*

The project site is located within an existing developed area, and has been developed with commercial uses since the 1950s. 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 AG-1: The proposed project would not have an impact on agricultural land, agricultural activities, or forest resources. **[No Impact]**

3.2.3 Cumulative Impacts

The proposed project would not impact agricultural or forest resources or lands; therefore, it would not contribute to a cumulative agricultural or forest impact.

Impact C-AG-1: The project would not result in a cumulative agricultural or forest resources or lands impact. **[No Impact]**

3.2.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
AG-1: The proposed project would not have an impact on agricultural land, agricultural activities, or forest resources.	No Impact	No mitigation required	NA
C-AG-1: The project would not result in a cumulative agricultural or forest resources or lands impact	No Impact	No mitigation required	NA

3.3 AIR QUALITY

This section is based on the air quality analysis prepared for the project by Illingworth & Rodkin, Inc. in June 2018. This report is included as Appendix K to this Draft EIR.

3.3.1 Environmental Setting

3.3.1.1 *Regulatory Framework*

Federal and State

Federal, state, and regional agencies regulate air quality in the San Francisco Bay Area Air Basin, within which the proposed project is located. At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The California Air Resources Board (CARB) is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act.

Regional and Local Criteria Pollutants

The federal Clean Air Act requires the EPA to set national ambient air quality standards for six common air pollutants (referred to as criteria pollutants), including particulate matter (PM), ground-level ozone (O_3), carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_x), and lead. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer), but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] 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 three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. CARB has adopted regulations for stationary and mobile sources to reduce emissions of diesel exhaust and DPM. Several of these regulatory programs affect medium and heavy-duty diesel trucks, which represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[6] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been

[6] CARB. "Overview: Diesel Exhaust and Health". Accessed June 16, 2018. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

previously identified as TACs by CARB, and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants programs.

Regional

2017 Clean Air Plan

BAAQMD is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gasses (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The City of Santa Clara and other jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Sensitive Receptors

BAAQMD defines sensitive receptors as groups of people that are more susceptible to pollutant exposure (i.e., children, the elderly, and people with illnesses). Locations that may contain a high concentration of sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, schools, parks, and places of assembly. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer-causing TACs. Residential locations are assumed to include infants and small children for the purposes of TAC analyses.

Local

City of Mountain View 2030 General Plan

The following General Plan policies were adopted to promote clean, breathable air and control sources of air pollution in the City of Mountain View.

Policy	Description
INC 20.1	**Pollution prevention.** Discourage mobile and stationary sources of air pollution.

Policy	Description
INC 20.6	**Air quality standards.** Protect the public and construction workers from construction exhaust and particulate emissions.
INC 20.7	**Protect sensitive receptors.** Protect the public from substantial pollutant concentrations.
INC 20.8	**Offensive odors.** Protect residents from offensive odors.
MOB 8.3	**Multi-modal transportation monitoring.** Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.
MOB 9.2	**Reduced vehicle miles traveled.** Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita VMT.
MOB 10.2	**Reducing travel demand.** Promote effective Transportation Demand Management programs for existing and new development.

3.3.1.2 *Existing Conditions*

The project is located in northern Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the state and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). The area is considered in attainment, or unclassified, for all other pollutants.

The project site is a mix of vacant land and am existing mini-storage facility that is unoccupied. The site is unoccupied and does not result in air emissions. The nearest sensitive receptors are residences located immediately adjacent to the west and south of the project site. Residences are currently under construction to the east of the project site.

3.3.2 Air Quality Impacts

3.3.2.1 *Thresholds of Significance*

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;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for 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 has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 3.3-1.

Table 3.3-1: Thresholds of Significance Used in Air Quality Analyses

Pollutant	Construction	Operation	
	Average Daily Emissions (pounds)	Average Daily Emissions (pounds)	Maximum Annual Emissions (tons)
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	Implement 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)		• 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)	

Sources: BAAQMD CEQA Thresholds Options and Justification Report (2009) and BAAQMD CEQA Air Quality Guidelines (dated May 2017).

3.3.2.2 *Air Quality Impacts*

Construction

Criteria Pollutants

Construction activity is anticipated to include grading and site preparation, trenching, building construction, and paving. Construction-related automobiles, trucks, and heavy equipment (such as the proposed use of backhoes, cranes, and excavators) are a primary concern with regard to criteria pollutant emissions as a result of diesel particulate matter. Emissions of reactive organic gases

(ROG), NO_X, and PM_{10} and $PM_{2.5}$ exhaust associated with construction are shown in Table 3.3-2. The information in the table is based on the construction equipment list provided by the project applicant and CalEEMod data for the project included as Attachments to Appendix C.

Table 3.3-2: Construction Criteria Pollutant Emissions

Scenario	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total construction emissions	3.8 tons	5.3 tons	0.1 tons	0.1 tons
Average daily emissions[1]	**13.4 lbs./day**	**18.4 lbs./day**	**0.4 lbs./day**	**0.4 lbs./day**
BAAQMD Thresholds	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	**No**	**No**	**No**	**No**

[1] Assumes 571 workdays

Impact AQ-1: Construction emissions of criteria pollutants would not exceed the BAAQMD significance thresholds and, therefore, would not result in a significant impact. **[Less than Significant Impact]**

Fugitive Dust

Dust is generated by a variety of project construction activities including grading, import/export of fill material, and vehicle travel on unpaved surfaces. Project construction activities would include removal of existing asphalt surfaces and excavation and grading, which would generate dust and other particulate matter. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed at any given time, the amount of activity, soil conditions, and meteorological conditions. Sensitive receptors in the project vicinity could be adversely affected by dust generated during construction activities, particularly $PM_{2.5}$, which is a known TAC. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. These measures will be required of the project as City of Mountain View standard conditions of approval, consistent with General Plan policies INC 20.1, 20.6, and 20.7,

Standard Conditions of Approval

AIR QUALITY CONSTRUCTION MEASURES: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by BAAQMD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by BAAQMD or contractor as appropriate, such as:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control 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 Coty of Mountain View regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

Impact AQ-2: The proposed project would not result in a significant impact a result of fugitive dust emissions during construction. **[Less Than Significant Impact]**

Toxic Air Contaminants

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations but they may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$.

Figure 3.3-1 shows the locations of sensitive receptors near the project site and the maximally exposed individual (MEI) for DPM and $PM_{2.5}$. The maximum cancer risk occurred at the residential MEI, located on the second level of the apartment building to the south. The maximum $PM_{2.5}$ concentration occurred at the same receptor on the first level.

Figure 3.3-1: Locations of Off-Site Sensitive Receptors and MEI

The maximum increased residential community risk impacts for the MEI as a result of the project and the comparison to BAAQMD thresholds are shown in Table 3.3-3.

Table 3.3-3: Project Construction Community Risk Impacts at MEI

Source	Maximum Cancer Risk (per million)	Maximum Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)	Maximum Hazard Index
Project Construction	46.2 (infant), 0.8 (adult)	0.43	0.04
BAAQMD Threshold	>10.0	>0.3	>1.0
Significant?	***Yes***	***Yes***	***No***

As shown above, the maximum residential excess cancer risk and $PM_{2.5}$ concentrations would be above BAAQMD significance thresholds. The hazard index (non-cancer health hazards from TAC exposure) would be less than BAAQMD significance thresholds.

Impact AQ-3: Construction of the proposed project would temporarily result in cancer risk and $PM_{2.5}$ exposure at the MEI at levels above the BAAQMD significance threshold based on combined exhaust and fugitive dust emissions. **(Significant Impact)**

Mitigation Measures: Implementation of the BAAQMD Basic Construction Mitigation Measures would reduce exhaust emissions by five percent and fugitive dust emissions by over 50 percent. Implementation of MM AQ-3.1 (or MM AQ-3.2) would further reduce on-site diesel exhaust emissions by at least 84 percent when combined with the BAAQMD Basic Construction Mitigation Measures.

MM AQ-3.1: Prior to the issuance of demolition permits, the project applicant shall submit a Emissions Reduction Plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average of at least 78 percent reduction in DPM exhaust emissions or greater. The plan shall be submitted to the Community Development Director prior to issuance of a demolition permit and shall include the following:

Mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 25 horsepower shall, at a minimum, meet EPA particulate matter emissions standards for Tier 4 engines or equivalent.

MM AQ-3.2: Alternatively, in lieu of use of Tier 4 equipment identified in MM AQ-3.1, the construction contractor may use other measures to minimize construction period DPM emissions to reduce the estimated cancer risk and $PM_{2.5}$ exposure below BAAQMD thresholds. For example, use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel or electric), added exhaust devices, or a combination of these measures could meet this requirement. Any alternative measures shall reduce DPM emissions to the same level or greater than MM AQ-3.1. If any of these alternative measures are proposed, the project applicant shall include them in the Emissions Reduction Plan, which shall include specifications of the equipment to be used during construction.

The Emissions Reduction Plan shall be accompanied by a letter signed by a qualified air quality specialist, verifying the equipment included in the plan meets the standards set forth in this mitigation measure.

With mitigation, the maximum increased lifetime residential cancer risk from construction (assuming infant exposure) would be 3.5 in one million or less. The maximum annual $PM_{2.5}$ concentration would be less than 0.09 μg/m3. Thus, the impact would be less than significant. [**Less than Significant Impact with Mitigation]**

Operation

Criteria Pollutants

The proposed project would not conflict with the 2017 CAP because it would be smaller than the BAAQMD CEQA Air Quality Guidelines Operational Criteria Pollutant Screening Size. With 471 dwellings proposed, the project is below the screening size for mid-rise apartments (494 dwelling units), as shown in Table 3-1 of the 2017 BAAQMD Guidelines. Because the project would not exceed the BAAQMD screening criteria, it would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the thresholds shown in Table 3.3-1. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, implementation of the project would not inhibit BAAQMD or partner agencies from continuing progress toward attaining state and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP.

Impact AQ-4: The project would not 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. [**Less than Significant Impact]**

3.3.2.3 *Odors*

Examples of land uses that generate considerable odors includes wastewater treatment plants, landfills, and chemical plants. The project proposes residential uses on-site which would not be sources of significant odors. Waste collection areas are proposed to be located within or immediately adjacent to the parking garages and would not impact existing sensitive receptors. Thus, any odor impacts would be minor and less than significant.

Impact-AQ-5: The project would not result in significant odor impacts. [**Less than Significant Impact]**

3.3.2.4 *Consistency with Plans*

The project is consistent with applicable General Plan policies related to air quality by proposing a TDM program (which reduces vehicle miles traveled), implementing BAAQMD measures for construction dust abatement, evaluating and mitigating health risks impacts from the project to off-site sensitive receptors, and analyzing health risks to on-site receptors from existing sources.

3.3.3 Cumulative Impacts

3.3.3.1 *Criteria Pollutants*

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 result in the region being in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. Because the proposed project's operational air quality impact would be

less than significant, (per BAAQMD thresholds) the project's contribution to a cumulative impact is also considered less than significant.

3.3.3.2 *Toxic Air Contaminants*

Construction activities associated with all of the cumulative projects shown in Table 3.0-1 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. The proposed project could potentially be constructed at the same time as several the projects in the cumulative scenario; thus, there is the potential for cumulative construction air quality impacts. The cumulative projects would, however, have differing schedules for active ground-disturbing construction, which lessens the potential for cumulative impacts because construction-related air-quality impacts are generally localized. The proposed project would implement BAAQMD Basic Construction Mitigation Measures and cumulative projects in the vicinity would also be required to implement similar measures to reduce air quality impacts. As a result, the project, along with other cumulative projects, would not result in a significant short-term cumulative construction air quality impact.

The cumulative impacts of TAC emissions from the construction of the project, traffic on SR 237, diesel locomotives, traffic on area roads, and stationary sources on the construction MEI are summarized in Table 3.3-4.

Table 3.3-4: Impacts from Combined Sources at Construction MEI

Source		Maximum Cancer Risk (per million)	$PM_{2.5}$ Concentration ($\mu g/m^3$)	Hazard Index
Project Construction	Unmitigated	46.2 (infant)	0.43	0.04
	Mitigated	3.5 (infant)	0.09	<0.01
SR 237 at 1,215 feet, 63,000 average daily trips (ADT)		0.7	<0.01	0.06
Caltrain Line at 550 feet		2.57	<0.01	<0.01
East Evelyn Ave at 450 feet, 19,690 ADT		1.65	0.06	<0.01
South Bernardo Avenue at 575 feet, 11,000 ADT		0.51	0.02	<0.01
Central Expressway at 610 feet, 35,200 ADT		2.36	0.09	<0.01
Plant #G7830 (Gas Station) at 540 feet		1.42	NA	0.01
Plant #18192 (Diesel Engine) at 1,200 feet		1.18	<0.01	<0.01
Plant #18838 (Diesel Engine) at 1,300 feet		0.02	<0.01	<0.01
Combined Sources	Unmitigated	56.6	<0.64	<0.17
	Mitigated	13.9	<0.3	<0.14
BAAQMD Threshold – Combined Sources		***100***	***0.8***	***10.0***
Significant		***No***	***No***	***No***

As shown above, TAC impacts from combined sources at the MEI would be less than significant during construction.

Impact C-AQ-1: Air quality impacts of the project combined with other cumulative sources would be less than significant. **[Less than Significant Impact]**

3.3.3.3 *Air Quality Issues Not Covered Under CEQA*

As described previously, the California Supreme Court issued an opinion in *BIA v. BAAQMD* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents. As such, while not a CEQA issue, the General Plan identifies the need to protect sensitive receptors from TAC emissions. The City utilizes the criteria listed in Table 3.3-1 to determine whether new receptors at a project would be affected by ambient TAC emissions. Substantial sources of TACs that can affect receptors include freeways, highways, busy surface streets, and stationary sources (identified by BAAQMD) that are within 1,000 feet of a project site. The maximum cancer risk, annual $PM_{2.5}$ concentrations, and hazard index for future residents at the project site are shown in Figure 3.3-2, below.

Figure 3.3-2: Maximum TAC Impacts at the Project Site

The maximum cancer risk and annual $PM_{2.5}$ concentrations for future residents at the project site are shown in the following Table 3.3-5.

Table 3.3-5: Impacts from Combined Sources at Project MEI

Source	Maximum Cancer Risk (per million)	$PM_{2.5}$ Concentration ($\mu g/m^3$)	Hazard Index
SR 237 at 700 feet, 63,000 ADT	1.35	0.12	<0.01
Caltrain Line at 115 feet	7.61	0.15	<0.01
East Evelyn Ave at 25 feet, 19,690 ADT	8.13	0.30	<0.01
South Bernardo Ave at 300 feet, 11,000 ADT	0.91	0.03	<0.01
Central Expressway at 175 feet, 35,200 ADT	5.76	0.21	<0.01
Plant #G7830 (Gas Station) at 170 feet	9.31	NA	0.05
Plant #18192 (Diesel Engine) at 715 feet	2.06	<0.01	0.01
Plant #18838 (Diesel Engine) at 875 feet	0.02	<0.01	<0.01
Cumulative Total:	35.2	<0.83*	<0.12
BAAQMD Single-Source Threshold	>10.0	>0.3	>1.0
Significant?	***No***	***No***	***No***
BAAQMD Cumulative Source Threshold	>100	>0.8	>10.0
Significant?	***No***	***No***	***No***

* Considered to equal, and not exceed the cumulative threshold of greater than 0.8 $\mu g/m^3$.

As shown above, the individual and combined effects from the noted sources within 1,000 feet of the project site would be below the BAAQMD thresholds and, as a result, implementation of the proposed project would not result in a health risk to future site occupants.

3.3.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
AQ-1: Construction emissions of criteria pollutants would not exceed the BAAQMD significance thresholds and, therefore, would not result in a significant impact.	Less than Significant	No mitigation required	NA
Impact AQ-2: The proposed project would not result in a significant impact as a result of fugitive dust emissions during construction.	Less than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
AQ-3: Construction of the proposed project would temporarily result in cancer risk and $PM_{2.5}$ exposure at the MEI at levels above the BAAQMD significance threshold based on combined exhaust and fugitive dust emissions.	Significant	**MM AQ-3.1** and **MM AQ-3.2**, reduction in DMP and associated TACs	NA
AQ-4: The project would not 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.	Less than Significant	No mitigation required	NA
AQ-5: The project would not result in significant odor impacts.	Less than Significant	No mitigation required	NA
C-AQ-1: Air quality impacts of the project combined with other cumulative sources would be less than significant.	Less than Significant	No mitigation required	NA

3.4 BIOLOGICAL RESOURCES

The discussion of trees in this section is based on arborist reports prepared by HortScience, Inc. in 2017 and 2018. These reports are included as Appendix D to this Draft EIR.

3.4.1 Environmental Setting

3.4.1.1 *Regulatory Framework*

Federal

Migratory Bird Treaty Act

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

State

Special Status Species

Special status species include plants or animals that are listed as threatened or endangered under the federal and/or California Endangered Species Act, 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) as rare, threatened, or endangered.

Regional and Local

Habitat Conservation Plans

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) is a conservation program to promote the recovery of endangered species in portions of Santa Clara County while accommodating planned development, infrastructure, and maintenance activities. The City of Mountain View is not included within the Habitat Plan covered area.

City of Mountain View 2030 General Plan

General Plan policies related to biological resources and are applicable to the project include the following.

Policy	Description
LUD 10.2	**Low impact development.** Encourage development to minimize or avoid disturbing natural resources and ecologically significant features.
INC 16.3	**Habitat.** Protect and enhance nesting, foraging and habitat for special-status species and other wildlife.

Policy	Description
INC 16.6	**Built environment habitat.** Integrate biological resources, such as green roofs and native landscaping, into the built environment.

Mountain View Tree Preservation Ordinance

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

- A tree which has a trunk with a circumference of 48 inches or more measured at 54 inches above natural grade;
- A multi-branched tree which has major branches below 54 inches above the natural grade with a circumference of 48 inches measured just below the first major trunk fork.
- Any *Quercus* (oak), *Sequoia* (redwood), or *Cedrus* (cedar) tree with a circumference of 12 inches or more when measured at 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.

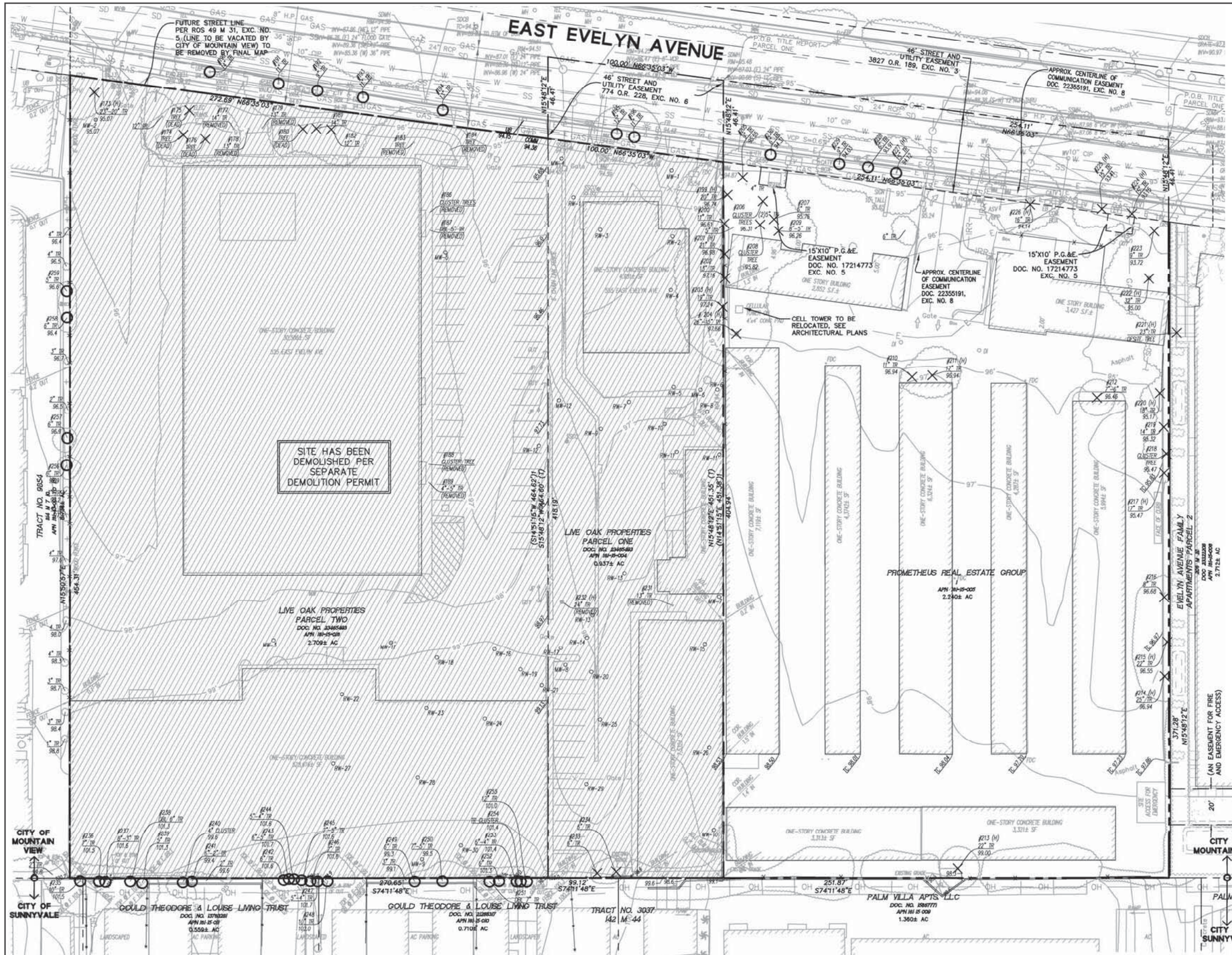
A tree removal permit is required from the City of Mountain View for the removal of Heritage trees.

3.4.1.2 *Existing Conditions*

Along with most of the City of Mountain View, the project site is located in a developed urban habitat. Urban habitats include street trees, ornamental and landscaping, lawns, and ruderal vegetation. Since the original native vegetation and species of the area are no longer present at the project site, these areas provide food and shelter for wildlife able to adapt to the modified urban environment.

No rare, threatened, endangered, or special-status species are known to inhabit the site. There are no undisturbed areas or sensitive habitats on the site, and the site itself does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 0.75 mile west of the project site. Because of its urban setting and isolation from larger areas of undeveloped lands and riparian corridors, the site does not function as a movement corridor for local wildlife. There is no potential for the project to impact these habitats and waters; therefore, they are not discussed further.

A portion of the project site is developed with 1.9-acre mini-storage facility. The remainder of the project site is vacant and covered with ruderal vegetation. Trees are located throughout the mini-storage facility and on the project site frontage along East Evelyn Avenue. A total of 72 trees are located on and immediately adjacent to the project site, including 17 Heritage trees. The project proposes to remove 37 of these trees, including 16 Heritage trees (as shown in Figure 3.4-1). Off-site trees on immediately adjacent properties would be protected and remain in place.



Source: Bay Tree Design Inc., 7/2018.

TREE DISPOSITION

TREE TAG NO.*	TREE TYPE	ACTION
173	OLIVE**	REMOVE
174	BIRCH	REMOVE (DEAD)
175	BIRCH	REMOVE (DEAD)
176	BIRCH	REMOVE (DEAD)
177	EVERGREEN PEAR	HAS BEEN REMOVED
178	EVERGREEN PEAR	HAS BEEN REMOVED
179	EVERGREEN PEAR	HAS BEEN REMOVED
180	EVERGREEN PEAR	REMOVE
181	EVERGREEN PEAR	REMOVE
182	EVERGREEN PEAR	REMOVE
183	BRICH	HAS BEEN REMOVED
184	BRICH	HAS BEEN REMOVED
186	HOLLYWOOD JUNIPER	HAS BEEN REMOVED
187	HOLLYWOOD JUNIPER	HAS BEEN REMOVED
188	HOLLYWOOD JUNIPER	HAS BEEN REMOVED
189	HOLLYWOOD JUNIPER	HAS BEEN REMOVED
190	LONDON PLANE	SAVE
191	LONDON PLANE	SAVE
192	LONDON PLANE	SAVE
193	LONDON PLANE	SAVE
194	LONDON PLANE	SAVE
195	LONDON PLANE	SAVE
196	LONDON PLANE	SAVE
199	BLACKWOOD ACACIA**	REMOVE
200	SILVER DOLLAR GUM	REMOVE
201	SILVER DOLLAR GUM**	REMOVE
202	SILVER DOLLAR GUM	REMOVE
203	SILVER DOLLAR GUM**	REMOVE
204	MONTEREY PINE**	REMOVE
205	HONEY LOCUST	REMOVE
206	BLACKWOOD ACACIA	REMOVE
207	BLACKWOOD ACACIA	REMOVE
208	BLACKWOOD ACACIA	REMOVE
209	BLACKWOOD ACACIA	REMOVE
210	RED IRON BARK	REMOVE
211	RED IRON BARK**	REMOVE
212	HACKBERRY	REMOVE
213	MONTEREY PINE**	REMOVE
214	RED IRON BARK**	REMOVE
215	RED IRON BARK**	REMOVE
216	COAST LIVE OAK	REMOVE
217	MEXICAN FAB PALM**	REMOVE
218	AVACADO	REMOVE
219	MEXICAN FAB PALM	REMOVE
220	RED IRON BARK**	REMOVE
221	SILVER DOLLAR GUM**	REMOVE
222	MONTEREY PINE**	REMOVE
223	HONEY LOCUST	REMOVE
224	LONDON PLANE**	REMOVE
225	LONDON PLANE**	REMOVE
226	LONDON PLANE**	REMOVE
227	LONDON PLANE**	SAVE
228	LONDON PLANE	SAVE
229	LONDON PLANE	SAVE
230	LONDON PLANE	SAVE
231	CALIFORNIA BLACK WALNUT	HAS BEEN REMOVED
232	MEXICAN FAN PALM**	HAS BEEN REMOVED
233	SWEETGUM	REMOVE
234	SWEETGUM	REMOVE
235	VICTORIAN BOX	SAVE
236	VICTORIAN BOX	SAVE
237	VICTORIAN BOX	SAVE
239	VICTORIAN BOX	SAVE
240	VICTORIAN BOX	SAVE
241	VICTORIAN BOX	SAVE
242	PRIVETT	SAVE
243	PRIVETT	SAVE
244	PRIVETT	SAVE
245	PRIVETT	SAVE
246	VICTORIAN BOX	SAVE
247	VICTORIAN BOX	SAVE
248	VICTORIAN BOX	SAVE
249	VICTORIAN BOX	SAVE
250	VICTORIAN BOX	SAVE
251	VICTORIAN BOX	SAVE
252	VICTORIAN BOX	SAVE
253	VICTORIAN BOX	SAVE
254	VICTORIAN BOX	SAVE
255	VICTORIAN BOX	SAVE
256	BRISBANE BOX	SAVE
257	BRISBANE BOX	SAVE
258	BRISBANE BOX	SAVE
259	BRISBANE BOX	SAVE

*SEE ARBORIST REPORT FOR TREE TAG NUMBER
**HERITAGE TREE

TREE DISPOSITION PLAN | FIGURE 3.4-1

3.4.2 Biological Resources Impacts

3.4.2.1 *Thresholds of Significance*

For the purposes of this EIR, a biological resource 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 United States Fish and Wildlife Service (USFWS);
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- 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?
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.4.2.2 *Impacts to Special Status Plants and Animals*

Based on the highly urbanized and developed nature of the project site, natural communities or habitats for special status plant and wildlife species are not present on the site. The project site is located in a developed urban area, and lacks suitable habitat for the special-status species that have been identified in Mountain View. Development of the project would not result in impacts to special status species or sensitive habitats.

Impact BIO-1: The proposed project would not result in a significant impact to special-status plant or animal species. **[No Impact]**

Nesting Birds

Although unlikely, urban-adopted raptors (birds of prey) or other birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the MBTA and CDFW code.

The project proposes to remove 37 trees. Raptor or other migratory bird nests present in these trees during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes any loss of fertile eggs, death or injury to nesting raptors, or any activities causing nest abandonment are considered a taking by the CDFW and would also constitute a significant impact under CEQA.

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

Standard Conditions of Approval

> NESTING BIRD AVOIDANCE. To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests. The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet of active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31.
>
> If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with City staff as appropriate, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with CDFW (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

Impact BIO-2: With the incorporation of standard conditions of approval, impacts to nesting birds would be less than significant. **[Less than Significant Impact]**

3.4.2.3 *Bird Strike Hazards*

The project would demolish the existing single-story storage buildings and construct a multi-story apartment building, which would represent a change over the existing conditions. The up to five-story building could be a potential strike hazard to birds in the project area; however, the portion of the buildings most likely to sustain bird strikes or bird collision zone is from ground level to 60 feet above ground. This portion of the building is articulated with folds, recesses, and mullions to provide visual depth for birds. It does not include known bird hazards, such as glass skyways or walkways, freestanding glass walls, transparent building corners, or glass guardrails. Further, the proposed project is not located adjacent to the Baylands or other sensitive areas for birds.

Impact BIO-3: Impacts from bird strikes would be less than significant given the project's location and proposed design features. **[Less than Significant Impact]**

3.4.2.4 *Plan or Policy Conflict*

General Plan

The project would not impact significant ecological features, would protect nesting birds during construction, and would integrate native and drought-tolerant landscaping into the project design (consistent with General Plan policies LUD 10.2, INC 16.3, and INC 16.6). As a result, there would be no conflict with policies to protect biological resources.

Tree Ordinance

The project site and immediate vicinity (on or across adjacent property lines) currently supports 72 existing trees. The project proposes to remove 37 trees, including 16 Heritage trees, to facilitate redevelopment of the site. Mountain View regulations require a permit to remove or move any tree over 48-inches in circumference or any *Quercus*, Sequoia or *Cedrus* over 12-inches in circumference (measured at 54-inch above grade). A City of Mountain View Heritage tree removal permit is required before any trees could be removed from the site under a development permit.

The project proposes a perimeter wall around three sides of the site (where it abuts adjacent residential properties). The wall footings could impact roots of off-site trees that are identified for preservation as part of the project. To reduce impacts due to the loss of Heritage trees, and reduce the potential for impacts to off-site trees, the project will implement the recommendations within Appendix D: Tree Survey Report. Additionally, the following measures are included in the project as standard City conditions of approval.

Standard Conditions of Approval

REPLACEMENT: The applicant shall offset the loss of each Heritage tree with a minimum of two new trees, for a total of 32 replacement trees. Each replacement tree shall be no smaller than a 24-inch box, and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees. The project would plant a total of 216 new trees on site.

TREE PROTECTION MEASURES: Tree protection measures shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain-link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree to be retained on or immediately adjacent to the project site.

TREE MITIGATION AND PRESERVATION PLAN: The applicant shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. The plan shall outline measures to be taken to preserve off-site trees, such as a non-continuous footing near trees or shifting the proposed wall location to avoid trees and tree roots. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards shall be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan shall be developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to

approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

SECURITY BOND: The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.

The project would include the planting of street trees and landscaping along the perimeter and within the project site. The project would also implement tree protection measures included in the arborist report in Appendix D to reduce impacts to trees retained on the project site and immediately adjacent sites, which include specific design, protection, and maintenance recommendations.

Impact BIO-4: With the incorporation of standard City conditions of approval, impacts to Heritage trees would be less than significant. **[Less than Significant Impact]**

3.4.2.5 *Habitat Conservation Plan Conflict*

The project site is not within the area of an applicable HCP or NCCP, or other approved local, regional, or state habitat conservation plan.

Impact BIO-5: The proposed project would not result in a significant impact due to a conflict with an applicable HCP or NCCP. **[No Impact]**

3.4.3 Cumulative Impacts

3.4.3.1 *Nesting Birds*

As described above, there is a potential for nesting and migratory birds to occur in the project area. The cumulative projects analyzed in this Draft EIR in the cities of Mountain View and Sunnyvale may also impact nesting birds and raptors. The project would implement conditions of approval to avoid nesting bird impacts, which would reduce the project's contribution to cumulative impacts to nesting birds. It is assumed all projects in the cumulative scenario would implement similar protective measures in conformance with the MBTA and CDFW code. For these reasons, the cumulative impact to nesting and migratory birds and raptors would be less than significant.

Impact C-BIO-1: The proposed project would not result in a cumulatively considerable contribution to a significant impact to nesting and migratory birds and raptors. **[Less than Significant Cumulative Impact]**

3.4.3.2 *Indirect Nitrogen Deposition*

The 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 Habitat Plan identifies cumulative effects to serpentine habitats and serpentine species on Coyote Ridge and other areas in central and southern Santa Clara County. Nitrogen deposition on the effected serpentine habitats from areas of Santa Clara County not covered by the Habitat Plan including the City of Mountain View is about 17 percent. The development proposed by the project would represent an extremely small portion of these emissions.

Conservation strategies included in the adopted Habitat Plan account for the indirect impacts of nitrogen deposition and identify measures to conserve and manage serpentine areas over the term of the Habitat Plan, such that cumulative impacts to this habitat and Bay Checkerspot butterfly would not be significant and adverse.[7] A mitigation program for indirect impacts on Bay Checkerspot butterfly habitat is being implemented independently by others (i.e., Santa Clara Valley Habitat Agency) and there is no requirement for an individual project outside of the area covered by the Habitat Plan to pay impact fees to this mitigation program.

Impact C-BIO-2: The cumulative projects, including the proposed project, would not result in significant cumulative impacts from indirect nitrogen deposition. **[Less than Significant Cumulative Impact]**

3.4.3.3 *Heritage Trees*

A tree removal permit is required from the City for the removal of any Heritage trees, and similar restrictions are present in the municipal code for the City of Sunnyvale (for Protected Trees). Projects constructed in Mountain View and Sunnyvale are required to mitigate for the removal of Heritage trees/Protected Trees, and protect any trees that remain in place from potential construction damage. For this reason, the proposed project in combination with cumulative scenario projects would not result in a significant impact to trees or as a result of a tree ordinance conflict.

Impact C-BIO-3: The proposed project, together with the cumulative projects, would not result in a cumulatively considerable contribution to a significant cumulative loss of Heritage trees. **[Less than Significant Cumulative Impact]**

[7] The Santa Clara Valley Habitat Plan Final EIR/EIS (August 2012) identifies a beneficial cumulative effect of implementing the Santa Clara Valley Habitat Plan.

3.4.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
BIO-1: The proposed project would not result in a significant impact to special-status plants or animals.	No Impact	No mitigation required	NA
BIO-2: With the incorporation of standard conditions of approval, impacts to nesting birds and raptors would be less than significant.	Less than Significant	No mitigation required	NA
BIO-3: Impacts from bird strikes would be less than significant given the project's location and proposed design features.	Less than Significant	No mitigation required	NA
BIO-4: With the incorporation of standard City conditions of approval, impacts to Heritage trees would be less than significant.	Less than Significant	No mitigation required	NA
BIO-5: The proposed project would not result in a significant impact due to a conflict with an applicable HCP or NCCP.	No Impact	No mitigation required	NA
C-BIO-1: The proposed project would not result in a cumulatively considerable contribution to a significant impact to nesting and migratory birds and raptors.	Less than Significant	No mitigation required	NA
C-BIO-2: The cumulative projects, including the proposed project, would not result in significant cumulative impacts from indirect nitrogen deposition.	Less than Significant	No mitigation required	NA
C-BIO-3: The proposed project, together with the cumulative projects, would not result in a cumulatively considerable contribution to a significant cumulative loss of Heritage trees.	Less than Significant	No mitigation required	NA

3.5 CULTURAL RESOURCES

The information in this section is based in part upon an archaeological literature review and Native American consultation report completed by Holman & Associates in March 2018.

3.5.1 Environmental Setting

3.5.1.1 *Regulatory Framework*

Federal

National Historic Preservation Act

The National Register of Historic Places (NRHP), established under the National Historic Preservation Act, is a comprehensive inventory of known historic resources throughout the United States. The NRHP is administered by the National Park Service and includes buildings, structures, sites, objects and districts that possess historic, architectural, engineering, archaeological or cultural significance. For a resource to be eligible for listing, it also must retain integrity of those features necessary to convey its significance. CEQA requires evaluation of project effects on properties that are listed in or eligible for listing in the NRHP.

State and Regional

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The CRHR aids government agencies in identifying, evaluating, and protecting California's historical resources, and indicates which properties are to be protected from substantial adverse. The CRHR is administered through the State Office of Historic Preservation, which is part of the California State Parks system. A historic resource listed in, or formally determined to be eligible for listing in, the NRHP is, by definition, included in the CRHR.[8]

Archaeological Resources and Human Remains

Archaeological sites are protected by a number of state policies and regulations under the California Public Resources Code, California Code of Regulations (Title 14 Section 1427), and California Health and Safety Code. California Public Resources Code Sections 5097.9-5097.991 require notification of discoveries of Native American remains and provides for the treatment and disposition of human remains and associated grave goods.

Both state law and County of Santa Clara County Code (Sections B6-19 and B6-20) require that the Santa Clara County Coroner be notified if cultural remains are found on a site. If the Coroner determines the remains are those of Native Americans, the Native American Heritage Commission and a "most likely descendant" must also be notified.

[8] Refer to Public Resources Code Section 5024.1(d)(1)

Assembly Bill 52 – Tribal Cultural Resources

Assembly Bill (AB) 52 requires that tribal cultural resources be considered under CEQA. A tribal cultural resource can be a site, feature, place, object, or cultural landscape with value to a California Native American tribe that is also eligible for listing on the CRHR. AB 52 includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures for potential impacts. AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached.

Senate Bill 18

The intent of Senate Bill (SB) 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

Paleontological Resources Regulations

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. The California Public Resources Code (Section 5097.5) specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it will disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of Mountain View 2030 General Plan

General Plan policies related to visual and aesthetic resources applicable to the proposed project include the following.

Policy	Description
LUD 11.5	**Protect important archaeological and paleontological sites.** Utilize the development review process to identify and protect archaeological and paleontological deposits.
LUD 11.6	**Protect Human Remains.** Utilize the development review process to identify and protect human remains and follow the appropriate procedures outlined under Health and Safety Code Section7050.5 and Public Resources Code Section 5097.98.

City of Mountain View Zoning Ordinance

Division 15, Designation and Preservation of Historic Resources of the City's Zoning Ordinance includes a process for recognizing, preserving, and protecting historical resources. Division 15, Section 36.54.55 establishes the Mountain View Register of Historic Resources as the City's official list of historically significant buildings, structures, and sites that are considered during the development review process. The Mountain View Register has similar criteria for listing as the CRHR.

3.5.1.2 *Existing Conditions*

Prehistoric Resources

Mountain View is situated within territory once occupied by Costanoan (also commonly referred to as Ohlone) language groups. Mountain View lies on the approximate ethnolinguistic boundary between the Tamyen and Ramaytush languages. No cultural resources are recorded within the project area, according to the archaeological literature review and Native American consultation report completed for the project. Areas that are near natural water sources, e.g., riparian corridors and tidal marshland, should be considered of high sensitivity for prehistoric archaeological deposits and associated human remains. The project site is more than 0.75 mile east Stevens Creek, and is not considered to be an archaeologically sensitive area.

Historic Resources

The project area was developed after World War II and has a low potential for historical resources. No historic buildings or structures are located on or adjacent to the site.

Paleontological Resources

According to the General Plan EIR, no paleontological resources have been documented in the vicinity of the project site. On-site soils are composed of silty and sandy clay layers to a depth of 50 feet.[9]

3.5.2 Cultural Resources Impacts

3.5.2.1 *Thresholds of Significance*

For the purposes of this EIR, a cultural resources impact is considered significant if the project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;

[9] Cornerstone Earth Group. 769 East Evelyn Avenue – Preliminary Geotechnical Investigation. October 27, 2016; revised August 4, 2017.

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;
- Disturb any human remains, including those interred outside of dedicated cemeteries;
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    - Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
    - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying this criteria, the significance of the resource to a California Native American tribe shall be considered.

3.5.2.2 *Historic Resources Impacts*

The proposed project would demolish the existing buildings on the site, as well as pavement, a number of trees, utilities, and other improvements. The existing buildings are not listed or considered eligible for listing on any federal, state, or Mountain View lists of historical significance. For these reasons, the demolition of these buildings and other site clearing activities would not impact historic resources.

Impact CUL-1: The proposed project would not impact historic resources. **[No Impact]**

3.5.2.3 *Archaeological Resources Impacts*

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.

Standard Conditions of Approval

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 NAHC, which shall attempt to identify descendants of the deceased Native American.

If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

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

Impact CUL-2: With the implementation of standard City conditions of approval, the proposed project would result in a less than significant impact to unknown cultural resources. **[Less than Significant Impact]**

3.5.2.4 *Paleontological Resources Impacts*

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

Standard Conditions of Approval

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

Impact CUL-3: Implementation of the project would result in a less than significant impact to paleontological resources. **[Less than Significant Impact]**

3.5.3 Cumulative Impacts

The cumulative projects analyzed in this Draft EIR in Mountain View and Sunnyvale may require excavation and grading or other activities that may affect archaeological resources, including human remains, and paleontological resources. All cumulative projects occurring within Mountain View or Sunnyvale, would be required to implement conditions of approval or mitigation measures that would avoid impacts and/or reduce them to a less than significant level consistent with CEQA requirements. These projects would also be subject to federal, state, and county laws regulating cultural and paleontological resources. For these reasons, the proposed project in combination with the cumulative scenario project would not result a significant cultural resources impact.

Impact C-CUL-1: Implementation of the project would result in a less than significant cumulative cultural resources impact. **[Less than Significant Cumulative Impact]**

3.5.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
CUL-1: The proposed project would not impact historic resources.	No Impact	No mitigation required	NA
CUL-2: With the implementation of standard City conditions of approval, the proposed project would result in a less than significant impact to unknown cultural resources.	Less Than Significant	No mitigation required	NA
CUL-3: Implementation of the project would result in a less than significant impact to paleontological resources.	Less Than Significant	No mitigation required	NA
C-CUL-1: Implementation of the project would result in a less than significant cumulative cultural resources impact.	Less Than Significant	No mitigation required	NA

3.6 ENERGY

This section is based on the air quality and greenhouse gas (GHG) analysis prepared for the project by Illingworth & Rodkin, Inc. in June 2018. This report is included as Appendix K to this Draft EIR.

3.6.1 Environmental Setting

3.6.1.1 *Regulatory Framework*

Federal

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.

State

Renewable Energy Standards

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2006, California's 20 percent by 2010 RPS goal was codified under 107. In 2008, Executive Order S-14-08 was signed into law requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030.

Silicon Valley Clean Energy (SVCE) provides electricity service to the project site. The electricity provided by SVCE is GHG-emissions free and comes from 100 percent renewable sources.

Building Codes

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017.[10] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[11]

The California Green Building Standards Code (CALGreen) establishes mandatory green building standards for buildings in California. The most recent updates to CALGreen went in to effect on January 1, 2017, and cover five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

[10] California Building Standards Commission. "Welcome to the California Building Standards Commission". Accessed June 6, 2018. http://www.bsc.ca.gov/.
[11] California Energy Commission (CEC). "2016 Building Energy Efficiency Standards". Accessed June 6, 2018. http://www.energy.ca.gov/title24/2016standards/index.html.

Local

Mountain View Green Building Code

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 includes energy efficiency standards that exceed the 2016 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.[12] For residential projects proposing over five units, the MVGBC requires that those buildings meet the intent of 70 GreenPoint Rated points from the Build it Green certification program, as well as compliance with mandatory CALGreen requirements.

3.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 7,322 trillion Btu in the year 2015, the most recent year for which this data was available.[13] The breakdown by sector was approximately 18 percent (1,357 trillion Btu) for residential uses, 19 percent (1,465 trillion Btu) for commercial uses, 24 percent (1,837 trillion Btu) for industrial uses, and 39 percent (3,017 trillion Btu) for transportation.[14] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

The project site is vacant of structures except for the unoccupied mini-storage facility and for the purposes of this analysis (which would be conservative), it is assumed that the site does not consume energy in any form. Given the nature of the proposed 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.

Electricity

Electrical energy is expressed in units of kilowatts (kW) and kilowatt-hours (kWh). 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).

In 2016, California produced approximately 93 percent of the electricity it consumed and the rest was imported. California's non carbon dioxide-emitting electric generation (from nuclear, large hydroelectric, solar, wind, and other renewable sources) accounted for 50 percent of total in-state generation for 2016, compared to 40 percent in 2015.[15] Electricity supplied from out-of-state, coal-fired power plants has continued to decrease since 2006, following the enactment of a state law

[12] City of Mountain View. *Mountain View Green Building Code*. 2017. Accessed June 21, 2018. http://www.mountainview.gov/depts/comdev/building/construction/mvgbc.asp.
[13] United States Energy Information Administration. *State Profile and Energy Estimates, 2015*. Accessed November 28, 2017. https://www.eia.gov/state/?sid=CA#tabs-1.
[14] United States Energy Information Administration. *State Profile and Energy Estimates, 2015*. Accessed November 28, 2017. https://www.eia.gov/state/?sid=CA#tabs-2.
[15] CEC. "Total System Electric Generation". Accessed February 13, 2018. http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html.

requiring California utilities to limit new long-term financial investments only to power plants that meet California emissions standards.[16]

California's total system electric generation in 2016 was 290,567 gigawatt-hours (GWh), which was down 1.6 percent from 2015's total generation of 295,405 GWh. California's in-state electric generation was up by approximately one percent at 198,227 GWh compared to 196,195 GWh in 2015, and energy imports were down by 6,869 GWh to 92,341 GWh.[17] In 2016, total in-state solar generation increased 31.5 percent from 2015 levels and wind generation increased 10.8 percent.

Growth in annual electricity consumption declined between 2015 and 2016 reflecting increased energy efficiency and higher self-generation from solar photovoltaic power systems. Per capita drops in electrical consumption are predicted through 2027 as a result of energy efficiency gains and increased self-generation (particularly from photovoltaic systems).[18] Due to population increases, however, it is estimated that future demand in California for electricity will grow at approximately one percent each year through 2027, and that 319,256 GWh of electricity would be utilized in the state in 2027.[19]

Natural Gas

Energy usage is typically quantified using the British thermal unit (Btu). 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 natural gas usage in Btu.

PG&E provides natural gas services within the City of Mountain View. In 2016, approximately three percent of California's natural gas supply came from in-state production, while 97 percent was imported from other western states and Canada.[20] California's natural gas is supplied by interstate pipelines, including the Mojave Pipeline, Transwestern Pipeline, Questar Southern Trails Pipeline, and the Baja Norte/North Baja Pipeline. As a result of improved access to supply basins, as well as pipeline expansion and new projects, these pipelines currently have excess capacity.[21]

In 2016, residential and commercial customers in California used 29 percent, power plants used 32 percent, and the industrial sector used 37 percent. Transportation accounted for one percent of natural gas use in California. Utility providers measure natural gas usage in Btu. In 2016, California consumed approximately 2,236,258,609 million btu (MMBtu)[22] of natural gas; a slight decrease from

[16] EIA. "California State Profile and Energy Estimates Profile Analysis". Accessed February 13, 2018. https://www.eia.gov/state/analysis.php?sid=CA#40.
[17] CEC. "Total System Electric Generation". Accessed February 14, 2018. http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html.
[18] CEC. *California Energy Demand Updated Forecast, 2017-2027*. Accessed February 14, 2018. http://docketpublic.energy.ca.gov/PublicDocuments/16-IEPR-05/TN214635_20161205T142341_California_Energy_Demand_Updated_Forecast.pdf.
[19] Ibid.
[20] California Gas and Electric Utilities. 2016 California Gas Report. Accessed February 13, 2018. http://docketpublic.energy.ca.gov/PublicDocuments/16-BSTD-06/TN212364_20160720T111050_2016_California_Gas_Report.pdf.
[21] Ibid.
[22] 2,177,467 million cubic feet = 2,177,467,000,000 cubic feet * 1,027 = 2,236,258,609,000,000 /1,000,000 = 2,236,258,609 MMBtu

2015 when 2,363,349,859 MMBtu[23] were consumed.[24] In Santa Clara County, a total of 42,106,938 MMBtu of natural gas were consumed in 2016, which is about three percent of the state's total.[25]

Overall natural gas demand in California is anticipated to decrease slightly through 2028. This decline is due to on-site residential, commercial, and industrial electricity generation; aggressive energy efficiency programs; and a decrease in demand for electrical power generation as a result of state-mandated RPS targets (as the state moves to power generation resources that result in less GHG emissions than natural gas). [26]

Fuel for Motor Vehicles

California accounts for more than one-tenth of the United States' crude oil production and petroleum refining capacity.[27] In 2017, 15 billion gallons of gasoline were sold in California.[28] 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-1970s to 22 mpg in 2015.[29] 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 through 2020. [30,31] 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.[32]

[23] 2,301,217 million cubic feet = 2,301,217,000,000 *1,027 = 2,363,349,859,000,000/1,000,000 = 2,363,349,859 MMBtu

[24] EIA. "Natural Gas Delivered to Consumers in California". Accessed May 8, 2018. http://www.eia.gov/dnav/ng/ng_sum_lsum_dcu_SCA_a.htm.

[25] CEC. "Natural Gas Consumption by County". Accessed March 1, 2018. http://ecdms.energy.ca.gov/gasbycounty.aspx.

[26] California Gas and Electric Utilities. 2017 Natural Gas Market Trends and Outlook. Accessed April 3, 2018. http://docketpublic.energy.ca.gov/PublicDocuments/17-IEPR-04/TN222400_20180131T074538_STAFF_FINAL_REPORT_2017_Natural_Gas_Market_Trends_and_Outlook.pdf. .

[27] U.S. EIA. *California State Profile and Energy Estimates: Profile Analysis.* Accessed February 8, 2018. http://www.eia.gov/beta/state/analysis.cfm?sid=CA

[28] California Department of Tax and Fee Administration. Net Taxable Gasoline Gallons. Accessed February 16, 2018. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.

[29] U.S. EPA. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Accessed February 6, 2018. http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_04_23.html.

[30] U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed February 8, 2018. http://www.afdc.energy.gov/laws/eisa.

[31] Public Law 110–140—December 19, 2007. Energy Independence & Security Act of 2007. Accessed February 8, 2018. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

[32] National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards.* August 28, 2012. Accessed February 8, 2018. http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards.

3.6.2 Energy Impacts

3.6.2.1 *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 a wasteful, inefficient, or unnecessary consumption of energy; or
- Result in a substantial increase in demand upon energy resources in relation to projected supplies.

3.6.2.2 *Energy Waste or Increase in Demand*

Construction

Construction activities associated with the proposed project are estimated to occur at the site over an approximate 30-month period and would consist of demolition of existing buildings, site preparation, grading, and construction of the proposed buildings, paving, and installation of landscaping. The overall construction schedule and process is designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel are not typically used wastefully on the site because of the added expense associated with renting the equipment, as well as maintaining and fueling it; therefore, the opportunities for efficiency gains during construction are limited.

The project includes several measures that would improve the efficiency of the construction process. Implementation of the BAAQMD Basic Construction Mitigation Measures identified in Section 4.3 Air Quality, would restrict excessive equipment use by reducing idling times to five minutes or less and would require contractors to post signs on the project site reminding workers to shut off idle equipment. In addition, consistent with mitigation measure MM AQ-3.1 and MM AQ-3.2, equipment would be carefully selected to reduce emissions during construction; therefore, energy would not be wasted or used inefficiently by construction equipment and waste from idling. The project would also comply with the City's requirements to recycle and/or salvage for reuse a minimum of 65 percent of nonhazardous construction and demolition waste, minimizing energy impacts from the creation of excessive waste. For these reasons, construction activities would not use fuel or energy in a wasteful manner.

Operation

Operation of the project would consume energy for multiple purposes including, building heating and cooling, lighting, and appliance use. Operational energy would also be consumed by resident, employee, and customer vehicle use to and from the site. It is estimated that the proposed project would use approximately 1,565,790 kWh of electricity and 4,069,180 kBtu of natural gas per year. Given the project's estimated 6,406,675 vehicle miles traveled per year, it is estimated that project trips would use approximately 291,213 gallons of gasoline per year (assuming an average fuel economy of 22.0 mpg).

As discussed previously, California's total system electric generation in 2016 was 290,567 GWh (down 1.6 percent from 2015). Despite this drop, consumption is still expected to increase one percent per year in the future. Efficiency and production capabilities would help meet increased

electricity demand in the future, such as improving energy efficiency in existing and future buildings, establishing energy efficiency targets, inclusion of microgrids and zero-net energy buildings, and integrating renewable technologies.[33] Thus, the proposed project's increase in annual electricity use, would not result in a significant increase in demand on electrical energy resources in relation to projected supply statewide.

It is assumed that energy efficiency technology and the RPS targets are likely to reduce demand for natural gas in the state in the future. Additionally, drilling improvements and system efficiencies will continue to enhance production and decrease the overall need for natural gas, respectively.[34] Based on the relatively small increase in natural gas demand from the project (4,069,180 kBtu per year), and compared to the growth trends in natural gas supply and the existing available supply in California, the proposed project would not result in a significant increase in natural gas demand relative to projected supply.

Project trips would increase gasoline use at the site by approximately 291,213 gallons of gasoline per year. This increase is small, however, when compared to the annual statewide sales of 15 billion gallons. The project's gasoline use would be anticipated to be reduced given its proximity to existing transit, the proposed mix of uses (residential and commercial) in the project vicinity, implementation of bicycle facilities, and placing residential development near jobs. Further, the project proposes a TAM plan to reduce single-occupant vehicle trips.

The proposed project would be built according to the Mountain View Green Building Code, which requires adherence to the Nonresidential Mandatory Measures of the 2016 California Green Building Standards Code (CALGreen). In addition, the proposed project would include GreenPoint Rated energy and emissions reduction features, such as:

- Low-water landscaping
- Water efficient plumbing fixtures
- Title 24 compliance
- Potential for roof-top solar panels
- Low VOC wall and ceiling paints
- Low-emission flooring material
- Use of recycled insulation material
- Energystar appliances
- Electric car parking stations
- Bike improvements on East Evelyn

Impact ENG-1: The proposed project would not result in the wasteful use of energy or a substantial increase in demand upon energy resources in relation to projected supplies. **[Less than Significant Impact]**

[33] CEC. *2016 Integrated Energy Policy Report*. February 2017. http://www.energy.ca.gov/2016_energypolicy/.
[34] CEC. "2014 Natural Gas Issues Trends, and Outlook." Accessed February16, 2018. http://www.energy.ca.gov/2014publications/CEC-200-2014-001/CEC-200-2014-001-SF.pdf.

3.6.3 Cumulative Impacts

Future development within the SVCE service area will increase residential, commercial, office, and other non-residential needs for electricity and gas. SVCE is expected to meet future energy demand and will continue its reliance on renewable and GHG-emissions free resources in response to regulatory requirements intended to address global climate change.

The energy demand of the proposed project, together with the cumulative projects, would be considered less than significant due to the small increment of increased energy demand, as compared to county-wide usage, resulting from energy conservation requirements and programs that have been established under the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program and other energy conservation programs in neighboring jurisdictions. Additionally, with the implementation of AB 32 and Title 24 requirements, future development throughout California would be required to integrate energy efficiency measures that would reduce average demand per land use. For these reasons, the proposed project when combined with cumulative projects, would not result in a cumulatively significant energy impact due to energy demand or waste.

Impact C-ENG-1: Implementation of the proposed project when combined with cumulative projects, would not result in a cumulatively significant energy impact due to increased demand or waste. **[Less Than Significant Cumulative Impact]**

3.6.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
ENG-1: The proposed project would not result in the wasteful use of energy or a substantial increase in demand upon energy resources in relation to projected supplies.	Less than Significant	No mitigation required	NA
C-ENG-1: Implementation of the proposed project when combined with cumulative projects, would not result in a cumulatively significant energy impact due to increased demand or waste.	Less than Significant	No mitigation required	NA

3.7 GEOLOGY AND SOILS

The discussion in this section is based in part on the Preliminary Geotechnical Investigation prepared by Cornerstone Earth Group in August 2017. This report is included as Appendix E of this Draft EIR.

3.7.1 Environmental Setting

3.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act ensures 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. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction.

Seismic Hazards Mapping Act

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed. The SHMA directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and requires the inclusion of measures to reduce earthquake-related hazards.

California Building Standards Code

The California Building Standards Code (CBC) contains the regulations that govern the construction of buildings in California and prescribes standards for constructing safer buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared by a licensed professional for proposed developments to evaluate seismic and geologic conditions that may affect a project, such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years; the current version is the 2016 CBC.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Local

City of Mountain View 2030 General Plan

The following General Plan policies promote the use of appropriate design and construction to minimize the impacts of geologic hazards and are applicable to the project.

Policy	Description
PSA 5.1	**New development.** Ensure new development addresses seismically induced geologic hazards.
PSA 5.2	**Alquist-Priolo zones.** Development shall comply with the Alquist-Priolo Earthquake Fault Zoning Act.

City of Mountain View City Code

The City of Mountain View has adopted the CBC, with amendments, as the reference building code for all projects in the City under Chapter 8 of the City's Code of Ordinances. The City of Mountain View's Building Inspection Division is responsible for reviewing plans, issuing building permits, and conducting field inspections. Geotechnical investigation reports, as required by the CBC, would be reviewed by the City of Mountain View's Building Inspection Division prior to issuance of building permits to ensure compliance.

3.7.1.2 *Existing Conditions*

The project site is located in the Santa Clara Valley, an alluvial basin, bound by the Santa Cruz Mountains to the southwest and west, the Hamilton/Diablo Range to the northeast, and the San Francisco Bay to the north. The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Hamilton/Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. Bedrock in this area is made up of the Franciscan Complex, a diverse group of igneous, sedimentary, and metamorphic rocks of Upper Jurassic to cretaceous age (70 to 140 million years old). Overlaying the bedrock at substantial depths are marine and terrestrial sedimentary rocks of Tertiary and Quaternary age.

Soil Conditions

Based on subsurface investigations performed at the project site, subsurface soils consist of medium stiff to very stiff lean clays and loose to medium dense sands. Surface soils on the project site have a moderate potential for expansion. Expansive soils shrink and swell as a result of moisture changes, which can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations.

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay region, but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone. The major earthquake faults in the project area are the San Andreas Fault, located approximately eight miles southwest of the site, and the Hayward Fault, which is located

approximately eleven miles east of the project site. These regional faults are capable of generating earthquakes of at least 7.0 in magnitude. Active faults near the project site are shown in Table 3.7-1.

Table 3.7-1: Active Faults Near the Project Site	
Fault	**Distance from Site (miles)**
Monte Vista-Shannon	4.5
San Andreas	8.0
Hayward	11.0
Calaveras	13.8
Source: USGS. U.S. Quaternary Faults and Folds Database. https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=db287853794f4555b8e93e42290e9716	

Liquefaction and Lateral Spread

Liquefaction occurs when water-saturated soils lose structural integrity due to seismic activity. Soils that are most susceptible to liquefaction are loose to moderately dense, saturated granular soils with poor drainage. The project site is located within a state-designated liquefaction zone.[35] Several potentially liquefiable soil layers were identified at the project site.

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as the steep bank of a stream channel. The potential for lateral spreading at the site during a seismic event is considered low.

Groundwater

Groundwater has been encountered at a depth of approximately 39 to 41 feet below current grade. Fluctuations in the groundwater level may occur due to seasonal changes and variation in underground drainage patterns.

3.7.2 Geology and Soils Impacts

3.7.2.1 *Thresholds of Significance*

For the purposes of this EIR, a geology and soils 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 (refer to Division of Mines and Geology Special Publication 42);

[35] California Department of Conservation. "CGS Information Warehouse". Accessed May 17, 2018. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction;
  - Landslides;
- Result in substantial soil erosion or the loss of topsoil; or
- 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 (2016), creating substantial risks to life or property;
- 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.

3.7.2.2 *Geologic and Soils Impacts*

The project site would not be exposed to slope instability, erosion, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. There are no open faces within a distance considered susceptible to lateral spreading; therefore, the potential for lateral spreading to affect the site is low.

Surface soil samples indicate the presence of moderately expansive soils at the project site. Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations, pavements, and exterior flatwork.

The proposed project will be designed and constructed in accordance with standard engineering safety techniques and in conformance with a final design-specific geotechnical report prepared for the site, consistent with CBC requirements and City General Plan policies. The design specifications will be reviewed and monitored by a qualified geotechnical specialist to ensure conformance with required design specifications, as a condition of approval:

Standard Conditions of Approval

GEOTECHNICAL REPORT. The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project.

Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for back-draining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

Impact GEO-1: With the implementation of standard City conditions of approval, the proposed project would result in a less than significant geologic and soils impacts. **[Less than Significant Impact]**

3.7.2.3 *Seismicity and Seismic Hazards*

As previously discussed, the project site is located in a seismically active region and, as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. The project structural design would, however, be based on the most recent CBC requirements for seismic stability. Thus, seismic impacts would be minimized.

Liquefaction

The project site is located in a state-designated Liquefaction Hazard Zone and Santa Clara County Liquefaction Hazard Zone,[36,37] and the geotechnical investigation concluded that the site has the potential to be subject to liquefaction hazards, such as differential settlement and ground rupture. The geotechnical report indicated that the project site could experience liquefaction-induced settlement, which could damage adjacent structures and utility connections.

To avoid or minimize potential damage from seismic shaking and liquefaction, 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 CBC. Specific recommendations contained in the geotechnical report prepared for the site would also be implemented to the satisfaction of the City of Mountain View Building Inspection Division.

Impact GEO-2: With the implementation of standard City conditions of approval and conformance with the CBC, the proposed project would result in a less than significant impacts from seismicity and seismic hazards. **[Less than Significant Impact]**

3.7.3 Cumulative Impacts

The cumulative projects in Mountain View and Sunnyvale will be subject to similar geology, soils, and seismicity impacts as the proposed project. Conditions of approval, mitigation measures, and consistency with CBC requirements would avoid impacts from geology and soils hazards, and/or reduce them to a less than significant level. These projects would also be subject to federal, state, city, or county laws for building and construction in seismic hazard areas. For these reasons, the cumulative projects (including the proposed project) wound not result in a cumulatively significant geology and soils impact.

Impact C-GEO-1: The proposed project, together with cumulative projects, would not result in significant cumulative geology and soils impact. **[Less than Significant Cumulative Impact]**

[36] California Department of Conservation. "CGS Information Warehouse". Accessed May 17, 2018. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.
[37] County of Santa Clara. "Geologic Hazard Zones". Accessed May 17, 2018. https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=5ef8100336234fbdafc5769494cfe373

3.7.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
GEO-1: With the implementation of standard City conditions of approval, the proposed project would result in a less than significant geologic and soils impacts.	Less than Significant	No mitigation required	NA
GEO-2: With the implementation of standard City conditions of approval and conformance with the CBC, the proposed project would result in a less than significant impacts from seismicity and seismic hazards.	Less than Significant	No mitigation required	NA
C-GEO-1: The proposed project, together with cumulative projects, would not result in significant cumulative geology and soils impact.	Less than Significant	No mitigation required	NA

3.8 GREENHOUSE GAS EMISSIONS

3.8.1 Environmental Setting

3.8.1.1 *Regulatory Framework*

State

Global Warming Solutions Act

Under the California Global Warming Solution Act, also known as Assembly Bill (AB) 32, the California Air Resources Board (CARB) established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions will be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO2e.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035, as compared to 2005 emissions levels. The per-capita GHG emissions 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.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission partnered with the Association of Bay Area Governments, BAAQMD, and Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area. Plan Bay Area establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). The project site is not located within a PDA.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for

model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[38]

Regional

Bay Area 2017 Clean Air Plan

Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The City of Santa Clara and other jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

2030 General Plan and Greenhouse Gas Reduction Program

The City of Mountain View certified the General Plan Program EIR and adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) in July 2012. The GGRP is a separate but complementary document to the General Plan that implements the long-range GHG emissions reduction goals of the General Plan, and serves as a programmatic GHG reduction strategy for CEQA tiering purposes. The GGRP includes goals, policies, performance standards, and implementation measures for achieving GHG emission reductions, to meet the requirements of AB 32. The program includes a goal to improve communitywide emissions efficiency by 15 to 20 percent over 2005 levels by 2020 and by 30 percent over 2005 levels by 2030.

Implementation of the policies in the 2030 General Plan programmatically, and as a part of the City's development permitting process, also provide for meeting standards for energy efficiency, recycling, and water conservation, consistent with laws and regulations to reduce GHG emissions.

3.8.1.2 *Existing Conditions*

The project site is unoccupied. For the purposes of this analysis, it is assumed that the on-site vacant mini-storage structures do not generate GHG emissions as a result of energy use or vehicle trips.

[38] CARB. "The Advanced Clean Cars Program". Accessed April 6, 2018. https://www.arb.ca.gov/msprog/acc/acc.htm.

3.8.2 Greenhouse Gas Emissions Impacts

3.8.2.1 *Thresholds of Significance*

For the purposes of this EIR, a GHG emissions impact is considered significant if the project would:

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

In addition, the City's GGRP established an operational; efficiency metric of 4.5 $MTCO_2e$ per service population per year for 2030 as a CEQA threshold.

3.8.2.1 *GHG Emissions*

Construction

Short-term GHG emissions from the construction phase of the project would consist of primarily heavy equipment exhaust, worker travel, materials delivery, and solid waste disposal. Neither the City of Mountain View nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions; however, BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. The project would generate a total of approximately 1,497 MTCO2e during the construction period.

BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices that would be incorporated into construction of the proposed project include, but are not limited to, using at least 10 percent local building materials and recycling or reusing at least 50 percent of construction waste or demolition materials (and the City of Mountain View requires a 65 percent recycling rate for construction debris).

Operational Emissions

Pursuant to the latest BAAQMD CEQA Air Quality Guidelines, a local government may prepare a Qualified GHG Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted Qualified GHG Reduction Strategy, it can be presumed that the project would not have a significant GHG emissions impact under CEQA.[39]

The BAAQMD CEQA Air Quality Guidelines include a project-level GHG emission efficiency metric of 4.6 MTCO2e per service population (future residences) per year. In addition, the City's GGRP established an efficiency metric of 4.5 MTCO2e per service population/year for 2030. The City's lower threshold is utilized to determine the CEQA significance of the project's annual GHG emissions.

[39] BAAQMD. CEQA Air Quality Guidelines. May 2017.

The project service population efficiency rate is based on the number of future residences, which is estimated at 1,126 based on the latest U.S. Census data of 2.39 average persons per household for the City of Mountain View.[40]

As shown below in Table 3.3-1, annual emissions resulting from operation of the proposed project are estimated to be 2.0 MTCO2e/year/service population (S.P.), which would be below the GGRP significance threshold of 4.5 MTCO2e/year/S.P.

Table 3.8-1: Annual Project GHG Emissions in 2030	
Source Category	**Proposed Project Emissions (MTCO2e)**
Area	25
Energy Consumption	218[1]
Mobile	1,896
Solid Waste Generation	109
Water Usage	50
Total:	2,298
Per Capita Emissions	**2.0 MTCO2e/year/S.P.**
GGRP Threshold	***4.5 MTCO2e/year/S.P.***
Significant?	***No***
[1] Based on GHG emissions from natural gas only, SVCE electricity is GHG-emission free.	

Impact GHG-1: The project's operational emissions of 2.0 CO_2e/year/S.P. would not exceed the City's GGRP 2030 threshold of 4.5 $MTCO_2e$/year/S.P. **[Less than Significant Impact]**

3.8.2.2 *Consistency with Plans*

2017 Clean Air Plan

The project supports the goals of the 2017 CAP of protecting public health and protecting the climate consistent with 2017 CAP by:

- Implementing mitigation measures to reduce TAC emissions during construction;
- Reducing motor vehicle miles traveled by proposing a mixed-use project in proximity to existing/proposed/planned pedestrian, bicycle, and transit facilities; and
- Complying with applicable regulations that would result in energy and water efficiency including Title 24 and CalGreen.

For these reasons, the proposed project would not conflict with implementation of the 2017 CAP.

[40] U.S. Census, 2012-16. See: https://www.census.gov/quickfacts/fact/table/mountainviewcitycalifornia/PST045217 Accessed June 21, 2018.

City of Mountain View Greenhouse Gas Reduction 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. In the GGRP, Mandatory Measure E-1.6, which reinforces the implementation of MVGBC codes for energy efficiency that exceed Title 24 requirements. The project would plant trees on- and off-site, consistent with Measure E-1.8 Building Shade Trees in Residential Development. The project also proposes to implement a TDM plan at the project site, consistent with T-1.1, Transportation Demand Management.

Impact GHG-2: The proposed project would implement relevant measures from the 2017 CAP and the City's GGRP; therefore, it would not conflict an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **[Less than Significant Impact]**

3.8.3 Cumulative Impacts

Project-level emissions are below the City's GGRP established threshold and the project would implement relevant measures from the City's GGRP. According to BAAQMD Air Quality Guidelines, if emissions of operational-related GHGs do not exceed the threshold, the proposed project would not result in a cumulatively considerable contribution of GHG emissions or a cumulatively significant impact to global climate change.

Impact C-GHG-1: The proposed project would not result in a significant contribution to cumulative GHG impacts with implementation of the measures within the City's GGRP. **[Less than Significant Cumulative Impact]**

3.8.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
GHG-1: The project's operational missions of 2.0 CO_2e/year/S.P. would not exceed the City's GGRP 2030 threshold of 4.5 $MTCO_2e$/year/S.P.	Less than Significant	No mitigation required	NA
GHG-2: The proposed project would implement relevant measures from the 2017 CAP and the City's GGRP; therefore, it would not conflict an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than Significant	No mitigation required	NA
C-GHG-1: The proposed project would not result in a significant contribution to cumulative GHG impacts with implementation of the measures within the City's GGRP.	Less than Significant	No mitigation required	NA

3.9 HAZARDS AND HAZARDOUS MATERIALS

The discussion within this section is based on the following studies completed for the project site:

- Mitigation Summary Letter prepared by Cornerstone Earth Group in March of 2018;
- Phase I Environmental Site Assessment for 769 East Evelyn Avenue prepared by Geosyntec in March of 2018;
- Remedial Action Plan for 525-569 East Evelyn Avenue prepared by Geosyntec in September of 2014; and
- Approval of Revised Remedial Action Plan, 525-569 East Evelyn Avenue prepared by the San Francisco Regional Water Quality Control Board (RWQCB) in September of 2014.

These documents are included as Appendix F through Appendix I to this EIR.

3.9.1 Environmental Setting

3.9.1.1 *Regulatory Framework*

Federal and State

Hazardous Materials

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act, commonly known as Superfund, and the Resource Conservation and Recovery Act. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies including the City of Santa Clara Fire Department have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Cortese List (Government Code Section 65962.5)

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the state, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), and CalRecycle.[41]

[41] DTSC. "Hazardous Waste and Substances Site List (Cortese)". Accessed June 21, 2018. https://calepa.ca.gov/sitecleanup/corteselist/Background/.

Local

Certified Unified Program Agency

The routine management of hazardous materials in California is administered under the Unified Program. The CalEPA 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 MVFD 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.

City of Mountain View 2030 General Plan

The following General Plan policies related to hazards and hazardous materials and would be applicable to the proposed project.

Policy	Description
PSA 3.2	**Protection from hazardous materials.** Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through prevention and enforcement of fire and life safety codes.
PSA 3.3	**Development review.** Carry out development review procedures that encourage effective identification and remediation of contamination and protection of public and environmental health and safety.
INC 18.1	**Contamination prevention.** Protect human and environmental health from environmental contamination.

3.9.1.2 *Existing Conditions*

Site History

525 East Evelyn Avenue

The site was vacant or occupied by orchards until the late 1950's. In 1954, an approximately 32,000-square-foot building was constructed at 525 East Evelyn Avenue for a retail flower company. The property owner has indicated that a 1,000-gallon gasoline underground storage tank (UST) may have been installed near the perimeter of the building.

531 East Evelyn Avenue

The site was vacant or occupied by orchards until the late 1950's. In 1962, an approximately 30,000-square-foot building was constructed at 531 East Evelyn Avenue. Between 1963 and 1965 the building was occupied by various commercial uses. Between 1970 and 1972 those businesses left the site and a retail flower company took over the building and continued operations there until 2012.

555 and 565 East Evelyn Avenue

The site was vacant or occupied by orchards until the late 1950's. In the 1950s, an approximately 5,000-square-foot building was constructed and occupied by a chemical and paint company that manufactured furniture strippers and termite control products. As part of operations, eight USTs (seven 4,000-gallon and one 10,000-gallon) were installed in directly behind the building at 555 East Evelyn Avenue. In 1957, two additional storage buildings were constructed and used to store hazardous materials associated with business operations at the site. In 1982, the USTs were removed.

The site was occupied by an automotive repair business from 1971 to 1989. The business received citations from the City for hazardous waste materials left in the open, operating a non-ventilated spray paint booth, and storage of up to 44 cars parked at the property. In 1982, a spray paint booth was constructed. Several other auto repair businesses operated at the site from 1989 through 2012.

569 East Evelyn Avenue

The site was vacant or occupied by orchards until the late 1950's. From 1984 to 1996, the site was used for storage for the adjacent floral business. From 1996 through 2012, the site was occupied by a hydroponic equipment and lighting retailer.

769 East Evelyn Avenue

The property was vacant or occupied by orchards until the late 1970s at which time the existing mini-storage facility was constructed. The property was identified in the California Clandestine Drug Laboratories database on May 18, 2000, as a location where an illegal drug lab was operated or drug lab equipment and/or materials were stored. The property was also identified in the Department of DTSC's Facility and Manifest Database for storage, bulking, and/or transfer off site of laboratory waste materials in 2009.

On-Site Contamination

A Remedial Action Plan (RAP) for cleanup of the site was approved by the RWQCB in September 2014 for a portion of the project site.[42] The site is an area where elevated VOC (Trichloroethene [TCE], and possibly Tetrachloroethene [PCE] and Dichloroethane [DCA]) concentrations are detected in shallow groundwater and soil gas due to past uses. Remediation activities associated with the cleanup of VOCs in soil gas, soil, and shallow groundwater at 525 to 569 East Evelyn Avenue are ongoing and anticipated to be complete in the first quarter of 2019.[43]

Contaminants of Concerns

Site-specific contaminants of concern (COC) include the following VOCs:

- TCE in soil gas, soil, and shallow groundwater;

[42] A Remedial Action Plan (RAP) is a detailed summary of the environmental issues found on a property and outlines a plan of action that illustrates which remedies will be used to achieve cleanup goals.
[43] Prometheus. Formal Application letter to Jeff Roche, Senior Planner City of Mountain View. July 17, 2018.

- PCE in soil gas;
- Cis-1,2 Dichloroethene (cDCE) in shallow groundwater;
- Trans-1,2 Dichloroethene (tDCE) in shallow groundwater;
- Vinyl Chloride (VC) in shallow groundwater; and
- DCA in shallow groundwater.

TCE was identified in soil samples collected between approximate depths of two and 30 feet; PCE was detected in one sample at an approximate depth of two feet. Detected TCE and PCE concentrations in these soil samples did not exceed the RWQCB's Tier 1 Environmental Screening Levels (ESLs).[44]

The greatest TCE concentrations in soil gas occur northeast of the building at 525 East Evelyn Avenue (the former spray paint booth area). TCE in soil gas appears to have migrated in all directions; with concentrations decreasing with distance. TCE has migrated off-site to the south and east. According to the RAP, the extent of TCE impacts in shallow soil gas has been delineated to the residential ESL.[45] Since observed concentrations of PCE are lower than TCE, migration from the source area appears limited to the project site. According to the RAP, the extent of PCE impacts in shallow soil gas has been delineated to the residential ESL.

According to the RAP, on-site and off-site groundwater investigations reportedly have included the collection of 54 grab groundwater samples and the installation of three groundwater monitoring wells. The results of the investigations have identified TCE, cDCE, tDCE, VC, and DCA as the COC in shallow (approximate depth of 35 to 50 feet) groundwater. Vertical migration of COC in groundwater is not occurring at the project site.

Nearby Off-Site Sources of Contamination

1140 West Evelyn Avenue

The Lynch Circuits property located at 1140 West Evelyn is located approximately 0.4 mile southeast of the proposed project site. TCE is present in groundwater at the site (which flows to the north toward the San Francisco Bay). A groundwater extraction treatment system was installed at Lynch Circuits in 1993 to treat the local shallow and deeper groundwater, and was operated until 2001 when influent VOC concentrations had decreased. Annual groundwater monitoring events have been conducted to monitor the natural attenuation of the remaining VOCs in the groundwater at the property. The case is still open.

[44] Under Tier 1, sample data are compared to ESLs for a conservative and general conceptual site model. Under Tier 2, selection of specific ESLs is further refined with respect to site-specific considerations such as land use and groundwater use potential.

[45] As presented in the RAP, ground water investigations have delineated the lateral and vertical extent of ground water impacts and have delineated the general extent in surrounding areas in order to define the dimensions of the area undergoing remediation.

100 Ferguson Drive

The former GTE Government Systems Corporation Facility is located at 100 Ferguson Drive, approximately 0.15 mile northwest of the project site. VOCs, predominantly TCE, PCE and cDCE. VOCs were released to soil and groundwater at various locations at the former GTE research campus. The remediation plan for the site included groundwater extraction, treatment by air stripping, and discharge of treated water to the sanitary sewer. Following initiation of remediation activities a portion of the site was redeveloped for residential use. Following a sampling study for VOCs it was concluded that these concentrations were similar to ambient background levels and not indicative of vapor intrusion.

3.9.1.3 *Other Hazards*

Airport Safety

Federal Aviation Administration

Restriction on the height of buildings, antennas, trees, and other objects near Moffett Federal Airfield is regulated by the Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77. The FAR Part 77 map is used by the FAA and the Santa Clara County Airport Land Use Commission (ALUC) to identify potential obstructions and hazards to aviation traffic. The project site is located within the mapped Part 77 182-foot mean sea level (msl) horizontal surface for Moffett Federal Airfield. No buildings would be allowed on this site higher than 182 feet above msl without FAA approval.

Comprehensive Land Use Plan for Moffett Federal Airfield

The proposed project site is approximately 1.3 miles south of the Moffett Federal Airfield, the closest airport to the project site. The site is within the planning area for Moffett Federal Airfield, as described in the airfield's Comprehensive Land Use Plan (CLUP).

Airport Influence Area: The Airport Influence Area (AIA) is a composite of the areas surrounding the airport that are affected by noise, height, and safety considerations. Within the AIA, actions, regulations, and permits must be evaluated by local agencies to determine how CLUP policies may impact the proposed development. The project is within the AIA for Moffett Federal Airfield.

Airport Safety Zones: 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 related to runway length and expected use. The project site is not located within an identified safety zone.

Wildland Fire Hazards

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located in a fire hazard zone or the Wildland Urban Interface.[46]

[46] CAL FIRE. "Santa Clara County Fire Hazard Severity Zones in SRA". Accessed May 22, 2018. http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszs_map.43.pdf.

3.9.2 Hazards and Hazardous Materials Impacts

3.9.2.1 *Thresholds of Significance*

For the purposes of this EIR, a hazards and hazardous materials impact is considered significant if the project would:

- Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- 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;
- 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;
- 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.

3.9.2.2 *Routine Transport, Use, or Disposal of Hazardous Materials*

Operation of the proposed project would likely include the on-site use and storage of cleaning supplies and maintenance chemicals in small quantities. The small quantities of cleaning supplies and maintenance chemicals used on-site would be comparable to the operations of adjacent facilities and would not pose a risk to adjacent land uses.

Impact HAZ-1: Operation of the proposed project would include the use and storage of cleaning supplies and maintenance chemicals in small quantities and would not pose a risk to adjacent land uses. **[Less than Significant Impact]**

3.9.2.3 *Hazardous Materials Release*

Historical operations at the project site used chemicals for auto repair, auto painting, chemical storage, and metal stripping. Former USTs containing furniture-stripping chemicals, as well as an auto spray paint booth were also located in this area. The site is an area where elevated VOC concentrations are detected in shallow groundwater and soil gas. As such, remediation activities associated with the cleanup of VOCs in soil gas, soil, and shallow groundwater are ongoing and

anticipated to be complete in the first quarter of 2019.[47] Because the cleanup actions are not complete, construction activities could expose construction workers and area residents to potentially unacceptable health risks from contaminated groundwater, soil, and soil gas.

Impact HAZ-2: Construction and demolition activities could expose construction workers, the environment, and area residents to potentially unacceptable health risks from contaminated groundwater and soil gas. **[Significant Impact]**

Mitigation Measures: The following mitigation measures would reduce impacts from contaminated groundwater and soil gas to construction workers, the environment, and area residents to a less than significant level.

MM HAZ-2.1: The project applicant shall implement the RAP and a Soil Management Plan (SMP) to remove or reduce the elevated VOC concentrations in soil, soil gas, and groundwater to reduce potential risks to human health and the environment to levels that are protective for the proposed residential redevelopment and use of the site. Prior to issuance of a grading permit, the project applicant shall update the SMP to include the following items, and shall obtain a letter from the RWQCB confirming that the SMP (from 2012) is valid.

- Protocols and procedures shall be presented for determining when soil sampling and analytical testing should be performed.
- Monitoring of vapors during excavation and grading activities shall include:
    - A low level TCE detector, capable of measuring to at least 10 parts per billion by volume or 5 micrograms per cubic meter of TCE in air, shall be used to monitor soil vapor concentrations.
    - NIOSH/MSHA-approved respirators equipped with combination organic vapor and P-100 HEPA air purifying cartridges are required for workers entering excavations and trenches greater than five feet deep.
    - If respirators are no longer desired to be worn by workers entering excavations, the sampling or screening for TCE shall be conducted by either (1) sampling air in the excavation or collecting personal air samples using TCE sampling badges (e.g., Radiello 130 or Radiello 145 samplers or equivalent) or (2) screening air in the excavation using a portable GC-MS (e.g., Hapsite GC-MS or equivalent). Sampling or screening for TCE shall be conducted for a minimum period of one full work day within representative source areas. Air samples shall be analyzed and reported on a 24-hour turnaround time and screening with a portable GC-MS shall be conducted, at a minimum, on an hourly basis.

[47] Prometheus. Formal Application letter to Jeff Roche, Senior Planner City of Mountain View. July 17, 2018.

- If sampling or screening data collected over a minimum period of one full work day demonstrates that TCE is either (1) below a reporting limit of 5 µg/m3 in the excavation or (2) is present in the excavation at concentrations less than the EPA's Accelerated Response Action Level (7 µg/m3), the use of respiratory protection during excavation entry may be discontinued, and the contractor may terminate sampling or screening for TCE3. Personnel entering the excavation will resume using respiratory protection and the contractor will resume sampling or screening for TCE if any of the following conditions occur:
  - Groundwater begins to enter the excavation; and
  - The excavation is enlarged by 20 feet or greater; or
  - Excavation activities commence in a new excavation area within an area suspected to have elevated TCE Vapors.
- If sampling or screening data, with a reporting limit of 5 µg/m3 or lower, demonstrates that TCE is present at concentrations greater than 7 µg/m3, the use of respiratory protection and ventilation fans during all excavation entry shall continue, and the Environmental Professional shall notify the RWQCB within 24 hours.
- If sampling or screening data demonstrates that TCE is present at concentrations less than 50 µg/m3, the Contractor may terminate sampling or screening for TCE while workers continue to wear respiratory protection (with fan ventilation of the excavation). If sampling or screening data demonstrates that TCE is present at concentrations greater than 50 ug/m3, the Contractor should implement additional engineering controls within the excavation, re-evaluate respiratory protection and upgrade as necessary, and continue sampling or screening until sampling or screening data demonstrates that TCE is present at concentrations less than 50 ug/m3. TCE air sampling or screening outside of the excavation shall be performed if TCE concentrations within the excavation cannot be reduced to levels below 50 µg/m3.

- Soil in contact with groundwater shall be assumed contaminated. This soil shall be segregated and stockpiled at a designated, plastic-lined stockpile area.
- Management of groundwater discharges during excavation dewatering, if required. Protocols shall be prepared to evaluate water quality and discharge/disposal alternatives (consistent with RWQCB dewatering permit requirements). A dewatering system shall be implemented during construction of the project. Water shall pumped to on-site tanks, tested, and treated prior to discharge to the public stormwater collection system or sanitary sewer. The system shall include a granulated activated carbon unit, or equivalent treatment device. Due to flow constraints, additional water storage tanks may be required to meter flows to the stormdrain system, assuming the water can be treated to a level that it can be

discharged. A discharge plan shall be prepared and reviewed by the City of Mountain View Public Works Department and Fire and Environmental Compliance Division prior to discharge permits being secured from the RWQCB. The pumped water shall not be used for on-site dust control or any other on-site use.

- Though unlikely, if long-term dewatering is required, the means and methods to extract, treat and dispose groundwater also shall be presented in the discharge plan and shall include treating/discharging consistent with City requirements.
- Management of Site risks during earthwork activities in areas where impacted soil, soil vapor and/or groundwater are present or suspected. Worker training requirements, health and safety measures and soil handling procedures shall be described.
- Excavated soils from deeper than approximately two feet in suspect source areas (post RAP excavation depth) shall be field-screened for the presence of VOCs. Field screening (approximately every 10 lineal feet or 50 cubic yards [CYs]) shall occur using a sensitive PID (such as the ppbRAE 3000). Soil that is field- screened and "cleared" (less than 500 ppbv, or a similar level approved by the oversight agency) can be considered "clean" and can be reused for on-site fill. Potentially contaminated soil shall be segregated and stockpiled at a designated, plastic-lined stockpile area.
- Evaluation and documentation of the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
- Evaluation of the residual contaminants to determine if they will adversely affect the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion).
- Measures to reduce soil vapor and groundwater migration through trench backfill and utility conduits. Such measures shall include placement of low permeability backfill "plugs" at specified intervals on-site and at all locations where the utility trenches extend off-site. In addition, utility conduits that are placed below groundwater shall be installed with water-tight fittings to reduce the potential for groundwater to migrate into the conduits.
- The Environmental Professional shall be present on a part-time basis to observe soil conditions during the removal of existing utilities to determine if additional soil, groundwater, and air sampling should be performed. Any removed utility line that is greater than three inches in diameter shall be observed for sediment. If sediment is present, it shall be stockpiled as potentially contaminated material and sampled in accordance with the protocols outlined in the SMP.
- Prior to the start of any construction activity that involves below ground work (e.g., mass grading, foundation construction, excavating or utility

trenching), information regarding site risk management procedures (e.g., a copy of the SMP) shall be provided to the contractors for their review, and each contractor shall provide such information to its Subcontractors.

- The Project Applicant's Environmental Professional shall assist in the implementation of the SMP and shall, at a minimum, perform part-time observation services during excavation, grading and trenching activities. Upon completion of construction activities, the Environmental Professional shall prepare a report documenting compliance with the SMP; this report shall be submitted to the City and the RWQCB. The City should require written approval of this report by the RWQCB prior to approving occupancy permits.
- If a deep foundation system is proposed, the foundation of the building shall incorporate measures to help reduce the potential for the downward migration of contaminated groundwater. These measures shall be identified in the Geotechnical Investigation report and the SMP, and implemented as a part of the development plans.

MM HAZ-2.2: The project applicant shall prepare and implement a Health and Safety Plan to establish appropriate protocols for the protection of workers during construction. Workers conducting site investigation and earthwork activities in areas of contamination shall complete a 40-hour HAZWOPER training course (29 CFR 1910.120 (e)). The contractor shall be responsible for the health and safety of their employees as well as for compliance with all applicable federal, state, and local laws and guidelines.

MM HAZ-2.3: Prior to or in conjunction with construction activities, the project applicant shall prepare a report by a licensed Environmental Professional documenting implementation of the RAP. The report and shall be submitted to the RWQCB for review and approval. Once approved, the report and approval letter shall be provided to the City of Mountain View Planning Division prior to residential occupancy of the site. **[Less than Significant Impact with Mitigation]**

Release Due to Off-Site Contamination

As discussed above, two properties in the vicinity of the project site have had documented releases with impacts to soil and groundwater; however, neither site would result in project related impacts due to the distance of separation and direction of groundwater flow (to the north).

Impact HAZ-3: Redevelopment of the project site would not expose construction workers and area residents to impacts from off-site contamination sources. **[Less than Significant Impact]**

Asbestos and Lead-Based Paint

Based on the estimated age of the existing on-site buildings, asbestos-containing materials (ACM) and lead-based paint may be present in some building materials. Building demolition could result in the release of these materials to the environment. The project will, however, be required to comply

with local, state, and federal laws, which require an asbestos building survey and a lead-based paint survey will be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition.

Demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations. To comply with these regulatory requirements, a registered asbestos abatement contractor will be retained to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emissions Standards for Hazardous Air Pollutants guidelines, prior to building demolition that may disturb the materials. Materials containing lead-based paint will be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Impact HAZ-4: Hazardous materials contamination from ACSMs and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. Compliance with local, state, and federal demolition and construction requirements would reduce this impact to less than significant. **[Less than Significant Impact]**

3.9.2.4 *Impacts to Schools*

The project site is not located within 0.25 mile of any proposed or existing public school; thus, the proposed project would not result in a hazardous materials impact to schools.

Impact HAZ-5: The project would not generate hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **[Less than Significant Impact]**

Airport Operations

The project site is located within the mapped FAA Part 77 182-foot mean sea level (msl) horizontal surface for Moffett Federal Airfield. The project site is located at an elevation of approximately 95 feet above msl. The project would construct two new apartment buildings (between three and five stories) reaching a maximum height of 70 feet. Combined with the existing elevation of the site, the proposed structure could reach a maximum height of 164 feet msl and would not be in conflict with FAA Part 77 horizontal surface for Moffett Federal Airfield. As a condition of approval, prior to the issuance of building permits, the applicant will obtain a "Determination of No Hazard to Air Navigation" from the FAA, in accordance with Part 77.

The project site is located within the AIA of Moffett Federal Airfield, as identified in the Moffett Field CLUP. The project requires review by the ALUC through a separate application process (done concurrently with the City's review process), which will confirm compliance with the Moffett Field CLUP.

Impact HAZ-6: With required coordination with the ALUC and the FAA, the proposed project would not result in increased airport safety hazards. **[Less than Significant Impact]**

Emergency Response

The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan because it will not block emergency routes or impede emergency access.

Impact HAZ-7: The project would not result in a significant impact due to interference with emergency response plans or evacuation plans. **[Less than Significant Impact]**

Wildland Fires

The project site is located in a developed urban area and would not expose people or structures to wildland fires.

Impact HAZ-8: The project would not result in a significant impact due to wildland fires. **[No Impact]**

3.9.3 Cumulative Impacts

Some of the projects included in the cumulative analysis are proposed on properties that were previously developed with industrial or commercial uses (Table 3.0-3). 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, many of the properties in Mountain View and Sunnyvale were used for agricultural purposes prior to their development for industrial and residential uses and agricultural chemicals such as pesticides and fertilizers may have been used on site in the past. The use of these chemicals 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 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 Mountain View and Sunnyvale development 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 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 DTSC and the California Occupational Safety and Health Administration (Cal/OSHA), during 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 proposed project for hazardous materials impacts. Therefore, with the inclusion of required conditions of approval and compliance with existing statutes and regulations, 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 Impact]**

3.9.4 Issues Not Covered Under CEQA

As previously discussed, the California Supreme Court issued an opinion in *CBIA vs. BAAQMD* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future residents. Nevertheless, the City has General Plan and that address conditions affecting a project, which are discussed in the following section

There is the potential for future residents to be impacted by soil vapor from the previously discussed contamination at the project site. Consistent with General Plan Policy NCC 18.1, which calls for the protection of human and environmental health from contamination, the following condition of approval would be implemented as part of the project to reduce risks to future residents of the site as a result of vapor intrusion. Additionally, the RAP was originally dated November 2012; it was revised/updated in September 2014. Site-specific cleanup goals presented in the RAP were derived from the Human Health Risk Assessment performed in 2013. In July 2014, the EPA prepared a memorandum establishing a new health protective response action recommendation to address inhalation exposures to TCE in indoor air from the subsurface vapor intrusion pathway.

It is unclear whether these revised standards have been included in the RAP and would be implemented for the site; therefore, consistent with General Plan Policy NCC 18.1, the following condition of approval shall be implemented at the site.

Condition of Approval

> VAPOR INTRUSION MITIGATION SYSTEM: The project applicant shall obtain from the Water Board a letter confirming that the 2014 RAP is still valid and/or the project applicant shall update the RAP to current standards, including updated standards related to indoor TCE exposure. The project applicant shall incorporate Vapor Intrusion Mitigation System drawings and specifications into the City building permit plans. Following completion of

construction, the project applicant shall prepare a Vapor Mitigation Completion report documenting installation of the vapor control measures and specifying monitoring requirements for the system. These documents should be provided to the RWQCB for review and approval prior to City issuance of occupancy permits for the project. In addition, the project applicant and/or subsequent site owners and occupants shall provide access for future indoor air and soil vapor monitoring activities and shall not interfere with the implementation of remedies selected by the RWQCB and responsible parties. These requirements shall be specified in Covenants, Conditions and Restrictions that shall run with the property.

3.9.5 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
HAZ-1: Operation of the proposed project would include the use and storage of cleaning supplies and maintenance chemicals in small quantities and would not pose a risk to adjacent land uses.	Less Than Significant	No mitigation required	NA
HAZ-2: Construction and demolition activities could expose construction workers, the environment, and area residents to potentially unacceptable health risks from contaminated groundwater and soil gas.	Significant	**MM HAZ-2.1,** RMP and SMP; **MM HAZ-2.2,** Health and Safety Plan; **MM HAZ-2.3,** Implementation Report	Less Than Significant
HAZ-3: Hazardous materials contamination from ACSMs and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. Compliance with local, state, and federal demolition and construction would reduce this impact to less than significant.	Less Than Significant	No mitigation required	NA
HAZ-4: Hazardous materials contamination from ACSMs and lead-based paint remaining on the site could pose a risk to construction workers and adjacent uses during building demolition. Compliance with local, state, and federal demolition and construction requirements as conditions of approval would reduce this impact to less than significant.	Less Than Significant	No mitigation required	NA
HAZ-5: The project would not hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within	Less Than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
one-quarter mile of an existing or proposed school.			
HAZ-6: With required coordination with the ALUC and the FAA, the proposed project would not result in increased airport safety hazards.	Less Than Significant	No mitigation required	NA
HAZ-7: The project would not result in a significant impact due to interference with emergency response plans or evacuation plans.	Less Than Significant	No mitigation required	NA
HAZ-8: The project would not result in any impact due to wildland fires.	No Impact	No mitigation required	NA
C-HAZ-1: The cumulative projects, including the proposed project, would not result in significant cumulative hazardous materials impacts.	Less Than Significant	No mitigation required	NA

3.10 HYDROLOGY AND WATER QUALITY

The discussion within this section is based in part on the information contained within the Utility Impact Study prepared in May 2018, by Schaaf & Wheeler and included as part of this EIR as Appendix L.

3.10.1 Environmental Setting

3.10.1.1 *Regulatory Framework*

Federal, State, and Regional

Water Quality Overview

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 EPA and SWRCB have been developed to fulfill the requirements of this legislation. EPA 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. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and for projects of certain risk levels, monitoring. The general purpose of the requirements are to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

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

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit (MRP) that covers the project area. Under provisions of the NPDES Municipal Permit, redevelopment projects that create or replace more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP also requires that stormwater treatment measures are properly installed, operated and maintained.

National Flood Insurance Program

FEMA established the National Flood Insurance Program (NFIP) in order to reduce impacts of flooding on private and public properties. In addition to providing flood insurance, FEMA also publishes Flood Insurance Rate Maps that identify Special Flood Hazard Areas (SFHA). A SFHA is

an area that will be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood. NFIP floodplain management regulations are required in SFHAs.

Local

City of Mountain View 2030 General Plan

The following General Plan policies related to hydrology and water quality and would be applicable to the proposed project.

Policy	Description
INC 8.4	**Runoff pollution prevention.** Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.
INC 8.5	**Site-specific stormwater treatment.** Require post-construction stormwater treatment controls consistent with MRP requirements for both new development and redevelopment projects.
INC 8.7	**Stormwater quality.** Improve the water quality of stormwater and reduce flow quantities.
POS 9.1	**Sustainable design.** Promote sustainable building materials, energy- efficient and water-efficient designs, permeable paving and other low-impact features in new public buildings.

3.10.1.2 *Existing Conditions*

Surface 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. The nearest waterway to the project is Stevens Creek, located approximately 0.75 mile west of the project site.

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin. The regional topographic gradient is generally northeast towards the San Francisco Bay. Historic high groundwater levels in the project area are mapped at a depth of approximately 30 feet below grade, though groundwater was encountered at a depth of approximately 39 to 41 feet below grade during recent geotechnical investigations.

Stormwater Drainage

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The project site is connected to a 12-inch storm drain. Storm water at the site drains to the existing storm drain system in East Evelyn Avenue, adjacent to the site. This storm drain system conveys flow to an outfall in Stevens Creek, which flows north towards San Francisco Bay. Stormwater also infiltrates into the ground at the site, which is composed of 79 percent pervious surfaces.

Flooding

The site does not contain any streams, waterways, or wetlands. The nearest waterway, Stevens Creek, is located approximately 0.75 mile west of the project site. Stevens Creek flows north toward the San Francisco Bay, which is located approximately four miles north of the project site.

The project site is located within Zone X, which is defined as areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood.[48] Thus, the project site is not located within a 100-year flood hazard zone.

Dam Failure

The Mountain View dam hazard map contained within the General Plan EIR shows the project site is not located within a dam failure inundation hazard zone.[49] The project would also not be affected by sea-level rise of up to 55-inches.[50]

Seiche, Tsunami, and Mudflows

A seiche is defined as a standing wave generated by rapid displacement of water within an enclosed body of water due to an earthquake.[51] A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. A mudflow is a large, rapid mass of mud formed by loose earth and water. Hillsides and slopes of unconsolidated material could be at risk of mudflows if these areas become saturated. The project sites is not subject to seiche, tsunami, or mudflows due to its location (far from bodies of water) and flat topography.[52,53]

[48] FEMA. "FEMA Flood Map Service Center". Accessed May 17, 2018. https://msc.fema.gov/portal
[49] City of Mountain View. Final Integrated 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report. September 2012. Figure IV.H-3.
[50] City of Mountain View. Final Integrated 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report. September 2012. Figure IV.E-1.
[51] U.S. Geological Survey. "Seismic Seiches." Accessed May 17, 2018. http://earthquake.usgs.gov/learn/topics/seiche.php.
[52] ABAG. *Rainfall-Induced Landslides.* Accessed May 17, 2018. http://gis.abag.ca.gov/website/Hazards/?hlyr=existingLndsld#nogo1.
[53] ABAG. *Tsunami Inundation Map for Emergency Planning San Francisco Bay Area*. Site accessed May 17, 2018. http://gis.abag.ca.gov/website/Hazards/?hlyr=femaZones.

3.10.2 Hydrology and Water Quality Impacts

3.10.2.1 *Thresholds of Significance*

For the purposes of this EIR, a hydrology and water quality impact is considered significant if the project would:

- Violate any water quality standards or waste discharge requirements;
- 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 (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);
- 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;
- 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;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- 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;
- Place within a 100-year flood hazard area structures which would impeded or redirect flood flows;
- 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
- Inundation by seiche, tsunami, or mudflow.

3.10.2.2 *Water Quality Impacts*

During Construction

Implementation of the project would require demolition, paving, and grading of the site. These are activities that would temporarily increase the amount of unconsolidated materials. 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 the San Francisco Bay. Because the project would disturb more than one acre of ground surface, it is required to comply with the Construction General Permit, and would be required to develop and implement a SWPPP. The SWPPP would contain erosion and sediment controls designed to minimize stormwater pollution by reducing sediment loads in runoff from the construction-site. The SWPPP will also contain a list of measures and best management practices that would be used to reduce pollutant loads in runoff generated by materials, equipment, and other construction activities. A NOI would be filed with the RWQCB in conformance with NPDES Permit requirements.

With implementation of the following measures, which are required by the City as conditions of approval and are based on RWQCB requirements, impacts to water quality during construction would be less than significant.

Standard Conditions of Approval

STATE OF CALIFORNIA CONSTRUCTION GENERAL STORMWATER PERMIT: An NOI and SWPPP shall be prepared for construction projects disturbing one acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

CONSTRUCTION SEDIMENT AND EROSION CONTROL PLAN: The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should also include routine street sweeping and storm drain catch basin cleaning. The plan should include installation of the following items where appropriate:

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

Post-Construction

Construction of the project would result in the replacement of more than 10,000 square feet of impervious surface area. As a result, the project would be required to comply with the requirements of the MRP. In order to meet these requirements, the proposed project would include LID- and non-LID-based stormwater treatment controls (e.g., bioretention treatment areas, mechanical filters, etc). Stormwater runoff from the site would drain into the stormwater treatment controls. The proposed treatment controls would be numerically sized and would have sufficient capacity to treat the runoff from the roofs, podium decks, hardscape, and driveway areas entering the storm drainage system consistent with the NPDES requirements.

The following measures, based on RWQCB requirements and required as standard conditions of approval, have been included in the project to reduce stormwater runoff impacts from project implementation:

Standard Conditions of Approval

STORMWATER: The project shall comply with the requirements of the MRP, as well as other local, state, and federal requirements. The project shall comply with provision C.3 of the MRP, which provides performance standards for the management of stormwater for new development, and any new requirements. The installation of on-site trash capture devices will also be required.

LANDSCAPE DESIGN: 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: Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

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

OUTDOOR STORAGE AREAS (INCLUDING GARBAGE ENCLOSURES): Outdoor storage areas (for storage of equipment or materials which could decompose, disintegrate, leak or otherwise contaminate stormwater runoff), including garbage enclosures, shall be designed to prevent the run-on of stormwater and runoff of spills by all of the following:

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

Impact HYD-1: With the implementation of conditions of approval to reduce impacts to stormwater, the project would result in a less than significant impact**. [Less than Significant Impact]**

3.10.2.3 *Groundwater Impacts*

The project site is located in a confined area of the Santa Clara Plain Subbasin. The project does not include installation of new groundwater wells and would not deplete groundwater supplies. While the proposed project would result in an increase in impervious surface on the sites, the projects' design would allow for a portion of stormwater runoff to be directed toward pervious areas that support groundwater recharge (as described previously); therefore, impacts related to groundwater recharge would be less than significant.

Impact HYD-2 With implementation of standard City conditions of approval and compliance with Provision C.3 of the RWQCB's MRP the proposed project would result in less than significant impacts to groundwater recharge. **[Less than Significant Impact]**

3.10.2.4 *Drainage Pattern Impacts*

The proposed project would not substantially alter the existing drainage pattern of the site or area through the alteration of any waterway. It would be required to comply with stormwater treatment requirements for on-site treatment and retention of surface runoff using numerically sized treatment measures, as described previously. As a result, the project would not substantially change drainage patterns such that off-site impacts or flooding would occur.

Impact HYD-2 With implementation of standard City conditions of approval and compliance with Provision C.3 of the RWQCB's MRP the proposed project would result in less than significant off-site impacts. **[Less than Significant Impact]**

3.10.2.5 *Stormwater Drainage System Impacts*

As described in Appendix L, the existing stormdrain system has sufficient capacity to support the existing development on-site. Runoff would be routed directly from the treatment facilities to the storm drainage system and would not flow off-site, except during large and infrequent storm events. The project would be required to implement the construction-related standard permit conditions to minimize erosion, as well as post-construction requirements to minimize and treat stormwater runoff (per the requirements of Provision C.3 of the RWQCB's MRP).

Construction dewatering will likely be required for the project. As described in MM HAZ-2.1, management of groundwater discharges during excavation dewatering, if required, shall be done consistent with protocols developed for the project (consistent with RWQCB and City requirements). A dewatering storage and treatment system will be implemented during construction of the project. Water would be pumped to on-site tanks, tested, and treated prior to discharge to the public stormwater collection system or sanitary sewer. Due to flow constraints, additional water storage tanks may be required to meter flows to the stormdrain system, assuming the water can be treated to a level that it can be discharged. A discharge plan will be prepared and reviewed by the City of Mountain View Public Works Department and Fire and Environmental Compliance Division prior to discharge permits being secured from the RWQCB.

Though unlikely, if long-term dewatering of the parking garage is required, the means and methods to extract, treat, and dispose groundwater also will be presented in the discharge plan.

Impact HYD-3 With implementation of standard City conditions of approval and compliance with Provision C.3 of the RWQCB's MRP the proposed project would result in less than significant impacts to existing stormwater drainage systems. **[Less than Significant Impact]**

3.10.2.6 *Inundation Hazards*

The project site is not located within a 100-year flood hazard area, and would not place housing within a 100-year flood hazard area, is not within a dam failure inundation hazard zone, and is not subject to inundation by seiche, tsunami, or mudflow.

Impact HYD-4: The proposed project would not result in flooding impacts or other inundation hazards. **[No Impact]**

3.10.3 Cumulative Impacts

The geographic area for the project's cumulative hydrology and water quality impacts would be the Stevens Creek watershed (which flows to the San Francisco Bay). As a direct result of the regulations discussed in this section, all development projects in the cumulative scenario (including the proposed project) are required to implement plans to avoid, minimize, and/or mitigate water quality and other inundation-related impacts. For these reasons, the cumulative projects would be in compliance with applicable regulations, which would result in less than significant cumulative hydrology and water quality impacts.

Impact C-HYD-1: With implementation of state and local water quality regulations, cumulative impacts would be less than significant. **[Less than Significant Cumulative Impact]**

3.10.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
HYD-1: With the implementation of standard conditions of approval to reduce impacts to stormwater, the project would result in a less than significant impact.	Less Than Significant	No mitigation required	NA
HYD-2: With implementation of City conditions of approval and compliance with Provision C.3 of the RWQCB's MRP the proposed project would result in less than significant impacts to groundwater recharge.	Less Than Significant	No mitigation required	NA
HYD-3: With implementation of standard City conditions of approval and compliance with Provision C.3 of the RWQCB's MRP the proposed project would result in less than significant impacts to existing stormwater drainage systems.	Less Than Significant	No mitigation required	NA
HYD-4: The proposed project would not result in flooding impacts or other inundation hazards.	No Impact	No mitigation required	NA
C-HYD-1: With implementation of state and local water quality regulations, cumulative impacts would be less than significant.	Less Than Significant	No mitigation required	NA

3.11 LAND USE AND PLANNING

3.11.1 Environmental Setting

3.11.1.1 *Regulatory Framework*

Local

City of Mountain View 2030 General Plan

The City of Mountain View adopted the Mountain View 2030 General Plan and GGRP, and certified the accompanying EIR in July 2012 (State Clearinghouse #2011012069). The General Plan is the guiding document for future growth of the City, and provides the City a template for future land use decisions in the City.

The project site is currently designated as Medium Density Residential and General Industrial in the General Plan. The Medium Density Residential designation allows for the mix of single- and multi-family housing types up to three stories in height and a maximum density of 13 to 25 du/acre. General Industrial allows for a range of commercial and light industrial uses including neighborhood retail and services up to two stories in height and a maximum intensity of 0.40 floor area ratio (FAR).

The project's consistency with applicable General Plan policies is discussed below in Table 3.11-1 within in Section 4.11.2.3.

City of Mountain View Zoning Ordinance

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. The project site has an existing zoning designation of Multi-Family (R3-2.2) and Sylvan-Dale Precise Plan (P-30). The R3-2.2 zoning district allows development of residential uses up to a FAR of 1.05. The P-30 zoning designations requires a planned community permit to authorize a specific development. A project's development standards and allowable land uses would be dictated upon approval of the permit.

3.11.1.2 *Existing Conditions*

A portion of the project site is currently developed with an approximately 1.9-acre, unoccupied mini-storage facility, the remaining four acres of the site are vacant. The General Plan and zoning designations for the project site are described above.

The site is surrounded by parcels General Plan designated and zoned for medium-density residential uses to the south (which is within the City of Sunnyvale), east, and west. East Evelyn Avenue and Caltrain tracks are located to the north of the proposed project site.

3.11.2 Land Use and Planning Impacts

3.11.2.1 *Thresholds of Significance*

For the purposes of this EIR, a land use and planning impact is considered significant if the project would:

- Physically divide an established community;
- 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
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

3.11.2.2 *Divide an Established Community*

The project would demolish the existing, vacant buildings on the site and construct a 471-unit apartment complex with a 0.68-acre public park. Access provided by existing roadways and sidewalks would be preserved and enhanced with City-required improvements (i.e. street trees, new walkways, curbs and gutters). While taller, denser development will occur on the project site it would not physically divide an established community such that a significant impact would occur.

Impact LU-1: The proposed project would not divide an existing community such that a significant impact would occur. **[Less than Significant Impact]**

3.11.2.3 *Conflict with Environmental Plans, Policies, or Regulations*

As discussed above, the project is proposing a General Plan Amendment to change the designation from Medium Density Residential and General Industrial to High Density Residential. The project proposes up to 80 du/acre and a maximum height of five stories, consistent with the High Density Residential designation standards of 36 to 80 du/ac and up to five stories. The project also proposes a Zoning Ordinance Text Amendment and Zoning map Amendment from the existing Multi-Family (R3-2.2) and Sylvan-Dale Precise Plan (P-30), to High-Density (R4). The project proposes a maximum FAR of 2.17, consistent with the FAR allowed by the zoning of up to 2.30.

The following table summarizes the project's consistency with applicable General Plan policies.

Table 3.11-1: General Plan Policy Consistency

Policy	Consistency
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.	The proposed project would create a residential transit-oriented project balanced with community-serving amenities that connects to and enhances the City's bike, pedestrian, and transit network, with the goal of reducing vehicle trips.
LUD 6.5: Pedestrian and bicycling improvements. Support pedestrian and bicycling improvements and connections between neighborhoods.	The proposed project would improve existing bike lanes along East Evelyn Avenue. A new median would also be constructed in front of the project site to improve traffic flow into and out of the site from East Evelyn Avenue.
LUD 8.5: Pedestrian and bicycle amenities. Encourage attractive	The proposed project would provide 521 bicycle spaces and would improve the existing bike lane on East Evelyn Avenue.

Table 3.11-1: General Plan Policy Consistency	
Policy	**Consistency**
pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.	The proposed park would be accessible to pedestrians on East Evelyn Avenue.
LUD 9.1: Height and setback transitions. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.	The proposed apartment would be distributed between two separate buildings that would vary between three and five stories in a step-down design with a maximum height of approximately 69 feet. Both buildings would be four and five stories towards the site interior, and three stories along the southern and western perimeter of the project site (adjacent to neighboring two- and three-story residential buildings).
LUD 9.6: Light and glare. Minimize light and glare from new development.	The proposed site lighting is designed to comply with ratings listed in the CBC, which minimizes light pollution that is disruptive to the environment, wildlife and humans in an effort to maintain dark skies and reduce the amount of backlight, uplight, and glare generated by luminaires.
LUD 10.1: Sustainable design and materials. Encourage high-quality and sustainable design and materials.	The proposed project would promote sustainability through the incorporation environmentally responsible construction techniques and conservation of energy and water in accordance with the major strategies of the City's General Plan.
LUD 10.5: Building energy efficiency. Incorporate energy-efficient design features and materials into new and remodeled buildings.	The proposed project would be built according to the MVGBC, which requires adherence to the Nonresidential Mandatory Measures of CalGreen. In addition, the proposed project would be required to include GreenPoint Rated energy and emissions reduction features.
LUD 19.4: **Transportation Demand Management strategies**. Require development to include and carry out Transportation Demand Management strategies.	The proposed project includes a TDM program.

As described in the table above, the proposed project would be generally consistent with land-use related General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect and any impact would be less than significant.

Impact LU-3: The proposed project would not conflict with environmental plans, policies, or regulations. **[Less than Significant Impact]**

3.11.2.4 *Habitat Conservation Plans*

As described in Section 4.4 Biological Resources, the proposed project site is not included within the study area of the Habitat Plan, and, therefore, there would be no conflict.

Impact LU-3: The proposed project would not conflict with an applicable HCP or NCCP. **[No Impact]**

3.11.3 Cumulative Impacts

There is only one cumulative project close enough to the project site that a cumulative land use impact could occur (Evelyn Family Apartments, adjacent to the east of the project site). The adjacent development is a four-story residential apartment building, similar in massing and materials to the proposed project. The two projects would not cumulatively divide an established community because they do not propose roadways or other features that cause land use division. Further, all development projects in the City are 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 City Code minimize land use compatibility issues.

Both projects, through the City's development review process, were/would be analyzed for conformance with applicable General Plan policies adopted for the purpose of avoiding or mitigating an environmental impact. The project, therefore, in combination with the cumulative development, would not result in significant policy conflict impacts. The project, therefore, in combination with the adjacent development, would not result in a significant cumulative land use impact.

Impact C-LU-1: The adjacent development in combination with the proposed project, would not result in a significant cumulative land use impact. **[Less Than Significant Cumulative Impact]**

3.11.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
LU-1: The proposed project would not divide an existing community such that a significant impact would occur.	Less Than Significant	No mitigation required	NA
LU-2: The proposed project would not conflict with environmental plans, policies, or regulations.	Less Than Significant	No mitigation required	NA
LU-3: The proposed project would not conflict with an applicable HCP or NCCP.	No Impact	No mitigation required	NA
C-LU-1: The adjacent development in combination with the proposed project, would not result in a significant cumulative land use impact.	Less Than Significant	No mitigation required	NA

3.12 MINERAL RESOURCES

3.12.1 Environmental Setting

The project site is not located within a Mineral Resource Zone area containing known mineral resources, nor is the project site within an area where they are likely to occur.

3.12.2 Mineral Resources Impacts

3.12.2.1 *Thresholds of Significance*

For the purposes of this EIR, a mineral resource impact is considered significant if the project would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state; or
- Result in the loss of availability of locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

3.12.2.2 *Mineral Resources*

Based on mapping by the State of California, no minerals or aggregate resources of statewide importance are located in the vicinity of the City of Mountain View; therefore, the project would have no impact on the availability of mineral resources.

Impact MIN-1: Implementation of the proposed project would not result in an impact to mineral resources. **[No Impact]**

3.12.3 Cumulative Impacts

The proposed project would not impact mineral resources; therefore, a cumulative impact would also not occur.

Impact C- MIN-1: Implementation of the proposed project would not result in a cumulative mineral resources impact. **[No Impact]**

3.12.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
MIN-1: Implementation of the proposed project would not result in an impact to mineral resources.	No Impact	No mitigation required	NA
C-MIN-1: Implementation of the proposed project would not result in a cumulative mineral resources impact.	No Impact	No mitigation required	NA

3.13 NOISE AND VIBRATION

The following discussion is based in part upon a noise assessment completed for the project by Illingworth & Rodkin, Inc. in June 2018. This report is attached to this Draft EIR as Appendix J.

3.13.1 Environmental Setting

3.13.1.1 *Background Information*

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the period of exposure to the sound, the frequencies involved, and the fluctuation in the noise level during exposure. Noise is measured on a "decibel" scale which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are almost always expressed using one of several noise averaging methods, such as L_{eq}, DNL, or CNEL.[54] Using one of these descriptors is a way for a location's overall noise exposure to be measured, given that there are specific moments when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

3.13.1.2 *Regulatory Framework*

State

California Residential Building Noise Standards

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

Local

City of Mountain View 2030 General Plan

The purpose of the City of Mountain View 2030 General Plan Noise Element is to guide policies for addressing exposure to current and projected noise sources in Mountain View. The Noise Element

[54] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m. Community Noise Equivalent Level (CNEL) is similar to the DNL except that there is an additional five dB penalty applied to noise occurring between 7:00 p.m. and 10:00 p.m. As a general rule of thumb where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

includes a land use compatibility section which outlines acceptable outdoor noise environment standards for land use categories, as shown below in Table 3.13-1.

Table 3.13-1: Outdoor Noise Acceptability Guidelines

Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (Ldn)						
	55	60	65	70	75	80	85
Residential–Single-Family, Duplex, Mobile Homes							
Residential–Multi-Family Transient Lodging–Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
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.

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.

CLEARLY UNACCEPTABLE
New construction or development clearly should not be undertaken.

Source: State of California General Plan Guidelines, 2003.

The following Noise Element policies are intended to reduce noise impacts and would be applicable to the proposed project.

Policy	Description
NOI 1.1	**Land Use Compatibility.** Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.
NOI 1.3	**Exceeding acceptable noise thresholds.** If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.
NOI 1.4	**Site planning.** Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land Use Compatibility) and in NOI 1.2 (Noise Sensitive Land Uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.
NOI 1.5	**Major roadways.** Reduce the noise impacts from major arterials and freeways.
NOI 1.6	**Sensitive uses.** Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities
NOI 1.7	**Stationary sources.** Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan

The Santa Clara County Airport Land Use Commission prepares CLUPs for public airports in Santa Clara County. The CLUPs provide guidelines intended to minimize the public's exposure to excessive noise and safety hazards. Moffett Federal Airfield is located approximately 1.3 miles north of the project and is the nearest airport.

City of Mountain View Municipal Code

The City of Mountain View addresses noise regulations and goals in the zoning chapter of the City Municipal Code. The City's codes help protect the community from exposure to excessive noise and also specify how noise is measured and regulated. Noise is also regulated through project conditions of approval, and the Mountain View Police Department and the City Attorney's office enforce noise violations.

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 duration lasts over an extended period of time. 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. Construction activities are defined to include any physical activity on the construction site or in the project's staging area, including the delivery of materials.

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 (10:00 p.m. to 7:00 a.m.), 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.

3.13.1.3 *Existing Conditions*

The existing noise environment in the project vicinity results primarily from vehicular traffic along East Evelyn Avenue, Central Expressway, and Caltrain pass-bys. Occasional aircraft associated with Moffett Federal Airfield also contributes to the ambient noise environment within the site vicinity.

Based on the position of the runways and direction of flights, the project site falls outside the 65 dBA CNEL noise contour, according to the 2022 Aircraft Noise Contours figure provided in the CLUP for Moffett Federal Airfield.

Noise Monitoring Results

A noise monitoring survey was completed in March of 2018. The monitoring survey included two short-term (ST-1 and ST-2) and two long-term (LT-1 and LT-2) noise measurements and, as shown in Figure 3.13-1.

Table 3.13-2: Noise Measurement Summary (dBA)

Short-Term Location	**Lmax**	**L(1)**	**L(10)**	**L(50)**	**L(90)**	**Leq**
ST-1: East Evelyn Avenue	83	78	69	63	55	67
ST-2: Western project boundary	77	72	56	53	51	58
Long-Term Location	**Day Range**		**Night Range**		**CNEL**	
LT-1: Southern project boundary	54 to 64 dBA L_{eq}		49 to 61 dBA L_{eq}		63 dBA L_{dn}	
LT-2: East Evelyn Avenue	69 to 74 dBA L_{eq}		59 to 71 dBA L_{eq}		75 dBA L_{dn}	

The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community, with a fice dB penalty added to evening (7:00 p.m. to 10:00 p.m.) and a 10 dB addition to nocturnal (10:00 p.m. to 7:00 a.m.) noise levels. The Day/Night Average Sound Level (Ldn) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Vibration Measurements

Vibration measurements of individual heavy rail train activity were measured along the sidewalk of Moorpark Way on March 28, 2018 due to the disturbed ground at the project site. The hard-concrete surface along Moorpark Way was determined to be the best available location to measure groundborne vibration. The locations of V-1 and V-2 are shown in Figure 3.13-1.

NOISE MEASUREMENT LOCATIONS | FIGURE 3.13-1

A total of five individual Caltrain pass-bys were observed and recorded at two locations during the measurement period. Single Caltrain passby events produced overall vibration levels up to 74 VdB at V-1 and up to 69 VdB at V-2.

3.13.2 Noise and Vibration Impacts

3.13.2.1 *Thresholds of Significance*

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

CEQA does not define what noise level increase would be considered substantial. Typically, project-generated noise level increases of three dBA L_{dn} or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard (60 dBA L_{dn} for residential land uses). Where noise levels would remain at or below the normally acceptable noise level standard with the project, noise level increases of five dBA L_{dn} or greater would be considered significant.

3.13.2.2 *Permanent Noise Level Increase*

Traffic Noise

To determine the permanent traffic noise level increase, the existing plus project peak hour traffic volumes were compared to the existing traffic volumes. Normally traffic volumes must double to result in a perceptible (three dB) noise increase. Along each of the roadway segments included in the traffic report, the permanent noise level increase was calculated to be one dBA L_{dn} or less. Because the project noise would not increase more than three dBA L_{dn}, the permanent noise level increase would be less than significant.

Impact NOI-1: The proposed project would not result in a substantial permanent noise level increase from increased traffic. **[Less than Significant Impact]**

Mechanical Equipment[55]

Residential apartment complexes with underground parking structures such as those proposed for the project typically include various mechanical equipment, such as air conditioning, heating systems, exhaust fans, etc. The site plan shows electrical rooms, a maintenance shop, a boiler room, pool equipment room, and trash rooms within the below-grade parking structure. Additionally, mechanical units are shown on the rooftop, towards the center of each building. However, the number and type of units, as well as noise level information for the equipment, were not identified. For this reason, the impacts of mechanical equipment noise on nearby noise-sensitive uses should be assessed during the final project design stage.

The project will implement the following standard condition of approval to ensure that impacts from mechanical equipment noise would be less than significant. This condition will be implemented during the building permit process where a project-specific acoustical analysis will be required as part of the permit application.

Standard Condition of Approval

> MECHANICAL EQUIPMENT: The noise emitted by any mechanical equipment shall not exceed a level of 55 dBA during the day or 50 dBA during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.

Impact NOI-2: Impacts from mechanical equipment noise on nearby noise-sensitive uses would be a less than significant impact. **[Less than Significant Impact]**

3.13.2.3 *Short-Term Construction Noise Impacts*

The project is required to comply with applicable provisions of Chapter 8 of the Municipal Code. These conditions include:

- 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.
- At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon twenty-four 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.

[55] The residences to the south of the project site are located in the City of Sunnyvale. The City of Mountain View's daytime noise standards are more conservative than Sunnyvale's, and the nighttime standards for both cities are the same. Thus, for the purposes of this analysis, meeting Mountain View's thresholds would be considered acceptable at the adjacent Sunnyvale residences as well.

- 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 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.

Construction-related noise levels are normally highest during the demolition phase, grading, 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.

Hourly average noise levels generated by construction are about 72 to 88 dBA Leq for residential buildings measured at a distance of 50 feet from the center of a busy construction site. Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors; however, ambient levels at the surrounding uses would potentially be exceeded by five dBA Leq or more throughout construction. The project will implement the following standard condition of approval during construction of the project to ensure that impacts from construction noise would be less than significant.

Standard Condition of Approval

CONSTRUCTION NOISE REDUCTION: The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines and ensure exhaust mufflers are in good condition; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment, such as air compressors or portable power generators, construction staging areas, and construction material areas, as far as practical from sensitive receptors; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible and when located near adjoining sensitive land uses; (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment; and (f) route all construction traffic via designated truck routes where possible and prohibit construction related heavy truck traffic in residential areas where feasible.

Impact NOI-3: Short-term construction-noise impacts could be less than significant. **[Less than Significant Impact]**

3.13.2.4 *Construction Groundborne Vibration*

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. The proposed project is not expected to require pile driving, which can cause excessive vibration.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings designed to modern engineering standards, and 0.3 in/sec PPV for buildings where structural damage is a major concern. For the purposes of this study, groundborne vibration levels exceeding the conservative 0.3 in/sec PPV limit at the existing adjacent residences would have the potential to result in a significant vibration impact.

Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity. Vibration levels would vary depending on soil conditions, construction methods, and equipment used.

While some construction activities are expected to occur along the eastern, western, and southern boundaries, which are shared with existing residences, heavy-equipment usage would occur at least 30 feet from adjacent residential structures. At this distance, vibration levels would be at or below 0.17 in/sec PPV; therefore, construction-generated vibration levels for the proposed project would not result in damage at off-site structures and the impact would be less than significant.

Impact NOI-4: Construction activities would not result in significant groundborne vibration impacts to existing structures. **[Less than Significant Impact]**

3.13.3 Cumulative Impacts

The adjacent Evelyn Family Apartments Project would be complete prior to the start of construction on the proposed project; therefore, none of the projects in the cumulative scenario would occur at the same time and in close enough proximity to the proposed project to result in a cumulative construction noise impact.

A significant impact would occur if the cumulative traffic noise level increased three dBA Ldn or greater for future levels exceeding 60 dBA Ldn or five dBA Ldn or greater for future levels at or below 60 dBA Ldn and if the project would make a cumulatively considerable contribution to the overall traffic noise increase. A cumulatively considerable contribution would be defined as an increase of one dBA Ldn or more attributable solely to the proposed project.

Cumulative traffic noise level increases were calculated by comparing the cumulative traffic volumes and the cumulative plus project volumes to existing traffic volumes. The traffic noise increases were one dBA Ldn or less along all roadway segments included in the traffic study, which is less than the three dBA Ldn threshold. Thus, the proposed project would not make a cumulatively considerable contribution to increased noise levels.

Impact C-NOI-1: The proposed project would not make a cumulatively considerable contribution to future noise levels at residential land uses in the vicinity. **[Less than Significant Cumulative Impact]**

3.13.3.1 *Noise Issues Not Covered Under CEQA*

As previously discussed, the California Supreme Court issued an opinion in *CBIA vs. BAAQMD* holding that CEQA is primarily concerned with the impacts of a project on the environment and not

the impact of existing conditions on a project's future residents. Nevertheless, the City has policies that address existing noise conditions affecting the proposed project, which are discussed below.

Future Exterior Noise Environment

The future noise environment at the project site would be dominated by vehicular traffic along East Evelyn Avenue and Central Expressway and by train traffic along the Caltrain tracks (similar to current conditions). To estimate the future noise increase at the project site, the cumulative plus project peak hour traffic volumes anticipated along East Evelyn Avenue were compared to the existing peak hour traffic volumes. As such, the future noise increase would be one dBA Ldn at the project site.

The Peninsula Corridor Electrification Project, which is part of the Caltrain Modernization program, will result in the replacement of diesel-locomotive trains with Electric Multiple Unit (EMU) trains by 2022.[56] Nearly all of the trains traveling along the Caltrain tracks in the project vicinity would be EMU trains. Although Caltrain will be electrified, noise levels experienced at the project site during train pass-bys are assumed to remain the same post-2022 (due to less diesel engine noise but more frequent track noise and whistles due to an increase frequency of trains). Thus, the total noise level increase at the project site would be approximately one dBA Ldn under future project conditions as a result of the increase in traffic volumes along East Evelyn Avenue. The future noise environment at the project site would be 76 dBA Ldn at a distance of 40 feet from the centerline of East Evelyn Avenue (at measurement location LT-2).

As described previously, the Noise Element of the General Plan includes acceptable outdoor noise standards for land uses in the City (refer to Table 3.13-1).

Proposed Residential Courtyards

The "normally acceptable" exterior noise threshold established in the City's General Plan for multi-family residential developments is 65 dBA L_{dn}. This noise standard would apply to community outdoor recreational areas and not to private decks or balconies. At the proposed community courtyards and roof decks, the future noise levels would not exceed the City's 65 dBA L_{dn} threshold due to shielding by the proposed structures and distance of separation.

Proposed Public Park

The center of the proposed public park would be set back approximately 125 feet from the centerline of East Evelyn Avenue. At this distance and assuming partial shielding from the proposed building façades to the east and west, the future exterior noise levels at the center of the proposed park would be 70 dBA Ldn. This noise level would exceed the City's 67.5 dBA Ldn "normally acceptable" level for parks by less than three dBA.

A six-foot wall along the park's northern boundary would potentially provide three to five dBA reduction in noise levels. The effectiveness of a wall would be most apparent at receptors directly behind the wall, and the effectiveness would decrease as receptors are farther from the wall. Receptors within 50 feet of the wall would be expected to have some noise reduction. Further, sound

[56] CalMod. Project Timeline. Accessed August 30, 2018. http://calmod.org/.

walls are most effective when they attach to buildings to completely seal off an edge. Since the park is surrounded by walkways/driveways on the east, west, and south, these design options are not feasible for the project. Additionally, since the purpose of a park is to be open to the public, a sound wall, would be obtrusive and restrict public use. Relocating the park or increasing the setback would not be feasible with the existing site plan. At the discretion of the City Council, noise levels exceeding the 67.5 dBA L_{dn} threshold can be permitted at the park.

Future Interior Noise Environment

General Plan policies and the CBC provide the interior noise level standard of 45 dBA Ldn for new multi-family residential units. Additionally, where new residences would be exposed to intermittent noise from major transportation sources (such as train pass-bys), new construction shall achieve an interior noise level of 65 dBA Lmax.

Units located on the northern building façades of Buildings A and B adjacent to East Evelyn Avenue would be exposed to exterior noise levels of 74 dBA L_{dn} and interior noise levels (assuming partly open windows) would be 59 dBA L_{dn}. These residential units would also be exposed to future exterior maximum instantaneous noise levels up to 98 dBA L_{max} due to train pass-bys, which would result in interior noise levels up to 83 dBA L_{max} assuming windows to be partially open.

The units in Building A facing the roadway and the train tracks located to the south of the proposed public park would be exposed to future exterior noise levels ranging from 62 to 63 dBA Ldn, with maximum instantaneous noise levels up to 87 dBA Lmax. Assuming windows to be partially open, the day-night average interior noise levels would range from 47 to 48 dBA Ldn, with interior maximum instantaneous noise levels up to 72 dBA Lmax.

Exterior-facing units along the eastern and western façades of Buildings A and B would be exposed to exterior noise levels ranging from 60 dBA Ldn at 490 feet from East Evelyn Avenue to 74 dBA Ldn at 65 feet, with maximum instantaneous noise levels up to 84 dBA Lmax at 490 feet and 98 dBA Lmax at 65 feet. The day-night average interior noise levels would range from 45 at 490 feet to 59 dBA Ldn at 65 feet (assuming partially open windows), with interior maximum instantaneous noise levels up to 69 dBA Lmax at 490 feet and 83 dBA Lmax at 65 feet.

The proposed residential units surrounding Courtyards A1, B1, and B2 would be exposed to future exterior noise levels at or below 60 dBA Ldn, with maximum instantaneous noise levels up to 80 dBA Lmax. Assuming windows to be partially open, the day-night average interior noise levels would be at or below 45 dBA Ldn, with interior maximum instantaneous noise levels up to 65 dBA Lmax.

As described above, interior levels would be as high as 59 dBA Ldn with maximum levels reaching up to 83 dBA Lmax during train pass-bys; therefore, noise insulation features would be required to meet the City's General Plan noise compatibility standards. To reduce the interior noise at the proposed residential units, the following conditions of approval are included in the project.

Standard Condition of Approval

SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS: A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBA Ldn or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans, and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented as recommended by the qualified acoustical consultant, to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

Airport Noise

While aircraft flyovers would at times be audible at the outdoor use areas on the project site, noise levels due to aircraft would not result in future exterior noise levels of 65 dBA Ldn/CNEL or more, and therefore, both the exterior and interior noise levels resulting from aircraft would be compatible with the proposed project.

3.13.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
NOI-1: The proposed project would not result in a substantial permanent noise level increase from increased traffic noise.	Less than Significant	No mitigation required	NA
NOI-2: Impacts from mechanical equipment noise on nearby noise-sensitive uses would be a less than significant impact	Less than Significant	No mitigation required	Less than Significant
NOI-3: Short-term construction-noise impacts could be less than significant	Less than Significant	No mitigation required	Less than Significant
NOI-4: Construction activities during implementation of the proposed project would not result in significant groundborne vibration impacts to existing structures.	Less than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
C-NOI-4: The proposed project would not make a cumulatively considerable contribution to future noise levels at residential land uses in the vicinity.	Less than Significant	No mitigation required	NA

3.14 POPULATION AND HOUSING

3.14.1 Environmental Setting

3.14.1.1 *Regulatory Framework*

State

In order to attain the state housing goal, cities must make sufficient suitable land available for residential development, as documented in an inventory, to accommodate their share of regional housing needs. California's Housing Element Law requires all cities to: 1) zone adequate lands to accommodate its Regional Housing Needs Allocation (RHNA); 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.

Regional

ABAG allocates regional housing needs to each city and county within the nine-county Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, Metropolitan Transportation Commission, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population and Housing, which is an integrated land use and transportation plan looking out to the year 2040 for the nine-county San Francisco Bay Area.

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation, land-use and housing plan intended support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). The project site is not located within a PDA.

3.14.1.2 *Existing Conditions*

Housing and Population

Table 3.14-1 below, summarizes the existing and projected population and housing data for Mountain View. The population and housing numbers are anticipated to increase through 2040.

Table 3.14-1: Population and Housing in Mountain View						
	General Plan 2010[1]	**Plan Bay Area 2013**[2]	**California Department of Finance**[1]	**General Plan 2030 Estimate**[1]	**Plan Bay Area 2030 Estimate**[2]	**Plan Bay Area 2040 Estimate**[4]
Population	74,066[1]	74,066[2]	79,278[3]	88,570[1]	90,500[2]	N/A
Households/ Dwelling Units	31,957[1]	31,957[2]	35,595[3]	42,240[1]	38,510[2]	58,500

[1] Based on 2030 General Plan Draft EIR. September 2012.

[2] ABAG. Plan Bay Area Projections 2013. December 2013.

[3] California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, for January 1, 2011-2017. May 2017

[4] Plan Bay Area 2040. Plan Bay Area 2040 Draft Preferred Land Use Scenario. September 2, 2016.

Employment

City of Mountain View had approximately 47,950 jobs in 2010 (see Table 3.14-2). The General Plan EIR estimated the number of jobs in the City would increase to 82,230 in 2030, and Plan Bay Area estimated that jobs in Mountain View would rise to 59,390 in 2030 (a substantially lower estimate).

Table 3.14-2: Jobs and Employment in Mountain View					
	General Plan 2010[1]	**Plan Bay Area 2013**[2]	**General Plan 2030 Estimate**[1]	**Plan Bay Area 2030 Estimate**[2]	**Plan Bay Area 2040 Estimate**[3]
Employed Residents	38,260	38,650	48,580	49,330	N/A
Jobs	60,460	47,950	82,230	59,390	69,600

[1] Based on the Mountain View 2030 General Plan Draft EIR.

2 ABAG. Plan Bay Area Projections 2013. December 2013.

3 Plan Bay Area 2040. Plan Bay Area 2040 Draft Preferred Land Use Scenario. September 2, 2016.

Project Site

The project site is currently developed with a 1.9-acre mini-storage facility that is unoccupied, and currently providing no jobs and or housing.

3.14.2 Population and Housing Impacts

3.14.2.1 *Thresholds of Significance*

For the purposes of this EIR, a population and housing impact is considered significant if the project would:

- 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);

- 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.

3.14.2.2 *Population and Housing Impacts*

Implementation of the project would result in the demolition of the existing mini-storage facility, which provides no jobs or housing units. The project proposes to construct a 471-unit apartment complex, for a total of 471 net new units. Assuming 2.73 persons per household for the multi-family apartments, development of the project would generate approximately 1,286 new residents in the City of Mountain View.

The project would result in residential growth in the area compared to existing conditions. The project would require a General Plan Amendment to change the designation on the site from Medium Density Residential and General Industrial to High Density Residential. Under the current General Plan designation, the project site could support 52 to 99 residential units. With approval of a General Plan Amendment, the number of proposed residential units would be greater than assumed in the General Plan (by 372 units). The proposed land uses, development, and intensification of the site is consistent with General Plan policies that encourage higher density housing near transit. In particular, General Plan policy LUD 3.5, encourages residential developments to serve the City's diverse households and incomes, and support implementation of the City's Housing Element. General Plan policies LUD 3.1 and 3.2, and Housing Element Policy 1.4, support higher land use intensities and densities near public transit service, along major commute corridors, and within walking distance of services.

The project has an affordable housing goal of creating the equivalent or better of 15 percent of the total apartments as affordable to households making 60 percent of area median income or less. The project also has the goal of reducing vehicle trips as a residential transit-oriented project. For these reasons, the project would be consistent with General Plan and would not contribute to significant growth beyond the current General Plan. The project, therefore, would result in a less than significant population and housing impact.

Impact POP-1: The proposed project would not substantially induce population growth beyond areas planned for development. The project would not displace housing or people. **[Less than Significant Impact]**

3.14.2.3 *Cumulative Impacts*

The project would not induce substantial population growth in an area not planned for development, would not displace substantial numbers of existing housing, or displace substantial numbers of people necessitating the construction of replacement housing. As a result, it would also not contribute considerably to a cumulative population and housing impact.

Impact C-POP-1: The proposed project would not contribute considerably to a cumulative population and housing impact. **[Less than Significant Cumulative Impact]**

3.14.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
POP-1: The proposed project would not substantially induce population growth beyond areas planned for development. The project would not displace housing or people.	Less than Significant	No mitigation required	NA
C-POP-1: The proposed project would not contribute considerably to a cumulative population and housing impact.	Less than Significant	No mitigation required	NA

3.15 PUBLIC SERVICES AND RECREATION

3.15.1 Environmental Setting

3.15.1.1 *Regulatory Framework*

State

Quimby Act

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. This legislation was in response to California's increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California's growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two.

Local

City of Mountain View 2030 General Plan

The following General Plan policy relates to public services and would be applicable to the project.

Policy	Description
PSA 1.2	**Design for safety.** Support and promote crime prevention and fire safety strategies in the design of new developments.

3.15.1.2 *Existing Conditions*

Fire Protection Services

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 77,914 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 2014/2015, out of 5,703 emergency calls made to the MVFD, 3,786 of the calls were for medical aid, and 122 were for fire.[57] The MVFD has an established response time goal of six minutes for "Medical Code Three" calls (i.e., those requiring expedited transport). During the 2014/2015 fiscal year, the MVFD achieved this goal 93 percent of the time.

The City of Mountain View also participates in a mutual aid program with neighboring cities, including Palo Alto, Los Altos, and Sunnyvale. Through this program, one or more of the mutual aid cities would provide assistance to Mountain View in whatever capacity was needed.

Station Four is the closest fire station to the project site. Station Four is located at 229 North Whisman Road, approximately 0.6 mile northwest of the project site. The MVFD reviews applications for new projects to ensure that they comply with the City's current codes and standards.

[57] MVFD. "Stats/Response/Annual Report". Accessed May 17, 2018. http://mountainview.gov/depts/fire/about/report.asp.

Police Protection Services

Police protection services are provided to the project site by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 90 sworn and 55 non-sworn personnel.[58] The MVPD conducts an active volunteer program (non-officers). Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately 1.6 mile west of the project site.

The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55 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. 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.

Schools

The project site is located within the Mountain View Whisman School District and Mountain View-Los Altos Union High School District. The Mountain View Whisman School District serves grades kindergarten through eighth grade and the Mountain View-Los Altos Union High School District serves high-school age students. Students in the project area attend Edith Landels Elementary School located at 115 West Dana Street (approximately 0.8 mile west of the site), Graham Middle School located 1175 Castro Street (approximately 1.5 miles southwest of the site), and Mountain View High School located at 3535 Truman Avenue (approximately 1.9 miles south of the site).

Parks and Open Space

The City of Mountain View currently owns or manages 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among 18 mini-parks (one undeveloped), 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).[59] The City also maintains 10 parks under joint-use agreements with local school districts.

The proposed project site is located within the Sylvan-Dale Planning Area of the City of Mountain View 2014 Parks and Open Space Plan. The Sylvan-Dale Planning Area is 378 acres total and contains 8.37 acres of park and open space facilities. The area contains 1.31 park acres per 1,000 residents and currently does not meet the City standard of 3.0 acres per 1,000 residents. The only park facility in the planning area is the 8.37-acre Sylvan Park, approximately 0.4 mile southwest of the project site.

[58] MVPD. "Annual Report 2015". Accessed March 12, 2018. http://www.mountainview.gov/documents/2015%20MVPD%20Annual%20Report.pdf.
[59] City of Mountain View. 2014 Parks and Open Space Plan. http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762.

3.15.2 Public Services and Recreation Impacts

3.15.2.1 *Thresholds of Significance*

For the purposes of this EIR, a public services impact is considered significant if the impacts are associated with:

- The provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    - Fire protection
    - Police protection
    - Schools
    - Parks
    - Other public facilities.
- An increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction of expansion of recreational facilities which might have an adverse physical effect on the environment.

3.15.2.2 *Fire Protection Services*

The project would add 471 new residential units (approximately 1,286 new residents) in the City of Mountain View, thus incrementally increasing the need for fire suppression and rescue response services. The MVFD does not anticipate the need to construct a new fire station to accommodate growth anticipated in the General Plan.[60] While the project would increase the density of the site over what is currently allowed within the General Plan by 371 units, the project would be constructed to current Fire Code standards, and would not increase the urban area already served by the MVFD and new facilities would not be required.

3.15.2.3 *Police Protection Services*

The proposed project would not substantially increase demand for police services in the project area. MVPD maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. The General Plan EIR concluded that buildout of the General Plan would increase the demand for police services; however, the city has policies would ensure that the City maintains adequate police staffing to serve the needs of the community. While the proposed project would intensify the use of the site, adding approximately 1,286 new residents, it is not anticipated that the project would require the construction or expansion of police facilities. In addition, the project design shall be reviewed by MVPD to ensure safety features are incorporated to minimize the opportunity for criminal activity.

Impact PSR-1: The project would not require new or physically altered police or fire facilities. **[Less than Significant Impact]**

[60] City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR.* November 2011. Page 502-503.

3.15.2.4 *School Impacts*

The project proposes 471 new multi-family units (15 percent affordable). It is estimated that the project would generate a total of 122 school aged children.[61] Full build out of the City's General Plan would result in approximately 1,514 new students.[62] New school facilities would be needed to accommodate anticipated increases in student enrollment resulting from implementation of the General Plan. The project's incremental increase of 122 students does not alone warrant construction of new school facilities. As required by state law (Government Code Section 65996), the project proponent shall pay the appropriate school impact fees to offset the increased demands on school facilities caused by the project.

Impact PSR-2 The project may incrementally increase the demand for new school facilities in the City; however, with payment of school impact fees would offset this increase in demand. **[Less than Significant Impact]**

3.15.2.5 *Parks and Recreation Impacts*

To meet the Mountain View's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or pay an open space fee to the City.

Implementation of the proposed project would contribute to an increase in demand for parkland because it would add new residents to the City. The increased population associated with the proposed project could contribute to the increase in use of existing parks near the project site that would potentially lead to physical deterioration of park facilities and overcrowding. To offset the project's impacts on neighborhood parks and recreational facilities, the project would implement the following measures, as required by City standard conditions of approval.

Standard Condition of Approval

> PARK LAND DEDICATION FEE: Pay the Park Land Dedication Fee (approximately $15,000 to $25,000 per unit) for each new residential unit in accordance with Chapter 41 of the City Code prior to the issuance of the building permit. No credit against the Park Land Dedication Fee will be allowed for private open space and recreational facilities. Provide the most current appraisal or escrow closing statement of the property with the following information to assist the City in determining the current market value of the land: (1) a brief description of the existing use of the property; (2) square footage of the lot; and (3) size and type of each building located on the property at the time the property was acquired. Prior to the issuance of the building permit, the applicant shall either: (1) pay the Park Land Dedication Fee; or (2) sign an agreement to defer the payment of the fee in accordance with Section 66007a of the Government Code and submit a certificate of deposit made payable to the City as

[61] Based on the student generation rates provided by the Mountain View Whisman School District for the *North Bayshore Precise Plan Final SEIR*. November 2017. K-5 = 0.073 (0.308 affordable), 6-8 = 0.04 (0.228 affordable), High School = 0.04 (0.302 affordable).
[62] City of Mountain View. Integrated Final 2030 General Plan and Greenhouse Gas Reduction Program EIR. September 2012.

security guaranteeing payment of the fee. Guidelines for certificates of deposit are available from the Public Works Department.

The proposed development would dedicate approximately 0.68 acre of land for a public park, the design of which would be determined by the City in a future public process with the Parks and Recreation Commission. Open space would also be provided in courtyards, open space areas, and apartment unit balconies. With the implementation of the above standard condition of approval, the proposed project would have a less than significant impact on these facilities.

Impact PSR-3: With the incorporation of project design features and conditions of approval, the project would not result in a physical deterioration of park or significant impacts as a result of the provision of new or physically altered park and recreation facilities (other than the proposed park being analyzed as part of the project). **[Less than Significant Impact]**

3.15.2.6 *Consistency with Plans*

The proposed project would not result in significant impacts with the implementation of General Plan policies and standard City of Mountain View conditions of approval. For these reasons, the project is consistent with the General Plan.

3.15.3 Cumulative Impacts

The cumulative projects in Mountain View and Sunnyvale may require provision of public services, including, like the project site, increased fire and police services, schools, and recreational facilities. All of cumulative projects occurring within Mountain View or neighboring cities would implement conditions of approval or mitigation measures that would reduce impacts to public services. These projects would also be subject to state, county, and City codes regulating public services (such as payment of school and park fees). While the proposed project would add 471 units to the site and 1,285 residents, it would not contribute considerably to cumulative impacts as a result of new physical public service facilities because none are needed for the proposed project.

Impact C-PSR-1: The project would not contribute considerably to a cumulatively significant public services impact. **[Less than Significant Impact]**

3.15.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
PSR-1: The project may incrementally increase the demand for fire and police protection services in the City by increasing the amount of people on site, but would not result in adverse physical impacts or deterioration of facilities.	Less than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
PSR-2: The project may incrementally increase the demand for new school facilities in the City; however, with payment of school impact fees would offset this increase in demand.	Less than Significant	No mitigation required	NA
PSR-3: With the incorporation of project design features and conditions of approval, the project would not result in a significant impacts as a result of the provision of new or physically altered park and recreation facilities (other than those being analyzed as part of the project).	Less than Significant	No mitigation required	NA
C-PSR-1: The project would not contribute considerably to a cumulatively significant public services impact.	Less than Significant	No mitigation required	NA

3.16 TRANSPORTATION/TRAFFIC

The discussion in this section is based on a Transportation Impact Analysis (TIA), prepared by Hexagon Transportation Consultants, in May 2018. This report is included as Appendix K to this Draft EIR.

3.16.1 Environmental Setting

3.16.1.1 *Regulatory Framework*

Regional

Santa Clara County Valley Transportation Authority

The proposed project 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 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 at an acceptable service level and provide mitigation where future growth degrades that service level. VTA has review responsibility for proposed development projects that are expected to generate 100 or more peak-hour trips.

Santa Clara Countywide Bicycle Plan

The Santa Clara Countywide Bicycle Plan synthesizes other local and county plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2035. VTA has adopted the Santa Clara Countywide Bicycle Plan, which includes a planned bicycle network of 24 routes of countywide or intercity significance.

Local

City of Mountain View 2030 General Plan

The following transportation-related policies from the General Plan are applicable to the project.

Policy	Description
LUD 3.1	**Land use and transportation.** Focus higher land use intensities and densities within 0.5 mile of public transit service and along major commute corridors.
LUD 6.5	**Pedestrian and bicycling improvements.** Support pedestrian and bicycling improvements and connections between neighborhoods.
LUD 8.3	**Enhanced publicly-accessible bicycle and pedestrian connections.** Encourage new and existing developments to enhance publicly accessible bicycle, pedestrian and transit connections.

LUD 8.5	**Pedestrian and bicycle amenities.** Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.
LUD 17.2	**Transportation Demand Management strategies.** Require development to include and implement Transportation Demand Management strategies.
MOB 4.1	**Bicycle network.** Improve facilities and eliminate gaps along the bicycle network to connect destinations across the City.
MOB 4.2	**Planning for bicycles.** Use existing planning processes to identify or implement improved bicycle connections and bicycle parking facilities.
MOB 4.3	**Public bicycle parking.** Increase the amount of well-maintained, publicly accessible bicycle parking and storage throughout the City.
MOB 8.3	**Multi-modal transportation monitoring**. Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.
POS 2.3	**Pedestrian and bicycle access.** Improve pedestrian and bicycle access to parks, and create new connections to parks to minimize pedestrian and bicycle travel distances.

City of Mountain View Bicycle Transportation Plan

The Mountain View Bicycle Transportation Plan Update summarizes goals for improving the bicycle network, existing and proposed facilities, and programs involving education, enforcement. The plan was developed in conformance with several other plans including the General Plan, VTA Countywide Bicycle Plan, Metropolitan Transportation Commission Regional Bicycle Plan, the Santa Clara County Trails Master Plan, and Caltrans Streets and Highways Code Section 891.2.

City of Mountain View Pedestrian Master Plan

The City of Mountain View Pedestrian Master Plan summarizes goals for the pedestrian network, existing and proposed facilities, and priority of pedestrian improvements. The plan was developed in conformance with the Mountain View 2030 General Plan.

3.16.1.2 *Existing Conditions*

Regional Roadway Access

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

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

US 101 is a north/south freeway that extends from San Francisco through San Mateo and Santa Clara Counties. In Mountain View, US 101 is eight lanes wide, including two HOV lanes (one in each direction). Project residents wishing to go north on US 101 may use northbound SR 85 to access northbound US 101.

Central Expressway is a six-lane roadway that serves as a north-south route of travel, but is aligned in a predominantly east-west orientation in the vicinity of the site. The Caltrain tracks parallel Central Expressway, running between the expressway and Evelyn Avenue. The nearest signalized intersection providing direct access to Central Expressway from the south is at Mary Avenue. Central Expressway is under the jurisdiction of the Santa Clara County Department of Roads and Airports.

Local Roadway Access

Evelyn Avenue parallels and is directly adjacent to the Caltrain tracks in the area of the proposed project. West of SR 85, the roadway is known as West Evelyn Avenue. East of SR 85 and west of South Bernardo Avenue, the roadway changes designation to East Evelyn Avenue. East of South Bernardo Avenue, where the street enters the City of Sunnyvale, it is designated again as West Evelyn Avenue. Because the designation of west and east changes twice within the area covered by the study intersections, the roadway is simply referred to as Evelyn Avenue in this document. Bike lanes are present in both directions on Evelyn Avenue.

Between SR 85 and S. Bernardo Avenue, Evelyn Avenue is a four-lane divided roadway with a raised median so that left turns from the westbound direction are accommodated only at intersections. Along the project frontage, a break in the median with a left-turn pocket would permit westbound left-turns into the access point for emergency vehicles. The applicant also proposes to construct a new median and left-turn pocket to facilitate left-turns into and out of the western driveway and garage entrance.

South Bernardo Avenue is a two-lane collector that runs from Homestead Road in the south to the 3-way (tee) intersection at Evelyn Avenue, where it stops at the Caltrain right-of-way. On the north side of the Caltrain tracks, a discontinuous portion of Bernardo Avenue extends to Middlefield Road.

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

Moorpark Way is a two-lane collector that runs south from East Evelyn Avenue and provides access to an on-ramp and an off-ramp for eastbound SR 237. Moorpark Way also provides access to Dana Street, which crosses over both SR 237 and SR 85. Moorpark Way includes bike lanes in both directions.

Dana Street is a two-lane collector that runs parallel to Evelyn Avenue and crosses over both SR 237 and SR 85 and provides access to Whisman Road. It begins at Moorpark Way and extends westerly through downtown Mountain View. Dana Street includes bike lanes in both directions and is part of the Dale to Downtown Bike Boulevard.

Ferry Morse Way is a very short street that extends between East Evelyn Avenue and South Whisman Road. Ferry Morse Way would be used by inbound and outbound trips going to and from Whisman Road. It would also be used by inbound trips to the project from westbound SR 237.

Whisman Road is a north-south four-lane arterial that extends between Fairchild Drive and E. Dana Street. In the vicinity of the site, it crosses over the Caltrain tracks and Central Expressway and provides access to Central Expressway via Whisman Station Drive and to the project site via Ferry Morse Way. Whisman Road includes bike lanes in both directions.

Whisman Station Drive is a two lane roadway that begins at an intersection on the north side of Central Expressway, intersects Whisman Road, and extends to Magnolia Park and Jacaranda Drive.

Pedestrian Facilities

Sidewalks are present along the south side of Evelyn Avenue, but not along the north side adjacent to the railroad right-of-way. Sidewalks are also present on virtually all of the other streets in the area. On Moorpark Way and Ferry Morse Way, sidewalks are present only on the east side of the street, but not next to the right-of-way for raised overcrossings (SR 237 and Whisman Road, respectively).

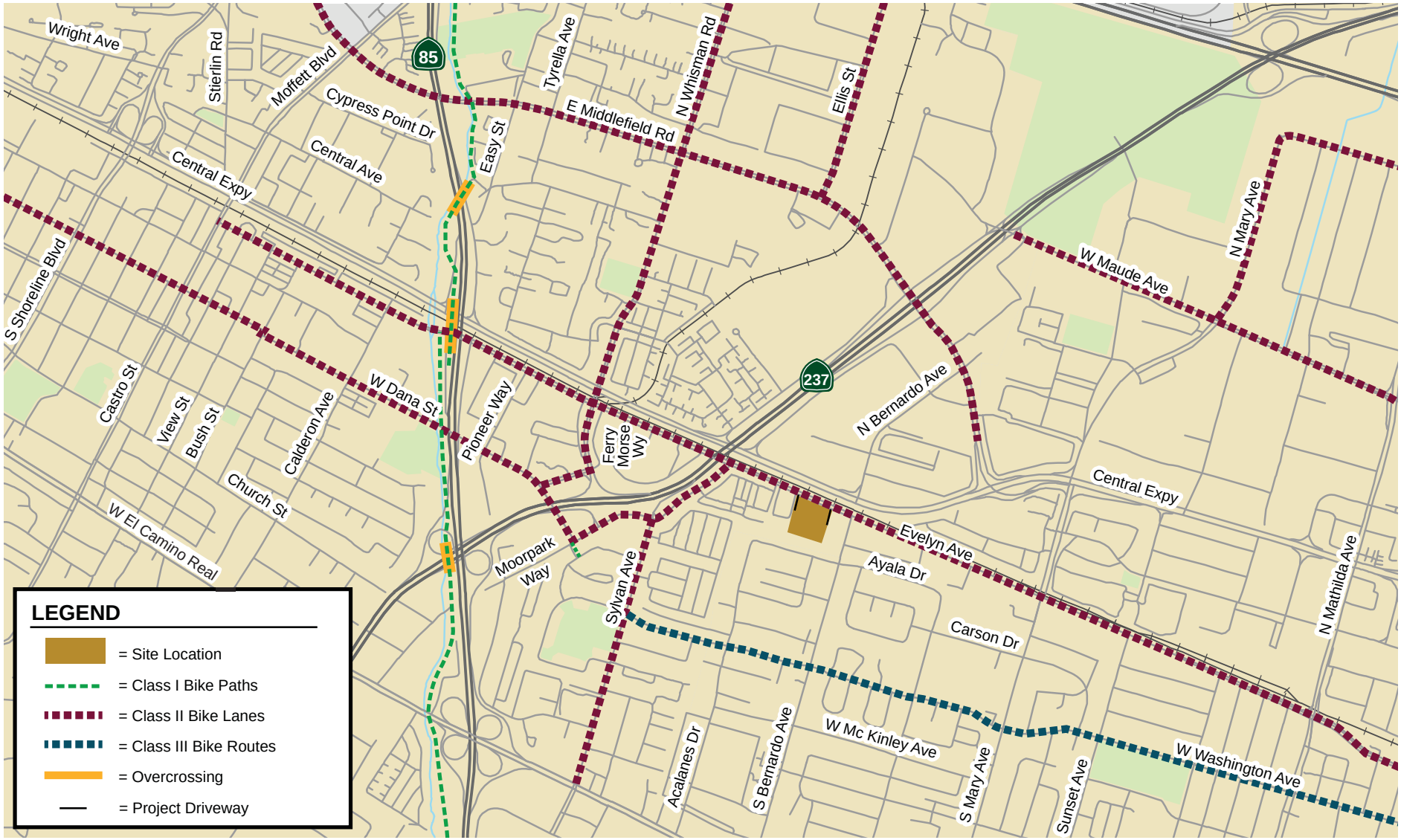
At all of the study intersections along Evelyn Avenue, there are crosswalks across the intersecting street with pedestrian signal heads and ramps. The absence of crosswalks across Evelyn Avenue is consistent with the lack of sidewalks on north side of the street. Crosswalks with pedestrian signal heads are also present at signalized intersections along the Dale to Downtown Bike Boulevard.

Sidewalks are also present along Bernardo Avenue. At the signalized intersection of Bernardo Avenue and West Washington Avenue, which is where the nearest VTA bus stops to the project site are located, there are crosswalks with signalized pedestrian heads across all four approaches of the intersection.

Bicycle Facilities

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

The City of Mountain View has an extensive network of Class I bike trails, Class II bike lanes, and Class III bike routes, which can be easily accessed from the bike lanes on Evelyn Avenue, as shown on Figure 3.16-1. Nearby bike lanes include those on Moorpark Way, Sylvan Avenue, Dana Street, Whisman Road, Calderon Avenue and Middlefield Road. The bike lanes on Dana Street are a portion of the Dale to Downtown Bike Boulevard, which extends from the Mountain View Transit Center to the southeast corner of the City, near the intersection of Heatherstone Way and Knickerbocker Avenue in Sunnyvale. Where Dana Street terminates at Moorpark Way, there is a very short Class I bike/pedestrian path connecting to Foxborough Drive, which provides access to Sylvan Park.



EXISTING BICYCLE FACILITIES

FIGURE 3.16-1

The bike boulevard also provides access to Landels School, the public elementary school with children from the project would likely attend. The bike boulevard provides helpful signage to cyclists, with mileage and estimated travel times to reach common destinations.

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

Transit Facilities

There are no bus stops within 0.25 mile of the project site, which is the typical walking distance for considering a site to be served by transit; however, the project site is within easy biking distance of both the Mountain View and Sunnyvale Caltrain stations, which are both served by numerous connecting buses. In addition, there are two shuttle services with stops that are approximately 0.50 mile away. Existing transit service to the study area is provided VTA, the Mountain View Community Shuttle, the MVGo shuttle, and Caltrain, as shown on Figure 3.16-2.

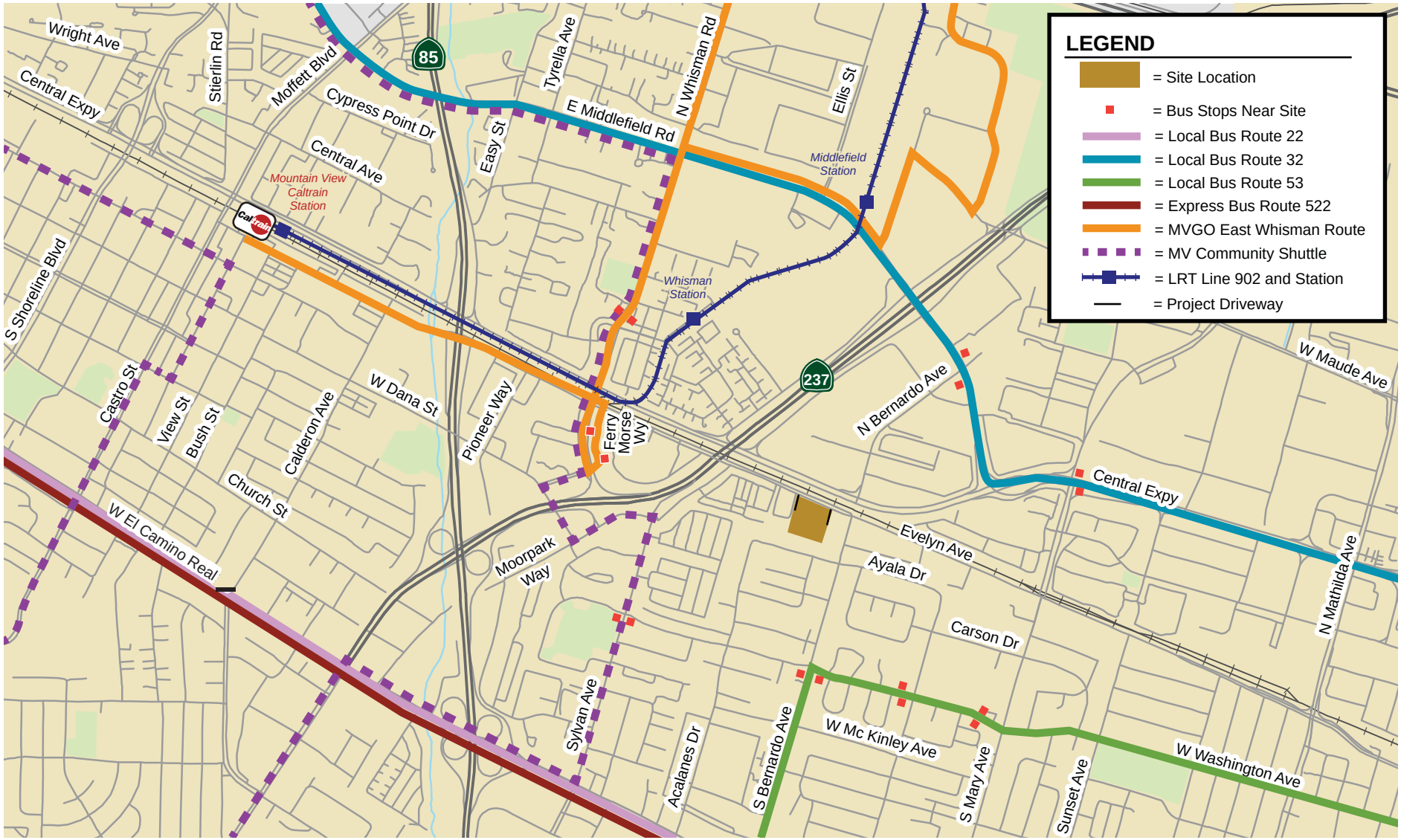
VTA Route 53 is the closest bus route to the project site. The closest stops are at Bernardo Avenue and West Washington Avenue, approximately 0.50 mile away. This route extends from the Sunnyvale Transit Center in downtown Sunnyvale to West Valley College in Saratoga, and operates on weekdays only on approximately one hour headways throughout most of the day.

VTA Route 32, which operates between the San Antonio Shopping Center in Mountain View and the Santa Clara Transit Center, has bus stops in both directions at the intersection of Central Expressway and Mary Avenue (approximately 0.75 mile from the project). Route 32 provides service approximately every 30 minutes throughout the day.

VTA Routes 22 and 522 (an express bus route) are approximately 0.90 mile from the project site on El Camino Real. Route 22 operates with 12 to15 minute headways, between the Palo Alto Transit Center and the Eastridge Transit Center in San Jose. Express Route 522 follows the same route, but makes fewer stops and therefore offers much faster travel times. The intersection of South Bernardo Avenue and El Camino Real is an express bus stop for Route 522.

VTA Route 32, which operates between the San Antonio Shopping Center in Mountain View and the Santa Clara Transit Center, has bus stops in both directions at the intersection of Central Expressway and Mary Avenue (approximately 0.75 mile from the project). Route 32 provides service approximately every 30 minutes throughout the day.

VTA Routes 22 and 522 (an express bus route) are approximately 0.90 mile from the project site on El Camino Real. Route 22 operates with 12 to15 minute headways, between the Palo Alto Transit Center and the Eastridge Transit Center in San Jose. Express Route 522 follows the same route, but makes fewer stops and therefore offers much faster travel times. The intersection of South Bernardo Avenue and El Camino Real is an express bus stop for Route 522.



EXISTING TRANSIT SERVICE

FIGURE 3.16-2

VTA's light rail service operates near the project site, but there are no stops in the immediate vicinity. The closest station for accessing VTA light rail service would be the Whisman Station, on the opposite side of Central Expressway and SR 237. VTA light rail line 902 between Mountain View and Winchester Station provides service to Sunnyvale, Santa Clara, San Jose, and Campbell.

The Mountain View Community Shuttle is a free shuttle service that operates between 10:00 AM and 6:00 PM, with 30-minute headways on weekdays and 60-minute headways on weekends. The shuttle stop nearest the project site is at Sylvan Drive and Glenborough Drive-East Dana Street, adjacent to Sylvan Park, approximately 0.60 mile from the project site.

The MVGo Shuttle is a service of the Mountain View Transportation Management Association and provides three shuttle routes. The East Whisman route begins and ends at the Mountain View Transit Center, with stops at East Evelyn and Ferry Morse Way, approximately 0.50 mile from the project site. The East Whisman route provides service to employers along Whisman Road, Middlefield Road, and Clyde Avenue with 15-minute headways during the AM and PM peak periods, and is timed to provide a connection to Caltrain service.

Caltrain provides frequent train service between San Jose and San Francisco seven days a week, with stops at most cities in between. The project site is roughly equidistant between the Mountain View Transit Center and the Sunnyvale Transit Center, both of which are about 1.5 miles away. Trains run daily at varying hours with additional bullet and limited-stop trains during the AM and PM weekday peak hours.

Level of Service Definitions

The impacts of the proposed development were evaluated following the methodologies established by the City of Mountain View. Traffic conditions were evaluated for the weekday AM and PM peak hours of traffic. The AM peak hour is generally between 7:00 AM and 9:00 AM; and the PM peak hour is generally between 4:00 PM and 6:00 PM. Traffic conditions at the study intersections were evaluated using LOS, which is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. The correlation between average delay and LOS is shown in Table 3.16-1.

Table 3.16-1: Signalized Intersection LOS Definitions

LOS	Description of Operations	Average Delay (seconds)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	Up to 10.0
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The	20.1 to 35.0

Table 3.16-1: Signalized Intersection LOS Definitions		
LOS	**Description of Operations**	**Average Delay (seconds)**
	number of vehicles stopping is significant, though may still pass through the intersection without stopping.	
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high V/C ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0

Study Intersections

A total of 14 intersections were selected as study locations in consultation with City of Mountain View staff and based on VTA's Transportation Impact Analysis Guidelines. The project location and study intersections are shown on Figure 3.16-3 and are listed below:

1. View Street/Caltrain parking lot driveway and West Evelyn Avenue (unsignalized)
2. Bush Street and West Evelyn Avenue
3. Calderon Avenue and West Evelyn Avenue
4. Southbound Hwy 85 On-Ramp and West Evelyn Avenue
5. Northbound Hwy 85 Off-Ramp and East Evelyn Avenue
6. Pioneer Way and East Evelyn Avenue
7. Ferry Morse Way and East Evelyn Avenue
8. Moorpark Way and East Evelyn Avenue
9. S. Bernardo Avenue and East Evelyn Avenue
10. S. Mary Avenue and West Evelyn Avenue
11. Moorpark Way and East Dana Street (unsignalized)
12. Moorpark Way and Sylvan Avenue – SR 237 Northbound On-Ramp (unsignalized)
13. Western project driveway and East Evelyn Avenue (future unsignalized)
14. Eastern project driveway and East Evelyn Avenue (future unsignalized)

All study intersections currently operate at an acceptable level, level of service (LOS) D or better, during both the AM and PM peak hours.

PROJECT LOCATION AND STUDY LOCATIONS | FIGURE 3.16-3

Freeway Segments

The following study freeway segments were selected for analysis in consultation with the City of Mountain View and finalized based on VTA guidelines:

- SR 85, El Camino Real to SR 237
- SR 85, SR 237 to Central Expressway
- SR 85, Central Expressway to US 101
- SR 237, SR 85 to Central Expressway
- SR 237, Central Expressway to Maude Avenue
- SR 237, Maude Avenue to US 101

According to VTA's TIA Guidelines, an analysis of freeway segment LOS is only required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Based on the trip generation and trip distribution, the number of project trips on each of the freeway segments evaluated would be below the one percent threshold for all segments in both the AM and PM peak hours. Thus, a detailed analysis of freeway segment LOS was not completed.

3.16.2 Transportation/Traffic Impacts

3.16.2.1 *Thresholds of Significance*

For the purposes of this EIR, a transportation/traffic impact is considered significant if the project would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance of safety of such facilities.

Signalized Intersections

Within both the City of Mountain View and the City of Sunnyvale, a project would result in a significant impact at a signalized non-CMP intersection if for either peak hour either of the following conditions occurs:

1. The LOS at the intersection drops below its respective LOS standard (LOS D or better) when project traffic is added, or
2. An intersection that operates below its LOS standard under no-project conditions experiences an increase in critical-movement delay of four or more seconds, and the volume-to-capacity ratio (v/c) is increased by one percent (0.01) or more when project traffic is added.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements (i.e., the change in average control delay for critical movements are negative). In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

A significant impact would be satisfactorily mitigated when measures are implemented that would restore intersection conditions to an acceptable LOS or to an average delay that is better than no-project conditions.

Unsignalized Intersections

The project would result in a significant impact on traffic conditions at an unsignalized intersection in the City of Mountain View if for either peak hour:

1. The addition of project traffic causes the average intersection delay for all-way stop-controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F, and
2. The intersection satisfies the California Manual of Uniform Traffic Control Devices peak-hour volume signal warrant.

Transit Facilities

Per Santa Clara County and VTA's CMP, significant impacts to transit service would occur if the project:

- Creates demand for public transit services in excess of the capacity which is provided, or planned; or
- Disrupts existing transit services or facilities ; or
- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the City of Mountain View, City of Sunnyvale, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

Bicycle and Pedestrian Facilities

Using the General Plan as a guide, significant impacts to bicycle and pedestrian facilities would occur if a project:

- Creates a hazardous condition for pedestrians and bicyclists that currently does not exist, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, City of Sunnyvale, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

3.16.2.2 *Trip Generation*

The trip generation for the existing uses and proposed project is shown below in Table 3.16-2 below. A five percent trip reduction for the proposed TDM program and additional trip reductions for existing uses were applied to the project.

Table 3.16-2: Project Trip Generation Estimates

Land Use	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Existing Use							
Self-storage Facility[1]	(125)	(5)	(3)	(8)	(7)	(7)	(14)
Proposed Use							
Apartments[2]	2,978	44	126	170	127	81	208
Five Percent TDM Trip Reduction	(149)	(2)	(6)	(8)	(6)	(4)	(10)
Net Project Trips	2,704	37	117	154	114	70	184

[1] Rates based on ITE Land Use Code 151 (Mini-warehouse), general urban/suburban setting. Average rates used. Institute of Transportation Engineers. *Trip Generation* Manual. 10th Edition (2017).

[2] Rates based on ITE Land Use Code 221 (Mid-Rise Multifamily Housing), general urban/suburban setting. Average rates used. Institute of Transportation Engineers. *Trip Generation* Manual. 10th Edition (2017).

3.16.2.3 *Intersection Level of Service Impacts*

Construction

Based on the information provided by the applicant and the CalEEMod data, during construction activities approximately 248 hauling trips and eight worker vehicle trips would occur as part of demolition (over 43 days) and 16,895 hauling trips and 10 worker vehicle trips (over approximately 66 days) during excavation/grading would occur. This would result in less than one vehicle trip per hour for demolition and approximately 32 truck trips per hour during the excavation and grading. This is insignificant in terms of traffic overall where East Evelyn Avenue, South Bernardo Avenue,

and Central Expressway exceed 10,000 vehicles per day; therefore, project construction would not impact area intersection LOS.

As part of submittal for the project demolition permit, a traffic control plan (if needed), truck route plan, and outline of security measures will be reviewed by the City of Mountain View Building Inspection Division. Additionally a construction management plan (descried in detail in Section 3.16.2.7) will be prepared and reviewed by the Zoning Administrator prior to the issuance of building permits to further ensure impacts to traffic flow are less than significant.

Operation

Existing Plus Project

As shown in Table 3.16-3, all signalized study intersections would continue to operate at LOS D or better during both the AM and PM peak hours. The future unsignalized intersection at the western project driveway and East Evelyn Avenue would operate at LOS F. This intersection would not, however, meet the peak-hour volume signal warrant, and therefore a significant impact would not occur. The project would, therefore, have a less than significant impact on study intersection LOS under existing plus project conditions.

Table 3.16-3: Existing Plus Project Intersection Levels of Service

Intersection		Peak Hour	Existing		Existing Plus Project	
			Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1	View Street/Caltrain parking lot driveway and West Evelyn Avenue (unsignalized)	AM	9.2	A	9.2	A
		PM	9.8	A	9.8	A
2	Bush Street and West Evelyn Avenue	AM	10.4	B	10.4	B
		PM	13.2	B	13.3	B
3	Calderon Avenue and West Evelyn Avenue	AM	15.5	B	15.4	B
		PM	18.1	B	18.0	B
4	Southbound Hwy 85 On-Ramp and West Evelyn Avenue	AM	3.5	A	3.7	A
		PM	2.0	A	2.1	A
5	Northbound Hwy 85 Off-Ramp and East Evelyn Avenue	AM	7.3	A	7.2	A
		PM	8.3	A	8.3	A
6	Pioneer Way and East Evelyn Avenue	AM	6.6	A	6.5	A
		PM	6.8	A	6.6	A
7	Ferry Morse Way and East Evelyn Avenue	AM	11.5	B	11.7	B
		PM	15.7	B	17.6	B
8	Moorpark Way and East Evelyn Avenue	AM	7.9	A	7.9	A
		PM	11.5	B	12.4	B

Table 3.16-3: Existing Plus Project Intersection Levels of Service						
Intersection		Peak Hour	Existing		Existing Plus Project	
			Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
9	South Bernardo Avenue and East Evelyn Avenue	AM	19.9	B	20.5	C
		PM	14.9	B	15.2	B
10	South Mary Avenue and West Evelyn Avenue	AM	38.6	D	39.1	D
		PM	37.2	D	37.4	D
11	Moorpark Way and E. Dana Street (unsignalized)	AM	12.9	B	12.9	B
		PM	16.7	C	16.9	C
12	Moorpark Way and Sylvan Avenue – SR 237 Northbound On-Ramp (unsignalized)	AM	20.8	C	20.9	C
		PM	14.9	B	15.1	C
13	Western project driveway and East Evelyn Avenue (future unsignalized)	AM	--	--	23.8	C
		PM	--	--	**>120**	**F**
14	Eastern project driveway and East Evelyn Avenue (future unsignalized)	AM	--	--	9.2	A
		PM	--	--	14.3	B

Bold indicates a substandard level of service.

-- Are future intersections and do not have existing LOS data.

There are several signalized intersections where the average delay under project conditions is less than under no project conditions. This occurs during at least one peak hour at the study intersections at Calderon Avenue, the SR 85 Northbound Off-Ramp, and Pioneer Way. The decrease in average delay can be less under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection.

Background Plus Project

Background traffic volumes for the study intersections were estimated by adding the trips generated by nearby approved projects that have not been completed or occupied to existing traffic volumes. As shown in Table 3.16-4, study intersections would continue to operate at an acceptable LOS D (or better) during both the AM and PM peak hours, except for the future unsignalized intersection at the western project driveway and East Evelyn Avenue, which would operate at LOS F. This intersection would not, however, meet the peak-hour volume signal warrant and a significant impact would not occur. Thus, the project would have a less than significant impact on study intersection LOS under background plus project conditions.

Table 3.16-4: Background Plus Project Intersection Levels of Service						
Intersection		Peak Hour	Background no Project		Background Plus Project	
			Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1	View Street/Caltrain parking lot driveway and West Evelyn Avenue (unsignalized)	AM	9.2	A	9.2	A
		PM	9.8	A	9.9	A
2	Bush Street and West Evelyn Avenue	AM	10.4	B	10.4	B
		PM	13.2	B	13.3	B
3	Calderon Avenue and West Evelyn Avenue	AM	15.5	B	15.4	B
		PM	18.0	B	17.9	B
4	Southbound Hwy 85 On-Ramp and West Evelyn Avenue	AM	3.6	A	3.7	A
		PM	2.0	A	2.1	A
5	Northbound Hwy 85 Off-Ramp and East Evelyn Avenue	AM	7.3	A	7.2	A
		PM	8.3	A	8.3	A
6	Pioneer Way and East Evelyn Avenue	AM	6.6	A	6.5	A
		PM	6.8	A	6.6	A
7	Ferry Morse Way and East Evelyn Avenue	AM	11.6	B	11.7	B
		PM	15.9	B	17.8	B
8	Moorpark Way and East Evelyn Avenue	AM	7.9	A	7.9	A
		PM	11.7	B	12.5	B
9	South Bernardo Avenue and East Evelyn Avenue	AM	20.1	C	20.8	C
		PM	14.5	B	14.8	B
10	South Mary Avenue and West Evelyn Avenue	AM	38.0	D	38.6	D
		PM	37.0	D	37.2	D
11	Moorpark Way and East Dana Street (unsignalized)	AM	12.9	B	12.9	B
		PM	16.8	C	17.1	C
12	Moorpark Way and Sylvan Avenue – SR 237 Northbound On-Ramp (unsignalized)	AM	20.8	C	20.9	C
		PM	15.0	C	15.2	C
13	Western project driveway and East Evelyn Avenue (future unsignalized)	AM	--	--	24.2	C
		PM	--	--	**>120**	**F**
14	Eastern project driveway and East Evelyn Avenue (future unsignalized)	AM	--	--	9.2	A
		PM	--	--	14.4	B

Bold indicates a substandard level of service.

-- Are future intersections and do not have existing LOS data.

Impact TRA-1: Traffic generated by the proposed project during construction and operation would not result in significant impacts. **[Less than Significant Impact]**

3.16.2.4 *Impacts on Pedestrians, Bicycles, and Transit*

The project would provide paths and sidewalks for pedestrians throughout the site. In addition to the public park that would be located on the Evelyn Avenue frontage, there would be two primary courtyards and three secondary courtyards, which would be accessible via pedestrian walkways. The existing sidewalks and pedestrian paths have connectivity and would provide pedestrians with safe routes surrounding land uses, including the shuttle stops on Ferry Morse Way and near Sylvan Park and VTA bus stops on Bernardo Avenue and on El Camino Real.

Existing designated bike lanes (Class II Bikeways) are present in both directions on Evelyn Avenue, immediately adjacent to the project site. These bike lanes provide good access to both Mountain View and Sunnyvale downtown areas and the transit stations both east and west of the project site, as well as to the network of bikeways in the vicinity. As part of the project, the applicant would pay a Community Benefit fee, which would be applied to transportation-related projects in the area. The specific projects to be funded with the Community Benefit fee have not yet been determined. The applicant would also provide bikes on the project site as part of the TDM plan and bike parking in the proposed parking garage.

There are no VTA bus routes or shuttle routes along Evelyn Avenue adjacent to the project site. The project is not of sufficient size to warrant extending bus service along Evelyn Avenue to serve the site. Several area transit facilities (described previously) can be accessed on foot or by bike from the project site. Mountain View and Sunnyvale Caltrain stations are located approximately 1.5 miles from the site. The project would provide subsidized VTA Ecopasses to project residents for the first three years of project occupancy to encourage the use of transit. Subsidized transit passes (VTA Ecopasses) will be a key element of the project's TDM program. Project-generated vehicular traffic would primarily use Evelyn Avenue, and because there are no transit services on Evelyn Avenue, the project would not have a significant impact on transit travel times. Given the above project features and area improvements, the proposed project would have a less than significant impact on pedestrian, bicycle, and mass transit facilities and their performance.

Impact TRA-2: The proposed project would not conflict with a plan for nor interfere with pedestrian, bicycle, or transit facilities in the project area. **[Less than Significant Impact]**

3.16.2.5 *Site Access and Circulation*

The proposed project would include three driveways on Evelyn Avenue:

- On the eastern edge of the project site, a driveway would provide access to the below-grade garage. This driveway would be right-turn in and right-turn out only, due to the raised median on Evelyn Avenue.

- In the center of the site, adjacent to the proposed public park, access would be provided for emergency vehicles onto the site. The roadway leading into the site from this access point would not be open to the public.
- On the western edge of the project site, an all-access driveway would provide access to the below-grade garage. Modifications to the raised median on Evelyn Avenue are proposed in order to provide a break in the median and a left-turn pocket for vehicles turning left into the garage from westbound Evelyn Avenue.

The outbound left turn from the western driveway would operate at LOS F during the PM peak hour. Due to the heavy volume of traffic in the eastbound direction, it would be difficult for residents to turn left out of the garage. Additionally, during the PM peak hour, there are times when a driver would need to wait over a minute for a gap in both directions of traffic on Evelyn to make a left-turn exit from the garage. To address these operational issues, the following will be included as conditions of project approval, as shown on Figure 3.16-4.

Conditions of Approval

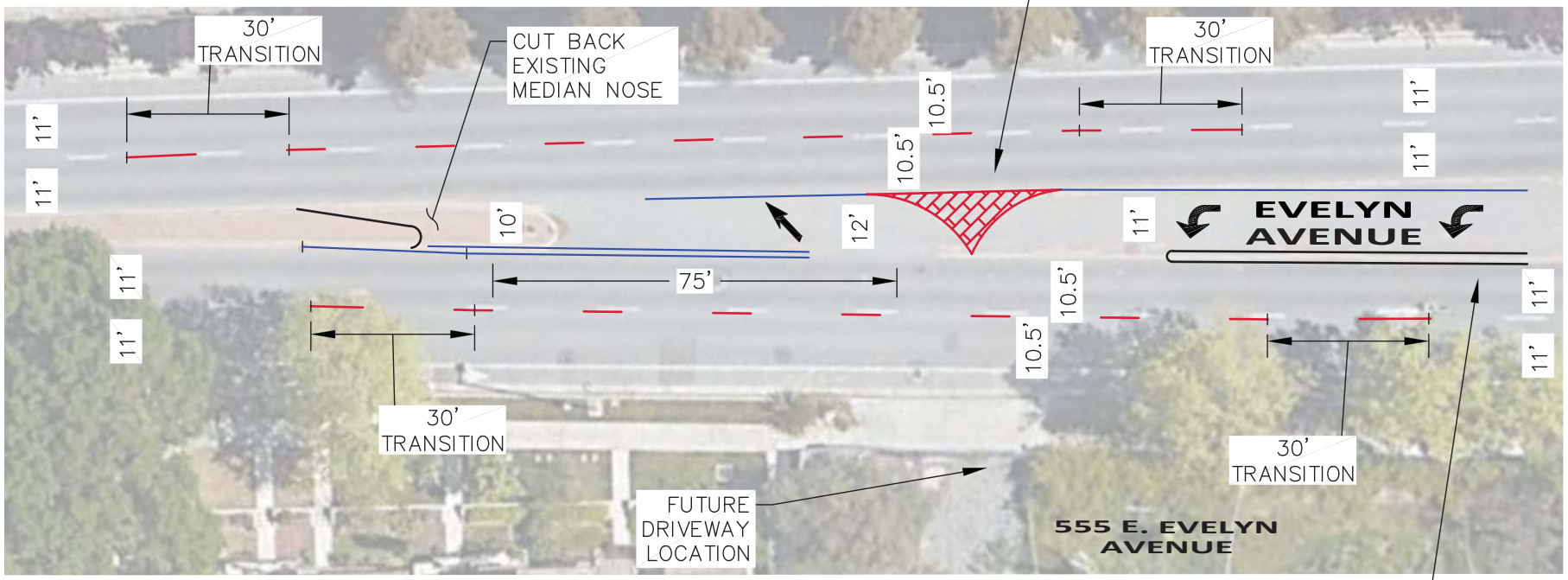
- "Keep Clear" pavement markings should be painted on the eastbound lanes of Evelyn Avenue adjacent to the western driveway, so that inbound drivers wishing to turn left from westbound Evelyn Avenue can enter the garage and outbound drivers wishing to turn left when they exit the garage can cross those lanes to reach the westbound lanes. The "Keep Clear" markings would provide a gap in the eastbound queue during the PM peak hour for left-turning vehicles entering and leaving the garage.

- To facilitate left-turns from the western driveway onto westbound Evelyn Avenue during the PM peak hour, it is recommended that a left-turn refuge be provided. Drivers could turn left during a gap in traffic in the eastbound direction and wait safely in the refuge for a gap in the westbound direction.

Impact TRA-3: The proposed project design would not result in inadequate emergency access or dangerous design features. **[Less than Significant Impact]**

3.16.2.6 *Cumulative Intersection Level of Service*

Cumulative conditions were estimated by applying a two percent annual growth rate for five years to the existing traffic volumes. The trips associated with the approved projects included in the background scenario were also included in the cumulative intersection volumes. As shown in Table 3.16-5, existing intersections, both signalized and unsignalized, would continue to operate at an LOS D or better during both the AM and PM peak hours, except for the future unsignalized intersection of the western project driveway and East Evelyn Avenue. Because the signal warrant would not be met, under cumulative plus project conditions, there would not be a significant impact at this intersection. As a result, none of the study intersections would be significantly impacted under cumulative plus project conditions.



GRAPHIC SCALE

30 0 15 30

CONCEPTUAL PLAN
SEPTEMBER 2018
NOT FOR CONSTRUCTION

EVELYN AVENUE CONCEPTUAL LEFT-TURN REFUGE | FIGURE 3.16-4

Impact C-TRA-4: Traffic generated by the development of the proposed project would not result in a significant impact under cumulative plus project conditions. **[Less Than Significant Impact]**

Table 3.16-5: Cumulative Plus Project Intersection Levels of Service

	Intersection	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
1	View Street/Caltrain parking lot driveway and West Evelyn Avenue (unsignalized)	AM	9.6	A	9.7	A
		PM	10.4	B	10.5	B
2	Bush Street and West Evelyn Avenue	AM	10.6	B	10.6	B
		PM	13.9	B	14.0	B
3	Calderon Avenue and West Evelyn Avenue	AM	15.7	B	15.6	B
		PM	18.4	B	18.3	B
4	Southbound Hwy 85 On-Ramp and West Evelyn Avenue	AM	3.6	A	3.7	A
		PM	2.0	A	2.1	A
5	Northbound Hwy 85 Off-Ramp and East Evelyn Avenue	AM	7.4	A	7.4	A
		PM	8.5	A	8.4	A
6	Pioneer Way and East Evelyn Avenue	AM	6.8	A	6.7	A
		PM	6.8	A	6.7	A
7	Ferry Morse Way and East Evelyn Avenue	AM	11.7	B	11.9	B
		PM	17.5	B	20.0	C
8	Moorpark Way and East Evelyn Avenue	AM	8.1	A	8.1	A
		PM	13.4	B	14.7	B
9	S. Bernardo Avenue and East Evelyn Avenue	AM	23.1	C	24.0	C
		PM	17.0	B	17.5	B
10	S. Mary Avenue and West Evelyn Avenue	AM	39.1	D	39.7	D
		PM	38.4	D	38.7	D
11	Moorpark Way and East Dana Street (unsignalized)	AM	14.1	B	14.1	B
		PM	20.8	C	21.2	C
12	Moorpark Way and Sylvan Avenue – SR 237 Northbound On-Ramp (unsignalized)	AM	28.7	D	28.8	D
		PM	17.9	C	18.2	C
13	Western project driveway and East Evelyn Avenue (future unsignalized)	AM	--	--	28.6	D
		PM	--	--	**>120**	**F**

Table 3.16-5: Cumulative Plus Project Intersection Levels of Service						
Intersection		Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
14	Eastern project driveway and East Evelyn Avenue (future unsignalized)	AM	--	--	9.3	A
		PM	--	--	15.4	C

Bold indicates a substandard level of service.

-- Are future intersections and do not have existing LOS data.

3.16.2.7 *Construction-Related Transportation Impacts*

While construction-related transportation issues are not specifically covered under CEQA, the following information is provided for informational purposes.

Worker Parking

Construction of the proposed project is anticipated to take up to 30 months. Consistent with standard City requirements, construction traffic and worker parking is not allowed on residential streets. Worker parking and materials staging and delivery would occur at the project site (in particular at the public park), to the extent feasible. The general duration of construction and average number of workers on-site is shown below. The approximate number of workers on-site will vary depending on the activities occurring and time of year.

- **Demolition, Site Preparation, Trenching and Grading**
  - Duration - nine months
  - 20 average daily construction workers

- **Construction of Parking Garage and Building**
  - Duration – 19 months
  - 30 average daily construction workers

- **Paving and Landscaping**
  - Duration – two months
  - 15 average daily construction workers

To ensure that construction-related effects are lessened (in particular with regard to parking), the following standard condition would be implemented as part of the project approval.

Standard Condition of Approval

CONSTRUCTION PARKING: The applicant shall prepare a construction parking management plan to address parking demands and impacts .during the construction phase of the project by contractors or other continued operations on-site. The construction parking

management plan shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.

NOTICE OF CONSTRUCTION: The applicant shall notify neighbors within 500 feet of the project site of the construction schedule in writing, prior to construction. A copy of the notice and the mailing list shall be submitted for review prior to issuance of building permits.

Construction Management Plan

The project applicant and construction contractor should meet with the Public Works department to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project. The project applicant should develop a construction management plan for review and approval by the Public Works department and Zoning Administrator. The plan should include (at a minimum) the following items:

- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak periods of vehicular and pedestrian activity, detour signs if required, lane closure procedures, sidewalk closure procedures, signs, cones for drivers, and designated construction access routes.
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site).
- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant. Construction vehicles should be required to use designated truck/haul routes wherever possible.
- Provisions for removal of trash generated by project construction activity.
- A process for responding to and tracking complaints pertaining to construction activity.
- Provisions for monitoring surface streets used for truck routes so that any damage and debris attributable to the trucks can be identified and corrected.
- Construction vehicles would not be allowed to park in adjacent residential neighborhoods. Construction vehicles will be required to park either in the construction zone or in designated temporary parking lots to the extent possible.
- It is anticipated that these measures will be incorporated into a comprehensive Construction Management Plan, which would address other issues such as hours of construction on site, limitations on noise and dust emissions, and other applicable items.
- Because the level of construction-related vehicular activity will be less than that anticipated after completion of the project, and because the construction management plan will address and reduce localized adverse effects of construction-related traffic, this project's construction-related traffic impacts are considered to be less than significant.

3.16.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
TRA-1: Traffic generated by the proposed project would not result in significant impacts.	Less than Significant	No mitigation required	NA
TRA-2: The proposed project would not conflict with a plan for nor interfere with pedestrian, bicycle, or transit facilities in the project area.	Less than Significant	No mitigation required	NA
TRA-3: The proposed project design would not result in inadequate emergency access or dangerous design features.	Less than Significant	No mitigation required	NA
C-TRA-4: Traffic generated by the development of the proposed project would not result in significant traffic delays under cumulative plus project conditions.	Less than Significant	No mitigation required	NA

3.17 UTILITIES AND SERVICE SYSTEMS

The discussion in this section is based on a Utility Impact Study, prepared by Schaaf & Wheeler, in June 2018. This report is attached as Appendix L of this Draft EIR.

3.17.1 Environmental Setting

3.17.1.1 *Regulatory Framework*

Federal

Drinking water is regulated by federal and state laws. The federal government sets minimum standards for water quality, including for drinking water and bodies of water. The Safe Drinking Water Act (SDWA) of 1974 and subsequent amendments gave the EPA authority to establish standards for contaminants in drinking water supplies. The National Primary Drinking Water Standards establish the maximum contaminant levels (MCLs) allowed in public distribution systems. The National Secondary Drinking Water Standards establish the MCLs that apply to potable water supplies at the point of delivery to the customer. The EPA administers the SDWA at the federal level and establishes MCLs for bacteriological, inorganic, organic, and radiological contaminants.

State and Regional

Urban Water Management Plans

Water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. The State Water Code requires water agencies to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, and to address water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The Mountain View City Council adopted its most recent 2015 UWMP in June 2016.

Wastewater

The San Francisco RWQCB includes regulatory requirements that each wastewater collection system agency shall, at a minimum, develop goals for the Sewer System Management Plan to provide adequate capacity to convey peak flows. Other RWQCB regulatory requirements include the General Waste Discharge Requirements, which regulates the discharge from wastewater treatment plants.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program in the Public Resources Code. All businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. The purpose of the law is to reduce garbage sent to landfills and reduce greenhouse gas emissions. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Local

The City of Mountain View promotes the sustainable use of its water resources through outreach and education programs, financial incentive programs, and by implementing water conservation measures at City properties. Many of the City's water conservation measures are implemented in partnership with the Santa Clara Valley Water District (SCVWD) and the Bay Area Water Supply and Conservation Agency. Some of the City's conservation measures include incorporating water waste prohibitions into the City Code, monitoring water losses, providing public information and outreach programs, and implementing plumbing and rebate and retrofit programs for residential and business customers.

3.17.1.2 *Existing Conditions*

The existing site is vacant and does not use water or generate wastewater or trash.

Water Supply

The City of Mountain View municipal water system serves 98 percent of the City of Mountain View, including the project site. The City is the water retailer for the area in which it serves and purchases water from both the SCVWD and San Francisco Public Utilities Commission (SFPUC), which are water wholesalers. The remaining two percent of Mountain View's population is served by the California Water Service Company.

The City of Mountain View's UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years through at least 2040, based on General Plan 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 an increase in groundwater production (as the groundwater basin allows).

As described in the 2015 UWMP, recent updates to the plumbing code (which include requiring more water-efficient features) are expected to reduce Mountain View's water use by two percent in 2020, and up to nine percent in 2040. Additionally, the UWMP projects that implementation of new conservation measures would reduce water use by eight percent in 2020 and 2040, 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, water system audits, leak detection and repair, metering with commodity rates and conservation pricing, public information and education programs. Other City of Mountain View water conservation programs include residential water surveys, rebates and free equipment, turf audits, plumbing retrofits, and washing machine incentives. The Mountain View City Council also adopted Water Conservation in Landscaping Regulations in May 2010.

Wastewater Services

The City of Mountain View maintains its own wastewater collection system. Sanitary and storm drains in the City of Mountain View are operated and maintained by the Wastewater Section of the

Public Works Department. The City pumps its wastewater to the 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 average annual flow capacity right of 15.1 mgd at the RWQCP. As of 2015, approximately nine mgd of wastewater from Mountain View was collected and treated by the RWQCP.[63] The terms of Mountain View's Basic Agreement with the City of Palo Alto require that when the City of Mountain View reaches 80 percent of the 15.1 mgd allowed by the agreement (approximately 12.08 mgd), an engineering study would be required of the City to redefine the future needs of the RWQCP and potentially assist in future plant expansions or upgrades outlined in the Long Range Facilities Plan.

Mountain View's sanitary sewer system is a gravity system with two sewer lift stations; one located in Shoreline Park and the other is a localized station on Pastel Lane. The system consists of gravity pipelines, pressure pipelines, and pump stations. The Shoreline Sewer Pump Station, located within the North Bayshore area conveys the majority of sanitary sewer flow generated within the City to the RWQCP. The project site currently connects to an eight-inch existing sanitary sewer main in East Evelyn Avenue, which ultimately conveys flows to the Shoreline Sewer Pump Station.[64]

Storm Drainage

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. The project site is within the Stevens Creek watershed, discharging to Stevens Creek near SR 85. Local flow is collected and flows towards the large diameter storm drain trunk line flowing east to west parallel to US 101. Stormwater runoff from the project site is collected via on-site inlets/catch basins, which connect to the 12-inch diameter storm drains/piping systems running along East Evelyn Avenue. The runoff then flows from storm drains and into the City's stormwater system.

Solid Waste

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View. Once collected, solid waste and recyclables are transported to the SMaRT station in Sunnyvale for sorting, and commercial compostables (food scraps) are transported to a composting facility located in Vernalis, California. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José (which is contracted to the City through 2021). Additional small quantities of waste may be transported to other landfills within the area by private contractors. Kirby Canyon Landfill has a total estimated permitted capacity of 36.4 million cubic yards, a remaining estimated capacity of approximately 18 million tons, and a stated closing date of December 31, 2063.[65]

The City of Mountain View is working to maintain a waste diversion goal of 50 percent as required by a 1989 state law. Progress towards this goal is expressed as a per capita disposal rate for both residential and commercial waste. The per capita targets for Mountain View are 7.8 pounds per day per resident (which is equivalent to a 50 percent diversion rate) and 10.9 pounds per day per

[63] City of Mountain View. 2015 UWMP. June 2016.
[64] City of Mountain View. Final Report: Sewer Master Plan. August 2010.
[65] Azevedo, Becky. Waste Management Technical Manager. Email with Weiss, Kristy. DJP&A Project Manager. April 17, 2018.

employee. In 2016, as reported by CalRecycle, Mountain View's per capita disposal rates were well below the targets (the maximum allowed) at 3.5 pounds per resident and 3.1 pounds per employee. The equivalent diversion rate, which can be calculated from the resident per capita rate, was 78 percent.[66]

3.17.2 Utilities and Service Systems Impacts

3.17.2.1 *Thresholds of Significance*

For the purposes of this EIR, a utilities and service systems 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 waste or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Comply with federal, state, and local statutes and regulations related to solid waste.

3.17.2.2 *Water Service Impacts*

The proposed project would generate a water demand of approximately 47,100 gpd, or 53 acre feet per year (AFY).[67] The City's 2015 UWMP projects current water demands of 10,528 AFY (average over the period 2010 through 2015). The projected water supply in Mountain View increases from approximately 8,610 AFY in 2015 to 13,509 AFY in 2040, a net increase of 4,899 AFY (approximately 57 percent). Conservation measures are not included and could result in an eight percent reduction from the base-case scenario between 2020 and 2040.

The proposed project would result in an increased demand (approximately 53 AFY) for water than what was accounted for in the 2030 General Plan. In 2015, the City of Mountain View was projected to have a water supply of approximately 8,610 AFY. The new demand generated by the proposed project represents less than one percent of the City's total projected demand for 2015. The proposed project would include sustainable and green building design features, as required by Mountain View

[66] Lori Topley. City of Mountain View. Email communication. April 19, 2018.
[67] The Utility Impact Study for the project assumed historic water use demand of 3,256 gpd based on billing records from 2003 to 2006.]

policies and regulations. The Mountain View City Council adopted Water Conservation in Landscaping Regulations and CalGreen. These regulations include water efficiency requirements for new and renovated landscapes and construction. Since the project intends to incorporate GreenPoint Rated energy and emissions reduction features, water efficiency will be achieved through the use of low-water landscaping and water efficient plumbing fixtures.

The City of Mountain View water service has sufficient existing water supply to support the proposed project under normal, single dry, or multiple dry water years. Under normal conditions, the City is not projected to experience supply shortfalls. Shortfalls of up to 12 percent are projected for single dry years and up to 14 percent for multiple dry years. Under all dry conditions, the City may need to impose water conservation measures, to achieve 10 to 20 percent reductions, per Mountain View Municipal Code, Section 35.28.

Based on the incremental increase in water demand anticipated by the project on the overall water demand in the City and the conservation measures required of the project, the project would not result in a significant impact on water services or system demand.

Impact UTL-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. **[Less than Significant Impact]**

3.17.2.3 *Sanitary Sewer Service Impacts*

The proposed project could generate approximately 42,390 gpd of wastewater.[68] The demand generated by the project represents approximately 0.3 percent of the City's total wastewater treatment allocation. Given the overall capacity at RWQCP (40 mgd) and the City's treatment allocation at RWQCP (15.1 mgd), there is sufficient capacity at the RWQCP and within the City's existing treatment allocation to serve the project.

Impact UTL-2: Sufficient wastewater treatment capacity is available to serve the project's projected demand and the project would not require the construction of new or expanded wastewater treatment facilities or infrastructure. **[Less than Significant Impact]**

The project site currently connects to a 10-inch/8-inch (varies) existing sanitary sewer main in East Evelyn Avenue. The sanitary sewer system this main connects to that would be utilized by the project does not meet the City's sewer flow performance criteria under existing conditions. With the incremental increase in flow due to the project, 30 pipe segments do not meet the City's performance criteria. These pipes are flowing between 51 percent and 100 percent full during peak wet weather flows. All of these pipes are recommended for upsizing in the 2030 General Plan Update Utility Impact Study (2030 GPUUIS). Thus, the project would be required to make a fair share project contribution to the City's Capital Improvement Program for upgrades to the sanitary sewer system. The upgrades would be required to be implemented prior to occupancy of the project due to the lack of capacity during peak wet weather flows.

[68] The Utility Impact Study for the project assumed a baseline sewer flow rate from existing uses of 4,241 gpd based on the General Plan designation at the site.

Approximately 7,220 feet of sewer mains along North Whisman Road extending between Evandale Avenue and Pacific Drive and through the residential neighborhoods east of North Whisman Road, were identified as deficient in the 2030 GPUUIS under existing conditions. The 2030 GPUUIS recommends upsizing these pipes to 12-inch and 15-inch diameter. With 12-inch diameter, Pipe #2014 would exceed performance criteria during peak wet weather flows both pre- and post-project. If Pipe #2014 and #2005 are upsized to 15-inch diameter, both pipes meet performance criteria both pre- and post-project in the future cumulative condition. This upgrade would also be accomplished by a fair share project contribution to the City's Capital Improvement Program.

Impact UTL-3: Sewer flows generated by the proposed project under project conditions and 2030 future cumulative conditions would contribute flows that would cause performance and capacity deficiencies at segments of the sanitary sewer system. The project would pay a fair share contribution to the City for upsizing sanitary sewer pipelines in the system to achieve appropriate hydraulic capacity, or alternately construct and upsize the affected sanitary sewer segments. **[Less than Significant Impact]**

3.17.2.4 *Storm Drainage Impacts*

The project would not result in storm drain deficiencies. Runoff from the project site would be routed directly from the on-site mechanical and LID-treatment facilities to the storm drainage system and would not flow off-site, except during large and infrequent storm events. The project would be required to implement the construction-related standard permit conditions to minimize erosion, as well as post-construction requirements to minimize and treat stormwater runoff (per the requirements of Provision C.3 of the RWQCB's MRP).

Based on the results of the Utility Impact Study (Appendix L) 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. To reduce potential impacts to less than significant, the project would be required to implement upgrades to the storm drain facilities on-site and connections to the storm drainage system.

Impact UTL-4: While the proposed project would contribute runoff to the storm drain system, the proposed project would not exceed the capacity of the storm drainage system, alter existing drainage patterns, or degrade water quality from excess flows. **[Less than Significant Impact]**

3.17.2.5 *Solid Waste Impacts*

Solid waste generated by the project would be transported to Kirby Canyon Landfill. The landfill is permitted to receive a maximum disposal of 2,600 tons of garbage per day.[69] The City of Mountain

[69] CalRecycle. "Facility/Site Summary Details: Kirby Canyon Recycle.& Disp. Facility (43-AN-0008)." http://www.calrecycle.ca.gov/SWFacilities/Directory/43-AN-0008/Detail/ Accessed May 22, 2018.

View has secured landfill disposal capacity for the City's solid waste until 2063 at Kirby Canyon Landfill. The proposed project would generate approximately 1,190 pounds of solid waste per day.[70]

The City of Mountain View is working to maintain a waste diversion goal of 50 percent. In addition, 65 percent of construction and demolition waste must be diverted in compliance with the Green Building Code. The proposed project would comply with the City's diversion requirements and Green Building Code construction debris diversion requirements.

Because the project can be served by a landfill with capacity and would be required to comply with existing local and State programs and regulations, the project's impacts related to solid waste and landfill capacity would be less than significant.

Impact UTL-5: Solid waste from the proposed project would be disposed at the Kirby Canyon Landfill, which has capacity until 2063; therefore, it would be served by a landfill with sufficient capacity. **[Less than Significant Impact]**

3.17.3 Cumulative Impacts

3.17.3.1 *Water Supply*

With the exception of the groundwater supply, the majority of potable water supplies in Mountain View originate from outside the City. In addition to Santa Clara County, the water supply from the SFPUC is distributed to other wholesale customers in Alameda and San Mateo counties. The SCVWD is Santa Clara County's principal water wholesaler, and serves surrounding communities, like Palo Alto and Sunnyvale. Most new urban land uses within the surrounding area and development associated with implementation of the East Whisman Precise Plan and the 2030 General Plan would be dependent on these two water supply sources.

As described in the 2015 UWMP, which encompasses the likely growth in water demand, the City's available potable and non-potable water supplies are expected to be sufficient to meet demands of existing uses and future uses under normal, single dry, or multiple dry water years. The project includes measures to minimize water use consistent with the City's Water Conservation in Landscaping Regulations and CalGreen. For these reasons, implementation of the proposed project would not make a significant cumulative contribution to impacts on water supply, and the impact would be less than significant.

3.17.3.2 *Cumulative Wastewater Impacts*

The total future cumulative wastewater generated within the City of Mountain View would be 14.3 mgd, which is more than 80 percent of the 15.1 mgd capacity at the RWQCP. The City of Mountain View would be required to conduct an engineering study to define its future needs at the treatment plant (per the RWQCP Basic Agreement with the City of Mountain View and consistent with the RWQCP's Facility Plan) when the City's reaches 80 percent of its contractual capacity rights.

[70] California Air Pollution Control Officers Association. CalEEMod. Appendix D Default Tables. Table 10.1 Solid Waste Disposal Rates. Accessed May 22, 2018. http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4.

Preparation of the engineering study and implementation of improvements as part of the RWQCP's Facility Plan would reduce cumulative wastewater impacts to a less than significant level.

3.17.3.3 *Cumulative Stormwater System Impacts*

Future development within Mountain View and surrounding communities must comply with the NPDES MRP regulations currently in place, which regulate storm drainage facilities. New stormwater infrastructure that would be required to serve expected growth under the 2030 General Plan would be developed in compliance with existing local, state, and federal regulations, and would be appropriately sized for each development. Therefore, implementation of the project would not make a significant cumulative contribution to impacts on the stormwater drainage systems, and cumulative stormwater system impacts would be less than significant.

Impact C-UTIL-1: The proposed project, together with the other projects in the cumulative scenario, would not make considerable contribution to a cumulatively significant utilities impact. **[Less than Significant Cumulative Impact]**

3.17.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
UTL-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.	Less than Significant	No mitigation required	NA
UTL-2: Sufficient wastewater treatment capacity is available to serve the project's projected demand and the project would not require the construction of new or expanded wastewater treatment facilities or infrastructure.	Less than Significant	No mitigation required	NA
UTL-3: Sewer flows generated by the proposed project under project conditions and 2030 future cumulative conditions would contribute flows that would cause performance and capacity deficiencies at segments of the sanitary sewer system. The project would pay a fair share contribution to the City for upsizing sanitary sewer pipelines in the system to achieve appropriate hydraulic capacity, or alternately construct and upsize the affected sanitary sewer segments.	Less than Significant	No mitigation required	NA
UTL-4: While the proposed project would contribute runoff to the storm drain system, the proposed project would not exceed the capacity of the storm drainage system, alter existing	Less than Significant	No mitigation required	NA

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
drainage patterns, or degrade water quality from excess flows.			
UTL-5: Solid waste from the proposed project would be disposed at the Kirby Canyon Landfill, which has capacity until 2063; therefore, it would be served by a landfill with sufficient capacity.	Less than Significant	No mitigation required	NA
C-UTL-1: The proposed project, together with the other projects in the cumulative scenario, would not make considerable contribution to a cumulatively significant utilities impact.	Less than Significant	No mitigation required	NA

SECTION 4.0 OTHER CEQA REQUIRED SECTIONS

4.1 GROWTH INDUCTING IMPACTS

For the purposes of this EIR, a growth inducing impact is considered significant if the project would:

- Cumulatively exceed official regional or local population projections;
- Directly induce substantial growth or concentration of population. The determination of significance shall consider the following factors: the degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds planned levels in local land use plans; or
- Indirectly induce substantial growth or concentration of population (i.e., introduction of an unplanned infrastructure project or expansion of a critical public facility such as a road or sewer line necessitated by new development, either of which could result in the potential for new development not accounted for in local general plans).

The project proposes development on an underutilized parcel which is considered an infill site in the City of Mountain View. The site is surrounded by existing infrastructure and both existing and planned development. Development of the proposed project would not require significant new off-site sanitary sewer and/or storm drain lines. In addition, the project does not include expansion of the existing infrastructure that would facilitate overall population growth not accounted for in the City's General Plan. The proposed project would place new residences adjacent to transit and within short distance to commercial uses and employment centers. Further the project would be compatible with similar neighboring residential land uses. The project, therefore, would not have 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]**

4.2 SIGNIFICANT AND IRREVERSIBLE CHANGES

CEQA and the CEQA Guidelines require that an EIR address "significant irreversible environmental changes which would be involved in the proposed project, should it be implemented". Applicable environmental changes are described in more detail below.

4.2.1 Use of Nonrenewable Resources

Energy would be consumed during both the construction and operational phases of the project. The construction phase would require the use of nonrenewable resources as part of construction materials, including concrete, metals, plastics, and glass. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of building materials, preparation of the site, and construction of the buildings. The operational phase would consume natural gas for multiple purposes, including building and water heating. Energy, in the form of fossil fuels, will be used to fuel vehicles traveling to and from the project site.

The project would not result in a substantial increase in demand for nonrenewable resources because it would be subject to the standard Title 24 and CALGreen energy efficiency requirements. As discussed in Section 4.6 Energy, the project's electricity would come from GHG-free sources. The project is located along transit corridors and near commercial and employment centers, which foster development that reduces the use of nonrenewable energy resources in transportation.

4.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The project would not result in any significant and unavoidable impacts.

SECTION 5.0 ALTERNATIVES

5.1 INTRODUCTION

Section 15126.6 of the CEQA Guidelines requires that an EIR describe a reasonable range of alternatives to the proposed project that could feasibly attain most of the stated objectives while avoiding or reducing significant impacts. The CEQA Guidelines emphasize a reasonable approach that "foster(s) informed decision making and public participation," and focuses on alternatives that avoid or substantially lessen the significant impacts. The project objectives and a discussion of alternatives to the proposed project follow.

5.2 SIGNIFICANT IMPACTS SUMMARY

As discussed previously in this EIR, the project would not result in any significant, unavoidable impacts. Under CEQA, however, 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, and for which the project includes mitigation to reduce them to less than significant levels include:

- Health risks associated with exposure to TACs during temporary construction activities; and
- Hazardous materials impacts from past site contamination.

5.3 PROJECT OBJECTIVES

The stated objectives of the project proponent are to:

- Develop the site into an economically viable, 471-unit residential project that will provide a distinct mix and variety of unit types to serve a broad population that will help address the City's critical housing needs.
- Provide project residents and the community with a public park and design and manage the completion of the park using park fee dollars.
- Create and maintain a residential built environment that promotes the safety and well-being of its residents and the surrounding community.
- Create a residential transit-oriented project balanced with community-serving amenities that connects to and enhances the City's bike, pedestrian, and transit network, with the goal of reducing vehicle trips.
- Promote sustainability by developing a residential project on an infill and easily accessible project site and through the incorporation remediation of the existing groundwater, environmentally responsible construction techniques and conservation of energy and water in accordance with the major strategies of the City's General Plan.
- Promote housing affordability, with an affordable housing goal of creating the equivalent or better of 15 percent of the total apartments as affordable to households making 60 percent of Area Median Income or less.

5.4 ALTERNATIVES ANALYSIS

5.4.1 Alternatives Considered But Rejected

5.4.1.1 *Location Alternative*

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. In order to identify an alternative site that might reasonably be considered to "feasibly accomplish most of the basic purposes" of the project, and would also mitigate some or all of the significant impacts of the project, it is assumed that such a site would need to have the following characteristics:

- Approximately six or more acres in size;
- A mixed-use General Plan designation that would allow residential uses at a similar intensity (in terms of height and FAR) as the proposed project site;
- Served by available infrastructure and nearby transit amenities;
- Not contaminated by hazardous materials; and
- Immediately available.

Location alternatives were rejected because any potentially suitable sites are extremely limited and would not reduce the identified less than significant TAC impacts because construction would occur on alternative sites in a similar manner to the proposed project site and the surrounding mix of uses would likely be similar given the mixed-use land use pattern overall in the City of Mountain View (with sensitive residential receptors in the vicinity). Further, these sites are not controlled by the applicant. Since no feasible alternative site was identified that would avoid or lessen the project impacts, a location alternative was not further analyzed.

5.4.2 No Project - No Development Alternative

The CEQA Guidelines stipulate that an EIR include a No Project - No Development Alternative to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. Under the No Project – No Development Alternative, the existing mini-storage use would remain; therefore, this alternative would avoid the mitigated TAC and hazardous materials impacts, and all other less than significant impacts. The No Project - No Development Alternative would not meet any of the proposed project objectives to develop a high-density, residential project.

5.4.3 Reduced Density Alternative

Developing the site with a smaller project of any size would likely involve a shorter construction timeframe, which would lessen the less than significant (with mitigation) construction TAC impact as compared to the proposed project. The less than significant with mitigation hazardous materials impact would remain the same. The GHG impact threshold, however, would likely be exceeded to a greater extent given the smaller service population on site. The basic objectives related to the provision of high-density, transit-oriented uses addressing the region's housing needs would be met to a lesser extent due to a lower number of residential units than the proposed project.

5.5 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)). The environmentally superior alternative would be the No Project - No Development Alternative, which would avoid all project impacts. This alternative would not meet any project objectives.

While the GHG emissions per service population would potentially increase, the Reduced Density Alternative would lessen the severity of the less than significant (with mitigation) construction-related TAC impact. This alternative would partially meet the project objectives, though to a lesser extent with a smaller project. The Reduced Density Alternative would be the environmentally superior alternative to the proposed project.

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