

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
ADOPTING AN ADDENDUM TO THE NORTH BAYSHORE PRECISE PLAN
SUBSEQUENT FINAL ENVIRONMENTAL IMPACT REPORT
FOR PLYMOUTH STREET REALIGNMENT, PROJECT 20-40

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, and pursuant to State CEQA Guidelines Section 15164, the City of Mountain View has prepared an Addendum to the Subsequent Final Environmental Impact Report (SEIR) for the North Bayshore Precise Plan; and

WHEREAS, the SEIR, which includes the Draft Environmental Impact Report (EIR), response to comments and EIR text revisions, was presented to the City Council on December 12, 2017; and

WHEREAS, Plymouth Street Realignment, Project 20-40, was identified as a project in the North Bayshore Precise Plan, and the 2017 SEIR provided only program-level review for the Plymouth Street realignment because at the time the SEIR was prepared, the scope and design of the realignment were known only at a conceptual level; and

WHEREAS, the Addendum to the SEIR was prepared to evaluate the impacts of the street realignment at a project level in comparison to the impacts described in the Precise Plan Final SEIR; and

WHEREAS, no new significant impacts or impacts of substantially greater severity would result from the project. There have been no changes in circumstance in the project area that would result in new significant environmental impacts or substantially more severe impacts, and no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts; now, therefore, be it

RESOLVED: by the City Council of the City of Mountain View that the City Council has considered the Addendum to the SEIR and finds that it has been completed in compliance with CEQA and reflects the independent judgment of the City Council; and be it

FURTHER RESOLVED: that the City Council adopts the Addendum to the SEIR and the CEQA findings, attached hereto as Exhibit A.

MH/LL/1/RESO/921-05-09-23r

Exhibit: A. Addendum to the Subsequent Final Environmental Impact Report for the North Bayshore Precise Plan

ADDENDUM
TO THE SUBSEQUENT FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
NORTH BAYSHORE PRECISE PLAN
April 2023

1.0 PURPOSE OF ADDENDUM

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is certified and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

The North Bayshore Precise Plan EIR (certified in 2014) and North Bayshore Precise Plan Subsequent EIR (certified in 2017) (2017 SEIR) evaluate the environmental impacts of the North Bayshore Precise Plan (Precise Plan). The Precise Plan area is also identified in the Mountain View General Plan (General Plan) as an area where increased development will occur. The Precise Plan was adopted in 2014 and amended in 2017, 2018, and 2019.

The 2014 Precise Plan consisted of City-initiated revisions to the General Plan and P (39) North Bayshore Precise Plan zoning district to allow residential uses, in addition to office and commercial uses. The 2014 Precise Plan was designed to provide a vision and guiding principles, development standards, and design guidelines for the properties in this area, in conformance with the General Plan vision for North Bayshore. The Precise Plan established a new street network with corresponding street design standards and also established a list of transportation improvements. The Plymouth Street and Space Park Way Realignment was identified as one of the high priority projects. The purpose of the realignment is to increase the potential vehicle storage space along Shoreline Boulevard and minimize the likelihood of intersection queue spillback blocking the through traffic movements on Shoreline Boulevard. Per the Precise Plan, the new intersection improvements should be accompanied by a modification of the signal coordination to improve signal progression through the Shoreline Boulevard corridor.

The Precise Plan was amended in 2017 to increase retail and supporting services and include neighborhood-serving retail in several locations. The Precise Plan was amended in 2018 and 2019 to include amendments related to cannabis businesses.

The 2017 SEIR provided only program-level review for the Plymouth Street realignment because at the time the SEIR was prepared, the scope and design of the realignment were known only at a

conceptual level. The City has now developed more detailed plans for the realignment. Accordingly, this Addendum evaluates the impacts of the realignment at a project level in comparison to the impacts described in the 2017 SEIR. This Addendum focuses on the following impacts of the proposed realignment:

- Aesthetic/biological impacts associated with the removal of the existing trees within the project limits.
- Identification of potential impacts to historic resources from demolition of existing structures at 1600 and 1616 North Shoreline Boulevard and construction of the proposed project.
- The potential for hazardous materials contamination on or near the alignment, and identification of potential impacts from development of the project to construction workers and others in the vicinity of the roadway alignment.
- Traffic and transportation impacts of the proposed realignment on North Shoreline Boulevard, particularly with respect to traffic operations, bikes/pedestrians, and transit. The discussion includes an analysis of the adequacy of mitigation measures and recommendations for improvements and modifications proposed in the 2017 SEIR.

CEQA Guidelines Section 15162 states that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determined, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 states that the Lead Agency or a Responsible Agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in 15162 (see above) calling for preparation of a subsequent EIR have occurred.

2.0 DESCRIPTION OF THE PROJECT

2.1 SUMMARY OF APPROVED PROJECT

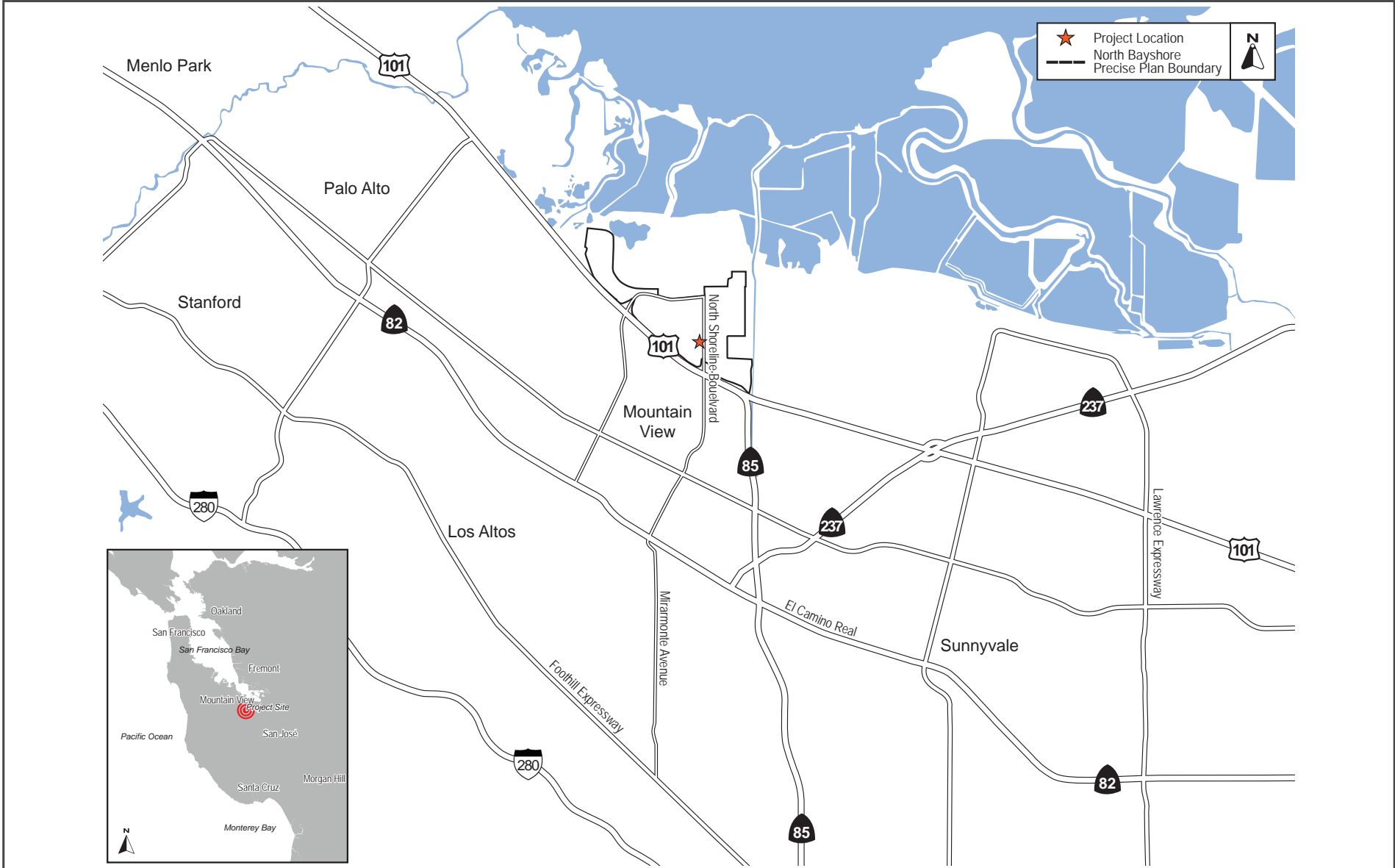
The Precise Plan (previously approved project) resulted from the City's General Plan (adopted in 2012) identifying the need to change and update the North Bayshore Area's zoning and development standards. The intent of the Precise Plan was to implement the General Plan's future vision for the area regarding land use, sustainability, habitat preservation, economic development, and mobility. The Precise Plan area is located in the northern section of the City, between US 101 and the Shoreline at Mountain View Regional Park, and bounded on the west by the City of Palo Alto, and on the east by the Stevens Creek channel.

The Precise Plan established a new street network with corresponding street design standards, and also established a list of transportation improvements. The Plymouth Street and Space Park Way Realignment was identified as one of the high priority projects. It is a key project in improving the mobility for the North Bayshore Area. Following completion of the project, the entire Plymouth Street and Space Park Way segment (approximately seven-tenths of a mile long) will become a major east-west connection for the neighborhood in the lower North Bayshore Area. The Precise Plan also identifies improvements to North Shoreline Boulevard including improved sidewalks and two-way cycle tracks, plus a possible reversible transit-only lane. The City of Mountain View's Shoreline Boulevard Corridor Study (2014) included the transit lane in its preferred package of corridor improvements.

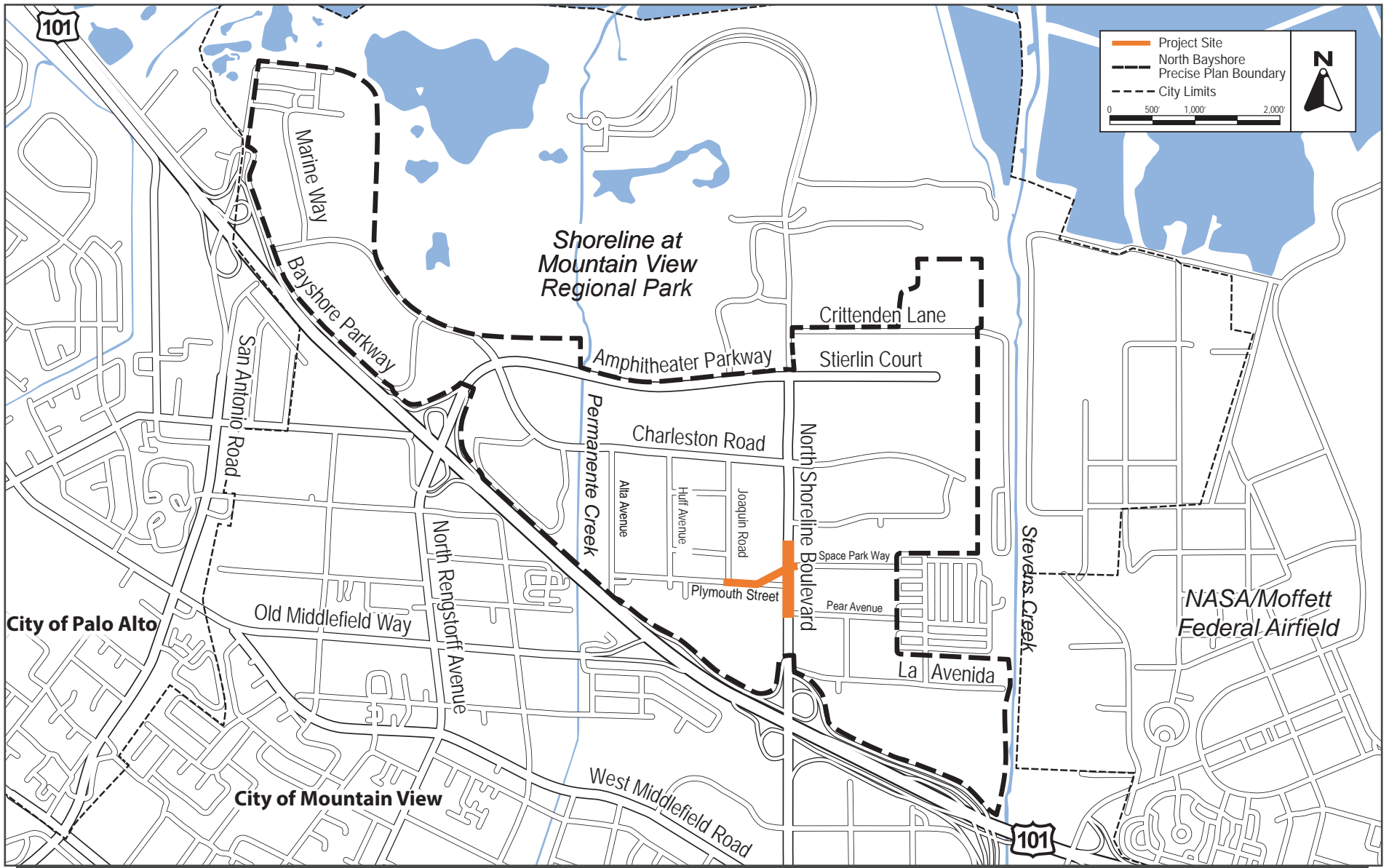
2.2 PROPOSED PLYMOUTH STREET REALIGNMENT

2.2.1 Project Details

Currently, Plymouth Street and Space Park Way connect to North Shoreline Boulevard as T-intersections, with Space Park Way situated one block (approximately 250 feet) north of Plymouth Street on the east side of North Shoreline Boulevard. This existing configuration increases delay for motorists traveling on North Shoreline Boulevard, which is one of the gateways for the North Bayshore Area. The project will eliminate the current T-intersection at Plymouth Street and North Shoreline Boulevard by realigning Plymouth Street to connect and create a four-way intersection at Space Park Way and Shoreline Boulevard. The project will also extend the median bus lane on North Shoreline Boulevard (currently in design phase for the segment between Middlefield Road and Pear Avenue) to the realigned Plymouth/Space Park/North Shoreline intersection. Other project elements include improvements to bicycle and pedestrian facilities, landscaping and irrigation, and utility relocation and installation. Regional, vicinity, and aerial maps of the project area are shown on Figures 2.2-1, Figure 2.2-2, and Figure 2.2-3. The proposed roadway realignment is shown on Figure 2.2-4 and conceptual street cross-sections are shown on Figure 2.2-5.



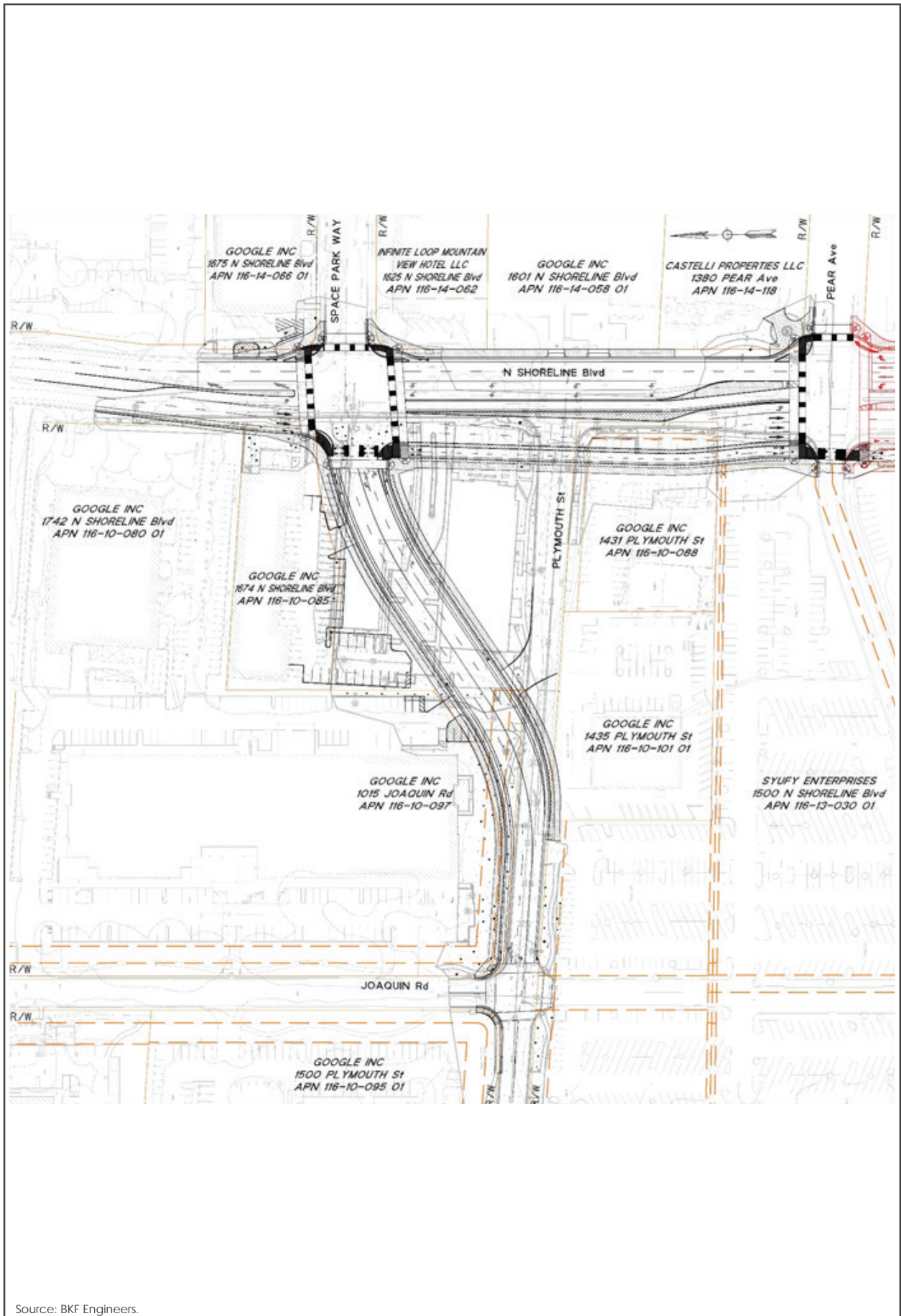
REGIONAL MAP



VICINITY MAP



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES



PROPOSED PLYMOUTH STREET REALIGNMENT



Sidewalk	Landscape	Bike lane	Buffer	Travel Lanes		Buffer	Bike lane	Landscape	Sidewalk
7'	5'	6'	3'	10'	10'	3'	6'	5'	7'

PLYMOUTH STREET



Sidewalk	Landscape	Bike lane	Travel Lanes	Left-turn Lane	Reversible Transit-only	Median/Bus	Travel Lanes	Bike lane	Landscape	2-Way Cycle-Track	Landscape	Sidewalk			
8'	5'	5'	11'	11'	10'	13'	9'	11'	11'	11'	6'	5'	13'	5'	8'

SHORELINE BOULEVARD

Source: City of Mountain View.

CONCEPTUAL STREET CROSS SECTIONS

The Plymouth Street realignment will require demolition of two buildings located at 1600 and 1616 North Shoreline Boulevard. The City has acquired the necessary right-of-way for realigning Plymouth Street, based on a conceptual drawing developed in 2018 that will be used as the basis for development of the final project design. However, acquisition of additional right-of-way will be necessary from the following properties in order to accommodate the proposed median bus lane extension.

- 1380 Pear Avenue (APN 116-14-118)
- 1599 and 1601 North Shoreline Boulevard (APN 116-14-058)
- 1431 Plymouth Street (APN 116-10-088)

The City will begin the right-of-way acquisition process for those properties once the extent of the right-of-way need is established.

Shoreline Boulevard contains numerous underground utilities (owned by others) that will most likely require relocation. Bicycle and pedestrian infrastructure will be updated along North Shoreline Boulevard to meet current ADA standards, including ADA-compliant ramps and countdown signals. Additionally, realignment of Plymouth Street will require removal of 107 trees. The project would plant 84 24-inch box sized replacement trees on-site adjacent to the proposed roadway alignment and within median islands on Shoreline Boulevard and 109 replacement trees off-site within the Shoreline Regional Park.

3.0 ENVIRONMENTAL IMPACTS OF THE PROJECT

The discussion below describes the project-level environmental impacts of the proposed Plymouth Street realignment project compared to the impacts of the adopted Precise Plan, as addressed in the 2017 SEIR. Also noted are any changes that have occurred in the environmental setting that would result in new impacts or impacts of greater severity than those identified in the previously certified 2017 SEIR.

This Addendum only addresses those resource areas that would be potentially affected by the proposed street realignment, namely aesthetics, biological resources, cultural resources, hazards and hazardous materials, and transportation. The proposed street realignment would not alter the conclusions of the analyses in the 2017 SEIR with regard to other resources areas, such as air quality, hydrology, noise, and public services.

3.1 VISUAL AND AESTHETIC RESOURCES

There are no designated State Scenic Highways within the Precise Plan area. Key scenic resources within the vicinity of the Precise Plan area include the baylands, historic structures, and views to the Santa Cruz and Diablo Mountain ranges. Shoreline Boulevard is identified in the 2017 SEIR as a gateway into the North Bayshore area. Gateways are described as entries to a city, district, or neighborhood that act as a point of distinction between different areas and contribute to a sense of place by announcing a threshold or a passage into a place while also reinforcing the unique identity of that place.

3.1.1 Findings of the Previously Certified 2017 SEIR

The 2017 SEIR states that future development projects within the Precise Plan area are likely to result in changes to the existing landscape and removal of trees or changes to existing buildings. The 2017 SEIR found that future development within the Precise Plan consistent with General Plan and Precise Plan land use policies would result in less than significant visual and aesthetic impacts.

3.1.2 Visual and Aesthetic Impacts of the Project

Views of the Santa Cruz Mountains from Plymouth Street and North Shoreline Boulevard are limited due to the presence of mature trees and intervening structures and roadways. The proposed realignment of Plymouth Street and reconfiguration of the intersection at Space Park Way and North Shoreline Boulevard would not substantially affect the views of the Santa Cruz Mountains or Diablo range, nor would it affect the gateway characteristics previously described for the street. As shown on Figure 2.2-1, the project would involve the removal of two existing office/R&D buildings and reconfiguration of associated surface parking lots. The existing buildings proposed for removal are located at 1600 and 1616 North Shoreline Boulevard and are two stories tall. In addition, the project would remove approximately 107 existing mature trees along the North Shoreline Boulevard frontages and along the existing Plymouth Street right-of-way and parking lots within and adjacent to the proposed new alignment, including a stand of mature coast redwood trees located at the back of the existing sidewalk along the frontages of the properties at 1616 and 1674 North Shoreline Boulevard. These trees range from approximately 180 to 240 feet in height and are approximately the same size and age as other plantings of redwoods along the North Shoreline Boulevard corridor north of the project site. Other trees to be removed with the project include street and private trees along the existing Plymouth Street alignment back to the Joaquin Road intersection, and street trees along North Shoreline Boulevard from the project site south to approximately Pear Avenue. The location and species of all the trees to be removed by the project are identified in the arborist report completed for the project, which is included as Appendix A to this Addendum. The loss of the trees on both sides of North Shoreline Boulevard at the intersection would alter the aesthetics of the roadway, but would not negatively impact views of the mountains, or take away from the street's functionality as a gateway. Biological resource impacts related to the loss of the trees is analyzed in Section 3.2.1.2 of this Addendum. For these reasons, the project would result in the same less than significant impact on scenic vistas as disclosed in the 2017 SEIR.

There are no officially designated State Scenic Highways in the Precise Plan area, nor is the Precise Plan area visible from a designated State Scenic Highway. The proposed roadway realignment would not, therefore, damage scenic resources within a State Scenic Highway and there would be no impact. This is the same impact as disclosed in the 2017 SEIR.

The project area is located within an urbanized area. The proposed roadway realignment is a transportation improvement identified in the Precise Plan and would not involve the construction of buildings which would be subject to General Plan development standards and design guidelines such as General Plan Policy LUD 6.3, which encourages building facades and frontages that create a presence at the street and along pathways, and General Plan Policy LUD 9.1, which ensures that new development includes sensitive height and setback transitions. For these reasons, the proposed

realignment project would not conflict with applicable regulations governing scenic quality and would result in the same less than significant impact disclosed in the 2017 SEIR.

The proposed project would involve removal and replacement of existing streetlights within the area of work. All new lights installed would be consistent with existing conditions and would be designed to meet City of Mountain View standards for street lighting. Thus, consistent with the 2017 SEIR, the project would not create a new source of substantial light or glare.

3.1.2.1 Conclusion

As discussed above, proposed project would not result in a new or substantially increased significant aesthetics impact compared to the 2017 SEIR.

3.2 BIOLOGICAL RESOURCES

The project area includes not only the existing paved right-of-way sections of Plymouth Street and North Shoreline Boulevard, but also some areas outside of the right-of-way to be acquired for the construction of new sidewalks. Some of these areas beyond the existing right-of-way contain trees and landscaping, which would be removed with the project.

An arborist report was prepared in 2023 to identify all trees within and adjacent to the proposed realignment. A total of 182 trees were surveyed and described with regard to their structure, vigor and overall condition. The report also indicated whether the trees were classified as Heritage Trees, defined as any trees having a circumference of 48 inches or more at 54 inches above grade, or 12 inches in circumference if cedar, oak or redwood. Of the 182 trees surveyed, 107 trees are located within the area of work and require removal. Of the 107 trees to be removed, 86 are considered Heritage Trees. A Tree Removal Permit is required from the City of Mountain View for the removal of Heritage Trees. A copy of the arborist's report is included in Appendix A of this Addendum.

3.2.1 Findings of the Previously Certified 2017 SEIR

The 2017 SEIR states that construction of buildings and improvements to roads and other infrastructure associated with the Precise Plan, including construction associated with planned infrastructure and traffic mitigation improvements could potentially necessitate the removal of Heritage Trees. It further states that the removal of Heritage Trees as a result of Precise Plan activities would not cause a substantial ecological impact. Redwood and cedar trees that could be removed are not native to the North Bayshore area, and provide limited ecological functions and values compared to local native species such as oaks, cottonwoods and willows. No large-scale removal of large trees is proposed or envisioned by the Precise Plan. The City will require compliance with the Heritage Tree Ordinance and accompanying tree replacement and maintenance as a condition of approval for any project within the Precise Plan area. The removal of Heritage Trees would therefore be considered a less than significant impact.

The Precise Plan area supports buildings, mature trees, and vegetation that provide foraging and nesting opportunities for a variety of bird species. Raptors and nesting birds are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Code. Urban

adapted raptors or other avian nests present during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment could constitute an impact.

The 2017 SEIR states that future development projects within the Precise Plan area are likely to result in changes to the existing landscape and removal of trees or changes to existing buildings. The Precise Plan incorporates standards and guidelines that will avoid, minimize or ameliorate potential impacts to nesting birds, such as avoidance of construction during the nesting season, pre-construction surveys for nesting birds during breeding season work, and maintenance of buffers around active nests that would minimize the potential for such impacts. Future development projects must be consistent with the Nesting Bird Protection standards of the Precise Plan. Accordingly, implementation of the Precise Plan would not result in a significant impact to nesting birds.

3.2.2 Biological Resources Impacts of the Project

As noted above, of the 182 trees surveyed, approximately 107 trees are located within the project grading limits or are in declining health and, therefore, would be removed by the project. The majority of the trees within the project boundaries are located along the edges of the public right-of-way. Eighty six of the 107 trees to be removed qualified as Heritage Trees. The project would plant 84 24-inch box sized replacement trees on-site adjacent to the proposed roadway alignment and within the median island of Shoreline Boulevard and 106 replacement trees off-site within Shoreline Regional Park. As required under the City's Heritage Tree Ordinance (Chapter 32 of the Mountain View City Code), the project and proposed tree replacement plan would be submitted to the City arborist for review and recommendation of appropriate mitigation measures. The recommended mitigation measures will then be reviewed by the urban forestry board for their recommendation on the number, size, and location of replacement trees, which will be provided to the City Council for their consideration with approval.

As previously discussed, the 2017 SEIR anticipated removal of trees, including heritage trees. Consistent with the requirements of the 2017 SEIR, the project would comply with the City's Heritage Tree Ordinance and would be reviewed by the City arborist and forwarded to the urban forestry board prior to the start of demolition or construction activities associated with the project.

The removal of mature trees could have a potentially significant impact with respect to raptors and nesting birds, however, conformance with Precise Plan standards and guidelines regarding avoidance, pre-construction surveys and maintenance of buffer zones around active nest sites would reduce potential impacts to less than significant levels. The project will conform to the Nesting Bird Protection standards of the Precise Plan.

3.2.2.1 Conclusion

The proposed project would not result in a new or substantially increased significant biological resources impact compared to the 2017 SEIR.

3.3 CULTURAL RESOURCES

The project area includes the existing paved right-of-way sections of Plymouth Street and North Shoreline Boulevard and areas outside of the right-of-way to be acquired for the construction of new sidewalks. Two existing buildings are located within the project area, outside of the right-of-way at 1600 and 1616 North Shoreline Boulevard.

A review of Sanborn Fire Insurance Maps, historic aerial photographs, historic topographic maps, and city directories for the project area was completed by Geocon Consultants, Inc. in June 2021. Based on these records, the project area was used for agricultural purposes and residences between 1939 and the early 1960's and had been entirely redeveloped with commercial/light industrial uses by 1982.¹ The existing commercial buildings located at 1600 and 1616 North Shoreline Boulevard were constructed less than 50 years ago (between 1974 and 1982).² These buildings are not listed on the National Register of Historic Places, California Register of Historic Resources, or the City's Historic Resources Inventory.³

3.3.1 Findings of the Previously Certified 2017 SEIR

According to the 2017 SEIR, there are no known historic resources located within the Precise Plan area. The nearest historic resource to the Precise Plan area is the Henry A. Rengstorff House, a historic residence listed on the National Register of Historic Places, California Register, and City Register of Historic resources. The Henry A. Rengstorff House is located within Shoreline at Mountain View Park at 3070 North Shoreline Boulevard, approximately one mile northwest of the proposed project.

According to the 2017 SEIR, there are no known prehistoric archaeological deposits within the Precise Plan area. The 2017 SEIR concluded that the likelihood of prehistoric archaeological deposits being encountered during future development/redevelopment is low. However, the 2017 SEIR identifies areas surrounding late 19th and early 20th century houses and the vicinity of U.S. 101/North Rengstorff/Amphitheater Parkway interchanges to have moderate to high potential to contain historic-era archaeological resources.

The 2017 SEIR concluded that with implementation of standard conditions of approval, impacts to cultural resources would be less than significant within the Precise Plan area.

3.4.2 Cultural Resources Impacts of the Project

The project would involve the removal of two existing office/R&D buildings, reconfiguration of associated surface parking lots and realignment of Plymouth Street. As noted above, the two existing office/R&D buildings were constructed less than 50 years ago (between 1974 and 1982) and are not

¹ Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, Plymouth Street Realignment Project Mountain View, California*. June 2021.

² Ibid.

³ National Parks Service. "National Register Database and Research". Accessed August 21, 2021 <https://www.nps.gov/subjects/nationalregister/database-research.htm#table>.; California Office of Historic Preservation. "California Historic Resources". Accessed August 21, 2021. <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=43>.; City of Mountain View. *Mountain View Register of Historic Resources*. December 6, 2011.

listed as historic resources on the National Register of Historic Places, California Register of Historic Resources, or City’s Historic Resources Inventory.⁴ For these reasons, the existing buildings are not considered historic resources under CEQA and demolition of these buildings would not result in a significant environmental impact. Thus, implementation of the proposed realignment project would not result in a new or substantially more severe significant impact to historic resources than previously identified in the 2017 SEIR.

Although it is unlikely that buried historic and prehistoric archaeological resources are present on-site, these resources could be encountered during construction of the proposed realignment, resulting in significant impacts to cultural resources. The proposed project would implement the City’s standard conditions of approval related to the discovery of prehistoric or historic era archaeological resources and human remains (in compliance with General Plan Policies LUD 11.5 and LUD 11.6⁵), should they be encountered during construction. The standard conditions outline protocols to follow to reduce impacts to archaeological resources and human remains, if discovered during construction. As concluded in the 2017 SEIR, with the implementation of the City’s standard conditions of approval, the proposed roadway realignment would result in less than significant impacts to archaeological resources.

3.3.2.1 Conclusion

The proposed project would not result in a new or substantially increased significant cultural resources impact compared to the 2017 SEIR.

3.4 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on a Phase I Environmental Site Assessment, Phase II Subsurface Investigation, asbestos containing materials and lead based paint survey, and polychlorinated biphenyls survey report prepared by Geocon Consultants, Inc. for the proposed project in June 2021, August 2021, August 2020, and September 2021, respectively. These reports are included as Appendix B of this Addendum.

According to the 2017 SEIR, the Precise Plan area changed from a primarily agricultural community to an intensive office/R&D and industrial area between 1939 and 1982. By 1939, the Precise Plan area was developed with existing roadways and corridors including Shoreline Boulevard, Plymouth Street, Charleston Road, and Bayshore Highway. In 1956, development expanded in the Precise Plan area, especially along Stevens Creek towards the Bay and south of Charleston Road. Large residential development expanded south and west of Bayshore Highway. By 1968, office/R&D and industrial development existed along the western boundary of the Precise Plan area, urban development was primarily located south of Charleston Road, and Bayshore Highway became U.S. 101, with multiple ramp interchanges in the Precise Plan area. From the early 1990’s to the present, office/industrial uses have been the primary land uses in the Precise Plan area. In 1993, the Shoreline Landfill adjacent to

⁴ Ibid.

⁵ General Plan Policy LUD 11.5 states “Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.” General Plan Policy LUD 11.6 states “Require all new development to meet state codes regarding the identification and protection of human remains.”

the north of the Precise Plan area was formally closed, capped, and converted into a Shoreline Regional Park.

Residual chemicals and contaminants associated with past agricultural and industrial/R&D uses have been detected in soil and groundwater within the Precise Plan area. The project area is located downgradient from the Teledyne-SpectraPhysics (TSP) groundwater plume, which contains volatile organic compounds (VOCs). In addition, the Montwood plume is located cross-gradient of the project area and is comingled with the TSP plume.

The results of the Phase II soil sampling and laboratory analysis indicated that soil in the project area is suitable for reuse and contaminant concentrations do not exceed limits for non-hazardous disposal.

3.4.1 Findings of the Previously Certified 2017 SEIR

The 2017 SEIR concluded that the build-out of the Precise Plan would result in less than significant impacts with regard to hazards and hazardous materials with implementation of mitigation measures.

3.4.2 Hazards and Hazardous Materials Impacts of the Project

The project area includes existing paved right-of-way sections of Plymouth Street and North Shoreline Boulevard and areas outside of the right-of-way, including two existing buildings located at 1600 and 1616 North Shoreline Boulevard.

Geocon Consultants, Inc. performed an asbestos-containing materials (ACMs) and lead-based paint survey and a polychlorinated biphenyls (PCB) assessment of the existing buildings at 1600 and 1616 North Shoreline Boulevard. No ACMs, lead-based paint, or PCBs were detected in the buildings. For these reasons, demolition of the existing buildings would not result in a hazard to the public or environment through routine transport, use, or disposal of hazardous materials or through upset or accidental release of hazardous materials.

The 2017 SEIR identified a potentially significant hazardous materials impact from future construction activities associated with development on sites with contaminated soils and groundwater in the Precise Plan area. The project area is not listed on a site compiled pursuant to Government Code Section 65962.5.⁶ As noted above, soils in the project area were determined to be suitable for non-hazardous disposal; however, shallow groundwater in the adjacent upgradient area contains concentrations of VOCs in amounts exceeding the environmental safety limits. To address potential impacts related to groundwater and soil vapor contamination, consistent with the 2017 SEIR, the proposed realignment project would implement Mitigation Measures MM HAZ-4.1 through MM HAZ-4.15. Compliance with these required program-level mitigation measures would reduce the possible release of hazardous materials into the environment to a less than significant level. For this reason, the proposed project, with implementation of Mitigation Measures MM HAZ 4.1 through MM HAZ-4.15, would result in the same less than significant impact due to the potential release of hazardous materials into the environment as disclosed in the 2017 SEIR.

⁶ Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, Plymouth Street Realignment Project Mountain View, California*. June 2021.

No existing or planned schools are located within 0.25-mile of the project area. The nearest existing school to the project area is Crittenden Middle School located at 1701 Rock Street, approximately 0.35-miles south of the project area. A new school is proposed by the Google North Bayshore Master Plan project at 1345 Shorebird Way, approximately 0.30-mile east of the project area. For these reasons, the proposed realignment would not emit hazardous materials or acutely hazardous materials within 0.25-mile of an existing or proposed school. The project would have no impact to schools due to the handling of hazardous materials, same as disclosed in the 2017 SEIR.

The project area is located within the Airport Influence Area for the Moffett Federal Airfield. The project would be required to comply with existing Federal Aviation Administration regulations and the Moffett Federal Airfield Comprehensive Land Use Plan, as well as General Plan Policy LUD 2.5 which would ensure that potential impacts on airport safety operations for Moffett Federal Airfield are less than significant. This is the same impact as disclosed in the 2017 SEIR.

The proposed project involves realignment of Plymouth Street to improve roadway operations in the Precise Plan area. The project would not place structures within the right-of-way or physically interfere with emergency access. Furthermore, the proposed realignment project would implement General Plan Policy MOB 10.1 by maintaining and improving the efficiency of the automobile network in the Precise Plan area. For these reasons, the proposed project would not impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan, same impact as disclosed in the 2017 SEIR.

3.4.2.1 Conclusion

The proposed project would not result in a new or substantially increased significant hazards and hazardous materials impact compared to the 2017 SEIR.

3.5 TRANSPORTATION AND TRAFFIC

A memorandum was prepared by TJKM to present a quantitative transportation assessment for the project. A copy of the memorandum, dated January 2022, is included in Appendix C of this Addendum.

In June 2020, subsequent to the certification of the 2017 SEIR, the City Council adopted a policy regarding the use of vehicle miles traveled (VMT) (instead of level of service) in transportation analyses pursuant to CEQA and SB743. There have been no other substantial changes to the existing transportation setting or regulatory framework since the certification of the 2017 SEIR.

Regional access to the project area is provided via U.S. 101, SR 85, and SR 237. Local access to the project area is provided via North Shoreline Boulevard and Alta Avenue.

3.5.1 Findings of the Previously Certified 2017 SEIR

The Shoreline Boulevard Transportation Corridor Study was prepared by Nelson-Nygaard in November 2014 as an outgrowth of the adopted Transportation Demand Management (TDM) program for the Precise Plan. The Study evaluated the feasibility of conceptual designs to better integrate transit, bicycle and pedestrian improvements along Shoreline Boulevard between the Precise Plan area and the

Downtown Transit Center. The realignment of Plymouth Street to meet Space Park Way is one of the key design features recommended in the Study to provide direct east/west access through the Precise Plan area. The Study had not been completed at the time of certification of the 2014 Precise Plan EIR; however, the 2017 SEIR identified measures that were analyzed in the Study, including the reversible transit lane.

Programs Policies Ordinances Addressing Circulation

The 2017 SEIR concluded that implementation of the Precise Plan would conflict with a program, plan, ordinance, or policy addressing the circulation system, roadways, bicycle lanes, and pedestrian facilities. The 2017 SEIR identified impacts TRANS-1, TRANS-2, C-TRANS-1, and C-TRANS-2 pertaining to LOS deficiencies at study intersections and freeway segments. When the 2017 SEIR was certified, conflicts with LOS policies were considered significant impacts under CEQA. Although the proposed realignment project would not itself generate vehicle trips, the impacts of the proposed realignment project on vehicle circulation and level of service were analyzed in the 2017 SEIR. The Mountain View City Council adopted a Statement of Overriding Considerations for the significant unavoidable impacts disclosed in the 2017 SEIR. Today, pursuant to the 2018 amendments to the CEQA Guidelines, SB 743, the City's VMT policy, and recent case law (*Citizens for Positive Growth & Preservation v. City of Sacramento*), a project's effects on LOS can no longer constitute a significant impact under CEQA.

Bicycle and Pedestrian Facilities

The 2017 SEIR concluded that build-out of the Precise Plan would not result in significant impacts to pedestrian or bicycle facilities. Some bicycle and pedestrian facilities currently serve the Precise Plan area and the 2017 SEIR concluded that implementation of the Precise Plan would further improve these facilities.

Transit Facilities

The 2017 SEIR identified significant, unavoidable impacts to transit facilities (Impacts TRANS-4 and C-TRANS-3) due to the increase in transit vehicle delay at congested intersections. The Mountain View City Council adopted a Statement of Overriding Considerations for the significant unavoidable impacts disclosed in the 2017 SEIR (including Impacts TRANS-4 and C-TRANS-3). The General Plan and Precise Plan include policies to encourage an increase in the City's transit ridership, decrease dependence on motor vehicles, and reduce transit delays. Planned transit vehicle pre-emption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing delay and improving reliability. Furthermore, the 2017 SEIR concluded that implementation of the Precise Plan would provide additional transit service to accommodate the additional demand; therefore, the Precise Plan would have a less than significant effect on transit ridership and facilities.

Hazards from Geometric Design

The 2017 SEIR determined that buildout of the Precise Plan would not result in increased hazards due to geometric design of the roadway system. The proposed realignment project was an improvement

identified in the Precise Plan and its potential hazards due to geometric design were analyzed in the 2017 SEIR.

Emergency Access

The 2017 SEIR concluded that buildout of the Precise Plan would not interfere with emergency access or operations in the Precise Plan area. The proposed realignment project was an improvement identified in the Precise Plan and its potential impacts to emergency access and operations were analyzed in the 2017 SEIR.

3.4.2 Transportation and Traffic Impacts of the Project

As discussed above, the transportation and traffic impacts of the proposed realignment were evaluated in the 2017 SEIR. As identified in the 2017 SEIR, the proposed roadway realignment project would improve roadway operations in the Precise Plan area. Therefore, the proposed project would result in the same impacts as disclosed in the 2017 SEIR.

The proposed project, which implements the Precise Plan, would improve existing bicycle and pedestrian facilities along the realigned segment of Plymouth Street. Thus, the proposed project would result in the same less than significant impact as disclosed in the 2017 SEIR.

No additional transit users would be generated by the proposed project. The project would extend the median bus lane on North Shoreline Boulevard (currently in design phase for the segment between Middlefield Road and Pear Avenue) to the realigned Plymouth/Space Park/North Shoreline intersection and allow for future implementation of transit vehicle pre-emption, signal coordination. For these reasons, the proposed project would not result in new or more severe significant impacts than disclosed in the 2017 SEIR and would not conflict with a program, plan, ordinance, or policy addressing transit facilities.

The proposed realignment project was an improvement identified in the Precise Plan and its potential hazards due to geometric design were analyzed in the 2017 SEIR. Thus, the proposed project would result in the same less than significant impact as disclosed in the 2017 SEIR.

Therefore, the proposed project would not have an impact on emergency access or operations, consistent with the conclusions of the 2017 SEIR.

Vehicle Miles Traveled

As mentioned above, subsequent to certification of the 2017 SEIR, laws and regulations were passed making VMT (not LOS) the CEQA metric for transportation impacts. While VMT was not the metric for evaluating transportation impacts in the 2017 SEIR, a VMT assessment for the build-out of the Precise Plan was prepared in May 2017 and utilized in the air quality and greenhouse gas analyses in the 2017 SEIR. The 2017 SEIR disclosed that the Precise Plan would result in a daily VMT of

1,655,690, resulting in a VMT per service population of 29.1.⁷ The results of the May 2017 VMT assessment showed that the Precise Plan increased total VMT for all geographies analyzed (including citywide and countywide), but decreased the VMT per service population from 31.3 to 29.1. The proposed project was included in this VMT analysis. The proposed roadway realignment project would not generate vehicle trips or otherwise impact VMT. For these reasons, the project does not change the VMT resulting from the Precise Plan and would result in the same impacts related to VMT that were disclosed in the 2017 SEIR.

3.4.2.1 Conclusion

The proposed project would not result in a new or substantially increased significant transportation impact compared to the 2017 SEIR.

4.0 CONCLUSION

Based on the above analysis and discussion, no substantive revisions are needed to the 2017 SEIR because no new significant impacts or impacts of substantially greater severity would result from the project. There have been no changes in circumstance in the project area and no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts than were discussed in the 2017 SEIR. Therefore, pursuant to State CEQA Guidelines Section 15164, an EIR Addendum has appropriately been prepared.

Pursuant to CEQA Guidelines Section 15164(c), this Addendum need not be circulated for public review, but will be included in the public record file for the 2017 SEIR.

⁷ City of Mountain View. *Subsequent Environmental Impact Report for the North Bayshore Precise Plan*. Page 157. State Clearinghouse (SCH) #: 2013082088. November 2017.; Fehr & Peers. *North Bayshore Precise Plan with Residential – Vehicle Miles Traveled Estimates*. May 31, 2017.

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