

This attachment contains the following:

- Initial Study/Mitigated Negative Declaration
  - Appendices (found at [www.mountainviewtransitcenter.com](http://www.mountainviewtransitcenter.com))
- Mitigation Monitoring and Reporting Program (MMRP)
- Comments and Responses on the IS/MND

# Initial Study/Mitigated Negative Declaration

## Mountain View Transit Center Grade Separation and Access Project

Lead Agency



Consultant

Kimley»Horn

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## 1.0 INTRODUCTION & PURPOSE

### 1.1 Purpose of the Initial Study

The City of Mountain View, as the Lead Agency, has prepared this Initial Study for the Mountain View Transit Center (MVTC) Grade Separation and Access Project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Mountain View, California.

The MVTC Grade Separation and Access Project improvements are consistent with the City's Transit Center Master Plan. The project would improve safety, capacity, and multimodal access to the MVTC and Downtown Mountain View. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

### 1.2 Initial Study Process

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare a full Environmental Impact Report (EIR). It also functions as an evidentiary document containing information which supports conclusions that the project will not have a significant environmental impact or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level.

If there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the agency shall prepare a Negative Declaration (ND). If the IS identifies potentially significant effects, but: (1) revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) shall be prepared.

### 1.3 Report Organization

This document has been organized into the following sections:

**Section 1.0 – Introduction.** This section provides an introduction and overview describing the conclusions of the Initial Study.

**Section 2.0 – Project Description.** This section identifies key project characteristics and includes a list of anticipated discretionary actions.

**Section 3.0 – Initial Study Checklist.** The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

**Section 4.0 – Environmental Evaluation.** This section contains an analysis of environmental impacts identified in the environmental checklist.



**Section 5.0 – References.** The section identifies resources used to prepare the Initial Study.

## 2.0 DESCRIPTION OF PROPOSED PROJECT

### 2.1 Project Overview

The MVTC is a gateway to Downtown Mountain View, providing access to the regional transportation network for the city's residents and a key transfer point for employees in Mountain View and the greater Silicon Valley area. It accommodates over 10,000 distinct trips per typical weekday, with services including Caltrain, Santa Clara Valley Transportation Authority (VTA) light rail and bus routes, Mountain View community shuttles, and private company shuttles. The MVTC Grade Separation and Access Project improvements are identified within the City's Transit Center Master Plan.<sup>1</sup> The project would improve safety, capacity, and multimodal access to the MVTC and Downtown Mountain View.

The project is focused on the Castro Street/Moffett Boulevard/Central Expressway intersection and the Castro Street crossing of the railroad tracks. This intersection is congested today and impacted by frequent railroad gate interruptions, limiting pedestrian, bicycle, and vehicle movements across Central Expressway and the adjacent railroad tracks. Conditions are expected to degrade further with the plans for increased Caltrain and new High-Speed Rail train service, making it more difficult to cross Central Expressway. Over a thousand pedestrians and bicyclists use this location daily. The project would provide pedestrians and cyclists with a safer crossing of Central Expressway and fewer delays.

### 2.2 Project Location

The proposed project is located in the downtown area of the City of Mountain View in Santa Clara County. The project is centered around the existing transit station located next to the Castro Street/Moffett Boulevard/Central Expressway intersection. The project itself consists of a series of inter-related project components that extend from Shoreline Boulevard to the west to the Easy Street/Central Expressway intersection to the east. Please see *Figure 1: Regional Map* and *Figure 2: Vicinity Map* showing the project's general location.

### 2.3 Project Background and Previous Planning Studies

The project area has been identified as an area for improvements in multiple City of Mountain View planning documents. In addition to planning documents guiding the physical nature of development within this region, planning documents relating to alternative modes of transportation including transit service and bicycle plans have been prepared. The following is a summary of relevant land use and policy plans and studies that highlight important aspects of the existing plans for the project area and Mountain View.

#### **Mountain View Transit Center Master Plan (2017)**

The MVTC Master Plan established a vision that not only expands and integrates the various transportation elements but creates a landmark facility that supports a thriving Downtown. Providing for continued growth in transit services, flexibility to handle the fast-paced evolution of transportation and

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<sup>1</sup> City of Mountain View, 2018. Mountain View Transit Center Master Plan, Final Report, Chapter 6.

mobility trends, establishing a future configuration for the north end of Castro Street, and guidance for leveraging investment in Transit Oriented Development are key ingredients. Key components of the Master Plan vision included new vehicle connection and the closure of vehicle traffic on Castro Street at the tracks, new bicycle and pedestrian undercrossings, a revitalized public plaza, and an integrated development and bus/shuttle Transit Center. The Master Plan is not a final, definitive blueprint for the facility. It is however, a major step in the process of discussion and evaluation of MVTC improvements with residents, MVTC users, the current landowner Caltrain, a major transit services provider in the area (and potential funding partner) VTA, and the local real estate development community. It establishes direction for the larger-scale issues that need to be addressed to support future funding and more detailed planning, design, and negotiations among the stakeholders.

### **Mountain View 2030 General Plan**

The General Plan includes a discussion of redevelopment opportunities planned along Moffett Boulevard to extend the pedestrian character and mix of uses from Downtown into this gateway corridor. The plan provides for improved connectivity with pedestrian and bicycle enhancements to eliminate major roadways as barriers.

### **Shoreline Regional Park Community Transportation Study (2013)**

This study plans for dedicated transit lanes on Shoreline Boulevard and new transit bridges across U.S. Route 101 near Shoreline Boulevard and across Stevens Creek. In a Medium Growth Scenario for the area, the plan provides for the development of a higher-capacity transit connection between Downtown and North Bayshore. This scenario is currently being evaluated for a potential automated guideway transit system through the current Mountain View Automated Guideway Transportation (AGT) Study. The study also calls for the redesign of the MVTC to accommodate expected increase in Caltrain and light rail transit riders and to improve shuttle operations, which led in part to the MVTC Master Plan process.

### **Shoreline Boulevard Corridor Study (2014)**

The Transportation Study calls for a center-running, reversible transit lane from Middlefield Road north to Plymouth/Space Park Way. This transit lane would be open to North Bayshore transit service, regular VTA routes, and other shuttle services, as well as emergency vehicles. The plan also calls for class II bike lanes on Stierlin Road, with a protected bike lane on the Stierlin Road slip lane. Short term improvements described in this plan were for additional bicycle parking, bike share pods, and a staffed bike station to mitigate against bike constraints on Caltrain. Additionally, the Study called for bike lane improvements at the intersection of Central Expressway/Castro Street/Moffett Boulevard.

### **Mountain View Bicycle Transportation Plan Update (2015)**

The Bicycle Transportation Plan Update includes many components that will impact the area. General standards laid out in the plan include VTA's guideline for Class II bicycles (5 feet for bikeways on 30 mph or slower roads; 6 feet for bikeways on roadways between 35-40 mph; 8 feet for bikeways on roadways 45 mph or faster; add 8 feet to accommodate on-street parking).

Criteria for bike parking (i.e. bike racks and lockers) for Downtown and at multi-modal access points is listed within the plan. The plan describes the standards for new development to require bike parking. Parking for top destinations was identified as Downtown Mountain View, MVTC, and Farmer's Market.

Gaps within the bicycle network were identified as Shoreline Boulevard, Stierlin Road, Castro Street, and Calderon Avenue.

Recommendations:

- Class III Bike Route on Castro Street
- Class IV Cycle Track on Shoreline Blvd north of Montecito Avenue
- Class I/II south to Central Expressway
- Class II – improvement to existing facility on Stierlin Road
- Class IV Cycle Track on Moffett Boulevard
- Class III Bike Boulevards on California, View, Dana, Church Streets
- Class I Multi-Use Trail along Central Expressway
- Multiple spot improvements (Crossing and Turning Improvements, Bicycle Marking, Signal Detection, Access Point, Protected Intersection)

### **Downtown Precise Plan (2004)**

The Downtown Precise Plan was adopted in 1988 and last amended in 2018. The plan describes the context of building for new development along Castro Street in transition areas. The plan reinforces the pedestrian oriented design and the historic character along Castro Street.

### **Evelyn Avenue Corridor Precise Plan (2010)**

The Evelyn Avenue Corridor Precise Plan was adopted in 1994 and last amended in 2010. The proposed project is located within the Evelyn Avenue Corridor Precise Plan and is consistent with its long-range development plans. The principal elements of the Precise Plan are a residential area that emulates the qualities of the Old Mountain View Neighborhood, a commercial area that supports Downtown and adjacent residential areas, a multi-modal Downtown transit center, a clear hierarchy of streets and roadways, and the improvement of Evelyn Avenue as an attractive Downtown entrance.

The MVTC is located within the Transit Services Area of the Precise Plan. The Transit Services Area is bounded by Central Expressway on the north, Evelyn Avenue on the south and Castro Street on the west. It extends east four hundred feet (400') of the easterly right-of-way line of Bush Street. It includes properties owned by the City of Mountain View, Caltrain, and Southern Pacific Railroad. The majority of the Transit Services Area is currently dedicated to parking for the Caltrain station.

The Plan Area permits the following uses:

- Railroad Passenger Stations
- Bus Passenger Stations

- Stations for Other Transit Modes
- Parking Lots, Garages, and Passenger Loading Areas
- Transit Support Services
- Retail Commercial and Office Uses (which shall be limited to 36,000 square feet of combined retail and commercial space)

The Plan Area provisionally permits:

- Indoor wholesale and retail sales and services

## 2.4 Project Objectives

The MVTC Grade Separation and Access Project will improve safety, capacity, and multimodal access to the MVTC and Downtown Mountain View. The project is focused on the Castro Street/Moffett Boulevard/Central Expressway intersection, and the Castro Street crossing of the railroad tracks and W. Evelyn Avenue. The Castro/Moffett/Central Expressway intersection is congested today and impacted by frequent railroad gate interruptions, which limits pedestrian, bicycle, and vehicle movements across Central Expressway. More than one thousand pedestrians and bicyclists cross the rail corridor or Central Expressway daily. Conditions are expected to degrade further as the commencement of electrified service would increase service levels and the plans envisioned by the Caltrain Business Plan would also increase Caltrain service, making it more difficult to cross the tracks and Central Expressway. Peak hour rail crossings at Castro Street are expected to increase with Caltrain electrification (anticipated for 2022) from 5 trains per hour per direction (TPHPD) to 6 TPHPD, which will further limit vehicle access across the current track crossing and add more barriers to pedestrian and bicycle movements. Based on the Peninsula Corridor Joint Powers Board's recommended Moderate Growth Scenario from Caltrain's Business Plan, peak hour rail crossings are envisioned to additionally double to 12 TPHPD, which includes up to 4 high-speed rail trains and 8 Caltrain trains. Although the Moderate Growth Scenario has been adopted by the Peninsula Corridor Joint Powers Board, it's anticipated that the region could choose to adopt a High Growth Scenario in the future, which would increase rail service to 16 TPHPD. The projected increased service levels as a result of the inception of electrification and recommended Growth Scenarios envisioned in Caltrain's Business Plan would worsen congestion at the intersection causing safety risks to pedestrians, bicyclists, and vehicles moving across Central Expressway. The project would present pedestrians and bicyclists with a safer crossing of the rail corridor and Central Expressway and with fewer delays. The project will meet the grade separation, access improvement, and safety improvement objectives of the MVTC Master Plan, a study of the vision for the Transit Center area, which was adopted by City Council in May 2017.

Specifically, the objectives of the proposed project are to:

- Increase safety for pedestrians and bicycles by providing a grade-separated crossing of the rail alignment and Central Expressway;
- Increase the safety of the rail corridor by eliminating vehicle conflicts at the existing at-grade crossing;
- Create a more walkable environment around the MVTC and Downtown;

- Accommodate Caltrain system needs associated with its Electrification and service expansion (e.g., longer boarding platforms, level boarding, and access improvements);
- Improve multimodal connections at the MVTC;
- Provide additional bus/shuttle loading and unloading capacity in the vicinity of the MVTC;
- Accommodate pick-up and drop-off capacity for Transportation Network Companies, and
- Enhance bicycle connections from the MVTC to area trails including Shoreline Trail and the Stevens Creek Trail.

## 2.5 Project Description

The Grade Separation and Access Project consists of three main components: 1) Castro Street Grade Separation; 2) Caltrain Station Improvements; and 3) Other Supportive Pedestrian and Bicycle Facilities improvements. Each of these components is described in detail below and shown in *Figure 3: Project Components*. Each of the undercrossings is identified in *Figure 4: Conceptual Plan with Undercrossing Tunnels Identified*. Conceptual renderings of the undercrossing entrances as well as the proposed concourse and tunnels are shown in Figures 5 through 10.

### Castro Street Grade Crossing

This component of the project involves redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles. Closing this section of Castro Street includes the following improvements:

- Construct a two-way vehicular ramp and sidewalk from West Evelyn Avenue to Shoreline Boulevard. This ramp would connect from West Evelyn Avenue at Franklin Street to the Shoreline Boulevard overpass that currently crosses over West Evelyn Avenue. The construction of the ramp would create a new half-signalized intersection at Shoreline Boulevard. The existing vehicular connection between Franklin Street and West Evelyn Avenue would be removed and Franklin Street converted into a cul-de-sac. This component would likely be constructed first to provide access to the downtown area when Castro Street is closed to vehicle traffic at the railroad crossing.
- Construct pedestrian and bicycle undercrossings across Central Expressway intersection and the rail corridor to connect the Moffett Boulevard neighborhood with the MVTC and Downtown. The undercrossings would provide access to the area north of Central Expressway, the new shuttle area along Central Expressway, the VTA light rail platform, the Caltrain platforms, and downtown Mountain View. The undercrossings beneath Central Expressway would include both two-way bicycle and pedestrian facilities. Signage would be provided to encourage cyclists to dismount in the undercrossing beneath the rail corridor. Vertical circulation areas will be provided to access the undercrossings, including ramps and stairs. Ramps meeting Americans with Disabilities Act (ADA) accessibility standards would be provided at all undercrossing access points. The width of most ramps would typically be between 10 to 15 feet with 6 feet being the minimum width. Stairs would be provided at all undercrossing access points and would have bike channels adjacent to the wall on both sides. The undercrossings would include lighting and artistic elements.

Details regarding these undercrossings are provided below:

*Central Expressway Undercrossings*

The west tunnel, leading from the central station concourse to Stierlin Road at 100 Moffett, would be approximately 140 feet long and the east tunnel, leading to the Adobe Building at Central Expressway and Moffett Boulevard, would be approximately 110 feet long. Both tunnels are proposed to have arched ceilings approximately 10-12 feet in height and be approximately 25 feet wide, divided between a bicycle surface and a pedestrian surface. The pedestrian walkway would be at the same grade as the bicycles or raised slightly.

*Rail Corridor Undercrossing*

The proposed rail corridor undercrossing tunnel would be 40-50 feet wide and would extend approximately 140 feet from the Castro Street entrance to the central station concourse. Pedestrians and dismounted bicyclists would mix and cross paths and there would be no specially-designated paving surfaces. The central station concourse would be located north of the Caltrain tracks to connect to the northbound Caltrain platforms and VTA light rail. The Castro Street/MVTC Entrance to the south would connect at the surface to Castro Street, the southbound Caltrain platform, and other Transit Center uses. This entrance area includes a proposed stairway and foyer area that would be open to the sky above. Just west of the proposed Castro stairway would be an ADA accessible compliant ramp down to the track undercrossing. Both the central station concourse and the Castro/MVTC Entrance would have space preserved for a future elevator installation.

*Northwest Corner – Stierlin Road at 100 Moffett*

An accessible ramp oriented towards Stierlin Road, would be constructed to replace the existing at-grade bikeway. The ramp would be straight with no switchbacks, providing direct access between the Central Expressway undercrossing and the existing Stierlin Road bike lanes. Stairs are proposed to be aligned with the existing pedestrian path. The existing surface pedestrian walkways on either side of this ramp would be retained.

*Northeast Corner – Adobe Building (Central Expressway/Moffett Boulevard)*

Stairs would be located at the corner of Central Expressway and Moffett Boulevard. In addition to the stairs, an accessible elevator would be located at this corner to provide access to and from the street level. A sidewalk adjacent to the Adobe Building parking lot wall would preserve pedestrian access between Moffett Boulevard and Santa Rosa Avenue/Willowgate Street. A concrete barrier would be erected along the edge of Central Expressway to prevent vehicle intrusion into the access area. The Adobe Building parking area would be fully preserved.

- Redirect vehicular traffic on Castro Street at West Evelyn Avenue and modify the West Evelyn Avenue/Castro Street intersection to allow for left-turns from southbound Castro Street to eastbound West Evelyn Avenue and from northbound Castro Street to westbound Evelyn Avenue. Close the existing at-grade crossing of the rail tracks along Castro Street and remove the south leg of the Central Expressway/Moffett Boulevard intersection. Signalize all movements at the West Evelyn Avenue/Castro Street intersection.

- Reconstruct the Moffett Boulevard/Central Expressway intersection associated with the elimination of the south leg and additional bicycle and pedestrian facilities. Intersection improvements on the north side of Central Expressway include curb bulbouts to shorten the pedestrian crossing distance across Moffett Boulevard. Moffett Boulevard would be restriped to include loading and unloading curb space on both northbound and southbound sides of the street near the entrances to the undercrossings. Existing southbound bike lanes would be upgraded to a one-way cycle track and a new one-way northbound bicycle facility would be constructed from Central Expressway to Central Avenue. Moffett Boulevard would be reduced to one lane in the northbound direction and two lanes in the southbound direction between Central Expressway and Central Avenue.
- Improve the special event bus transit loading area along the south side of Central Expressway just east of Castro Street to provide a pull-out area along Central Expressway for public and private shuttles. Enlarge the sidewalk along the south side of Central Expressway to 10 feet within this pull-out area to facilitate shuttle loading and unloading.

The total construction time for this component of the project would be 24 to 30 months, with construction anticipated to begin as early as 2021. This component would involve the most use of heavy construction equipment associated with the excavation for the undercrossing tunnels and the construction of the Evelyn Avenue vehicle ramp. Construction methods of the undercrossing tunnels will be determined by the contractor prior to construction to ensure the safety of the public and construction workers in addition to an efficient construction process. The anticipated construction method for the undercrossings is top down construction with cast in place piles for the central concourse and a steel deck to be fabricated on-site that is then slid into place. This area would be back filled with ballast and new railroad track would be installed. Construction activities will be coordinated with Caltrain and VTA to ensure the structural integrity of the existing railroad tracks remains intact and that existing Caltrain and VTA operations can continue with limited interruption. During portions of this period, construction activity may limit auto connectivity between Central Expressway and Moffett Boulevard. Pedestrian connectivity across Central Expressway and the rail tracks will be preserved during construction.

Construction of the Evelyn Avenue vehicle ramp portion of the project would be expected to take approximately 12 months to complete and would require approximately 10,000 cubic yards of fill material to support the ramp.

Grading and excavation for the undercrossing is anticipated to take approximately 18 months to complete. The total grading quantity for this component of the project is anticipated to be 24,000 cubic yards. Of this amount 21,000 cubic yards would have to be exported to a legal receiving site offsite. Construction on weekends is not anticipated to occur on a regular basis, but some weekend work may be required depending on the construction activity taking place. Some construction activities, such as a weekend closure to remove existing rail road track, drilling for piles, pouring concrete, and placing the steel decking that is built on-site. Any required work outside of the City's designated construction hours would be coordinated and approved by the Chief Building Official as required by Section 8.70.1 of the City of Mountain View Municipal Code.



## Caltrain Station Improvements

This component of the project expands the existing Caltrain platforms for train passenger loading and unloading to increase capacity to accommodate projected increased ridership and longer trainsets. This component of the project includes the following improvements:

- Lengthen the existing northbound and southbound platforms by approximately 200 feet to a total of approximately 800-900 feet, to meet anticipated Caltrain needs.
- Widen the existing northbound Caltrain platform where feasible, consistent with the current 20-foot platform width standards.
- Shift both Caltrain platforms west towards Castro Street, providing improved connectivity to Downtown and the pedestrian undercrossing beneath Central Expressway and the tracks. This shift would provide a primary access point to the platforms adjacent to the foot of Castro Street.
- Remove the existing at-grade pedestrian crossing at the eastern end of the platform and replace with an undercrossing. The undercrossing would be approximately 40 feet in length, 20 feet in width, and have stairs and ramps at both ends. It will not have separate bicycle and pedestrian facilities. The stairs and ramps would each be approximately 9 feet in width and the stairs will include bike channels adjacent to the wall on both sides. The undercrossing will include lighting elements.
- Modify the Caltrain parking lot to provide dedicated curb space for pick-up/drop-off in the northwest corner of the lot. This may require elimination of up to 14 parking spaces.

The total construction time for this component of the project would be approximately 12 months. Construction of the new platforms would likely occur first with demolition of the old platforms to follow. This component would involve the use of heavy construction equipment associated with the excavation for the undercrossing tunnels at the platform.

Grading and excavation for the undercrossing is anticipated to take approximately 6 months to complete. The total grading quantity for this component of the project is anticipated to be 12,000 cubic yards. Of this amount 10,000 cubic yards would have to be exported offsite to a designated legal receiving site.

## Other Supportive Bicycle and Pedestrian Facilities

Bicycle and pedestrian improvements are proposed to improve connections between the MVTC and regional bicycle facilities and to provide improved alternatives to access/egress the Transit Center other than private car. This component of the project includes the following improvements:

- Construct a two-way cycle track along the north side of West Evelyn Avenue from the eastern end of the MVTC to the Stevens Creek Trail. One westbound traffic lane would be converted to construct the cycle track, with enhanced bicycle and pedestrian crossings at the SR-85 ramp intersection.
- Construct a bicycle corridor between the eastern end of the Caltrain platforms and West Evelyn Avenue along the eastern end of the Transit Center site. This would modify the existing Caltrain lot, removing up to 10 parking spaces and removing the existing Caltrain bicycle lockers.

- Extend existing West Evelyn Avenue on-street bike lanes from Hope Street to Castro Street. This would remove existing on-street parking.
- Construct new bike parking facilities at the Transit Center depot building. Bike parking facilities may include additional bike-related services, such as staffed and secure valet parking, repair tools, and/or bike-supportive retail space.
- Construct a shared bicycle and pedestrian corridor on the south side of the vehicle ramp to Shoreline Boulevard from Evelyn Avenue & Franklin Street west to beneath Shoreline Boulevard bridge.

### **Other Minor Roadway Improvements**

Other roadway improvements associated with the project include signalization and turn-lane improvements at the Easy Street/Central Expressway Intersection (just east of the SR-85 overcrossing). In addition to a new traffic signal, these improvements include widening the road to provide a dedicated left-turn lane on eastbound Central Expressway as well as striping improvements on Easy Street to accommodate the new traffic signal.

Additional striping improvements are proposed along West Evelyn Avenue between west of Madera Way and the SR-85 southbound off-ramp. These improvements consist of restriping the lanes and provision of a raised curb to accommodate the proposed cycle track that extends from the MVTC on the northside of Evelyn Avenue to approximately the SR-85 on-ramps. Improvements would be provided to widen the sidewalk along West Evelyn Avenue between the Stevens Creek Trail connector and the SR-85 southbound on-ramp intersection.

Restriping on westbound West Evelyn Avenue under the SR-85 overcrossing would be provided to create protected bike boxes at the traffic signal. Restriping would include a painted median as well as a designated bike left turn lane and through lane.

A dedicated U-Turn lane would be added on westbound Central Expressway at the intersection with the Shoreline Boulevard northbound ramps.

### **Construction Staging Areas**

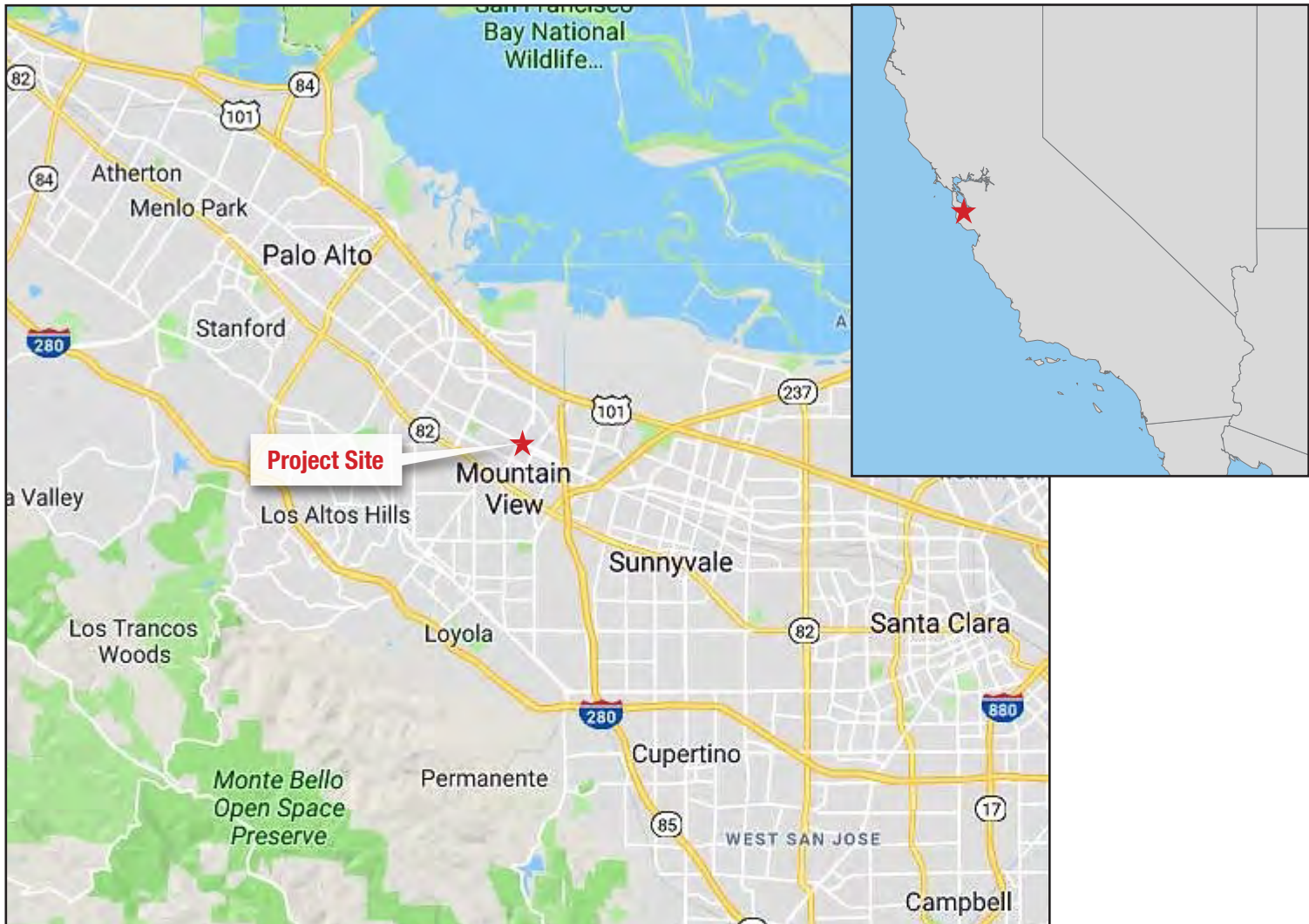
Construction staging areas for the roadwork and undercrossing portion of the project would be located within existing County right-of-way along Central Expressway generally between Elmwood Street and Horizon Avenue. The alignment of Central Expressway would be modified during construction.

Construction staging areas for the West Evelyn Avenue Vehicle Ramp would be within existing right-of-way on West Evelyn Avenue between Shoreline Boulevard and Franklin Street. This segment of Evelyn Avenue would be closed during construction. An additional staging area would be located within existing right-of-way along the north side of Evelyn Avenue between the road and the Caltrain right-of-way area. This strip of staging area would extend approximately from Shoreline Boulevard to Castro Street.

Construction staging areas for the Caltrain platforms would generally be within the same limits of work area for the planned Caltrain platform improvements (but specifically not including the Caltrain railroad tracks).

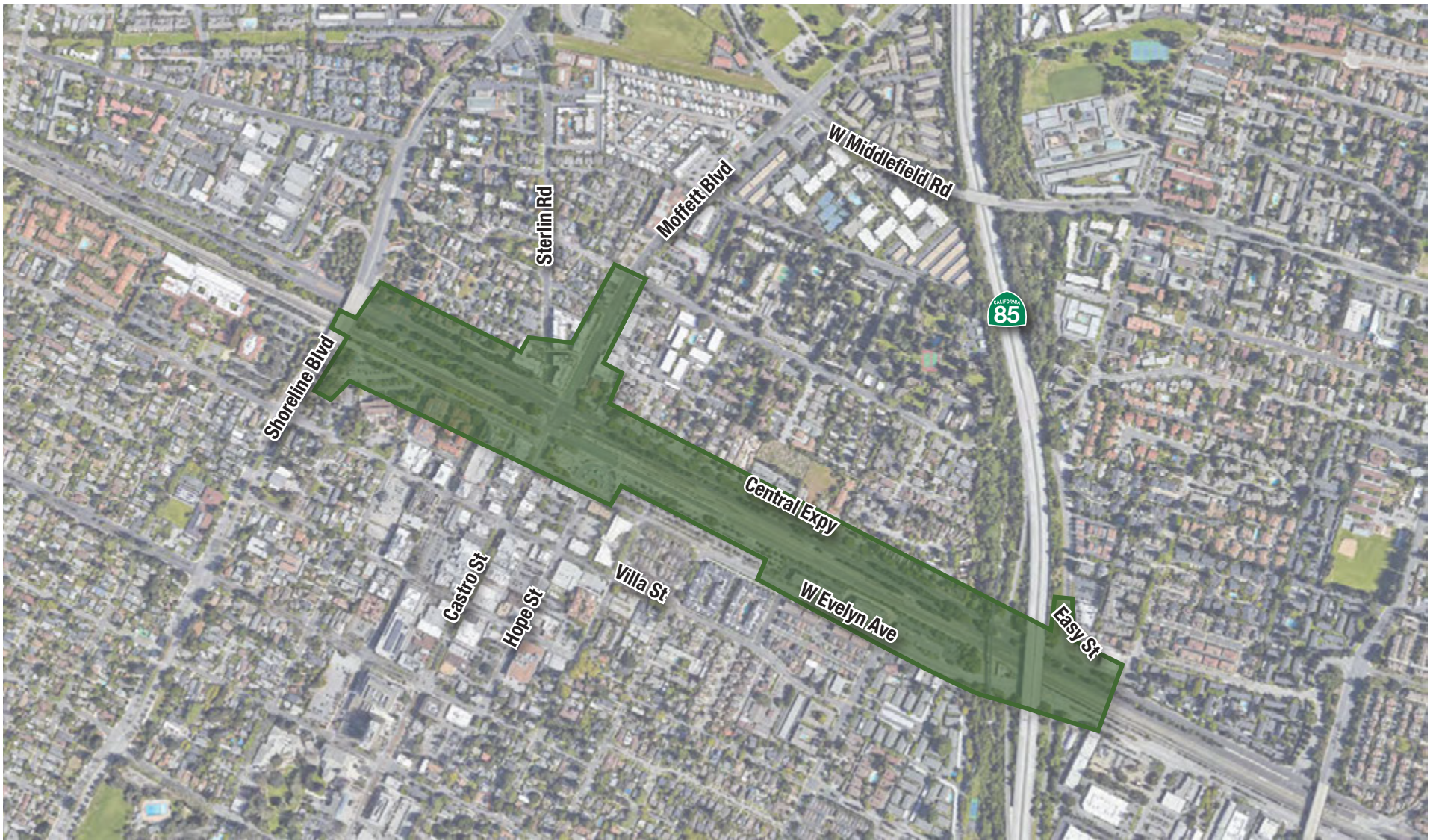
**Tree Removal**

In the project area, a variety of street trees are located on both sides of Central Expressway, within the Central Expressway median, along West Evelyn Avenue, and within the MVTC parking lot. The proposed improvements would result in the removal of some trees and some trees may need to be pruned/trimmed due to conflicts with the proposed project. All tree removal and pruning/trimming by the proposed project would adhere to the City of Mountain View tree removal guidelines and Tree Preservation Ordinance, as applicable. All trees within the Central Expressway Right of Way are within the jurisdiction of the County of Santa Clara Tree Preservation Ordinance.



**FIGURE 1:** Regional Map  
Mountain View Transit Center Grade Separation and Access Project

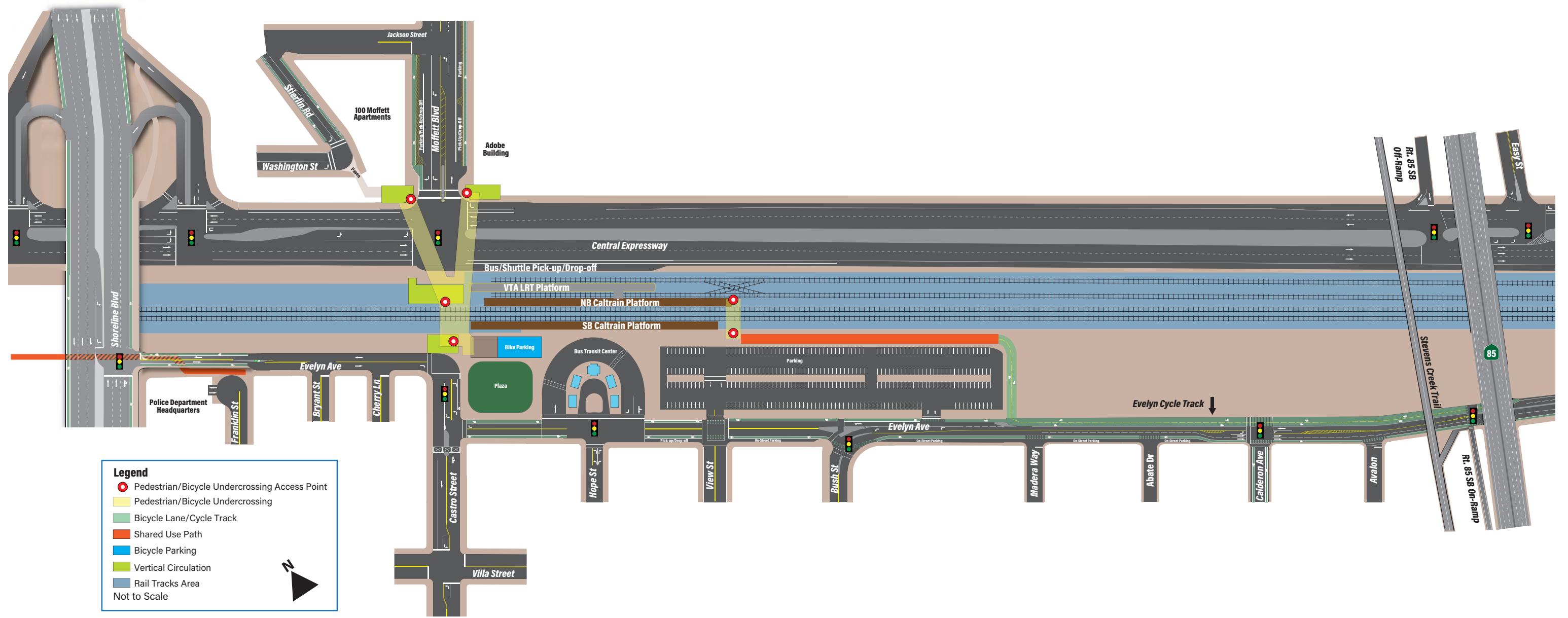




Source: Kimley-Horn and Associates, 2019

**FIGURE 2:** Vicinity Map  
Mountain View Transit Center Grade Separation and Access Project

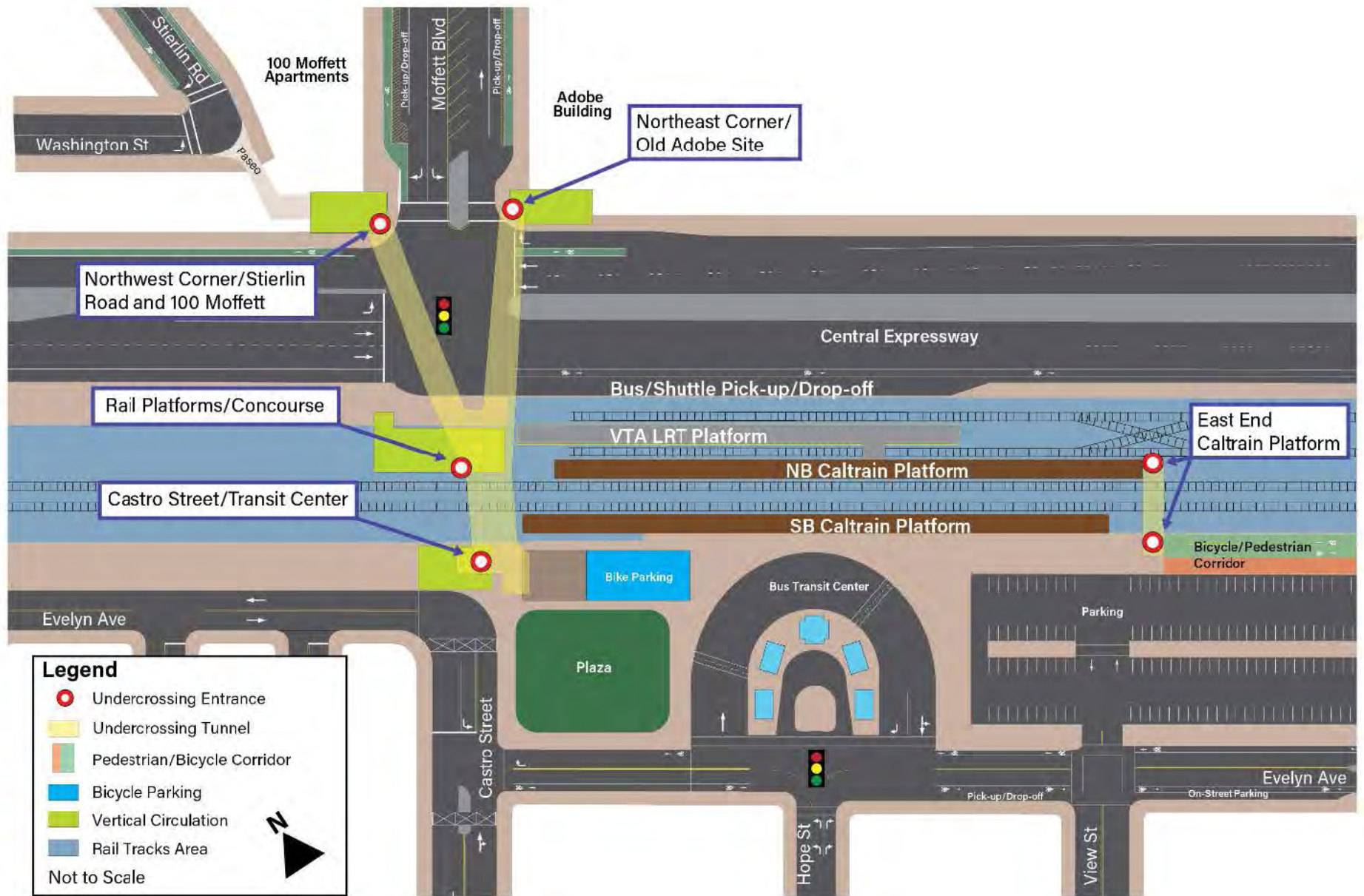




Source: Kimley-Horn and Associates, 2019

**FIGURE 3:** Project Components  
Mountain View Transit Center Grade Separation and Access Project

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Source: Bottomley Design and Planning, 2019

**FIGURE 4:** Conceptual Plan with Undercrossing Tunnels Identified  
Mountain View Transit Center Grade Separation and Access Project





Source: Bottomley Design and Planning, 2019

**FIGURE 5:** Conceptual Rendering of Castro Street Transit Center Entrance looking Northeast  
Mountain View Transit Center Grade Separation and Access Project





Source: Bottomley Design and Planning, 2019

**FIGURE 6:** Conceptual Rendering of Sterlin Road Entrance looking Northwest  
Mountain View Transit Center Grade Separation and Access Project





Source: Bottomley Design and Planning, 2019

**FIGURE 7:** Conceptual Rendering of Adobe Entrance looking Northwest  
Mountain View Transit Center Grade Separation and Access Project



Source: Bottomley Design and Planning, 2019

**FIGURE 8:** Conceptual Rendering of Central Concourse looking South from "Y" Split  
Mountain View Transit Center Grade Separation and Access Project





Source: Bottomley Design and Planning, 2019

**FIGURE 9:** Conceptual Rendering of Central Concourse looking North towards “Y” Split  
Mountain View Transit Center Grade Separation and Access Project



Source: Bottomley Design and Planning, 2019

**FIGURE 10:** Conceptual Rendering of East Tunnel looking South  
Mountain View Transit Center Grade Separation and Access Project

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### 3.0 INITIAL STUDY CHECKLIST

**1. Project title:**

Mountain View Transit Center Grade Separation and Access Project

**2. Lead agency name and address:**

City of Mountain View  
Public Works Department  
500 Castro Street  
Mountain View, CA 94041

**3. Contact person and phone number:**

Aruna Bodduna, (650) 903-6311

**4. Project location:**

The proposed project is located in the downtown area of the City of Mountain View in Santa Clara County. The project is centered around the existing transit station located next to the Castro Street/Moffett Boulevard/Central Expressway intersection. The project itself consists of a series of inter-related project components that extend from Shoreline Boulevard to the west to the Easy Street/Central Expressway intersection to the east.

**5. Project sponsor's name and address:**

City of Mountain View  
Public Works Department  
500 Castro Street  
Mountain View, CA 94041

**6. General Plan designation:**

The MVTC is within the *Downtown Mixed Use* General Plan designation. Roadways, such as Central Expressway, Evelyn Avenue, and Castro Street are public property and are not given a land use or zoning designation.

**7. Zoning:**

The MVTC is within the P-18 (Evelyn Avenue Corridor) Precise Plan. Roadways, such as Central Expressway, Evelyn Avenue, and Castro Street are public property and are not given a land use or zoning designation.

**8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

Please see detailed project description in Section 2.5 above.



**9. Surrounding land uses and setting: Briefly describe the project's surroundings:**

The MVTC is adjacent to Central Expressway and situated between the major arterials of Shoreline Boulevard on the west and by State Route 85 on the east. Castro Street and West Evelyn Avenue are also adjacent to the MVTC. The MVTC is located at the north end of downtown Mountain View. To the south and west of the MVTC are mostly commercial and retail businesses. Residential areas are located to the south and east of the MVTC as well as to the north across Central Expressway. The existing MVTC provides regional connections to Downtown Mountain View and the future North Bayshore development. It accommodates over 10,000 distinct trips per typical weekday, with services including Caltrain, VTA light rail and bus routes, and private company shuttles.

**10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

Caltrain/Peninsula Corridor Joint Powers Board – Encroachment Permits and/or Right of Entry Permits (Responsible Agency)

Santa Clara Valley Transportation Authority (VTA) – Encroachment Permits (Responsible Agency)

County of Santa Clara – Encroachment Permits/Tree Removal Permits (Responsible Agency)

Bay Area Air Quality Management District – Construction Permits (Responsible Agency)

Regional Water Quality Control Board – General Construction Permit (Responsible Agency)

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

No tribes have requested consultation.

*NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

2.6 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                          | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Air Quality                         | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Transportation                     |
| <input type="checkbox"/> Biological Resources                | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Cultural Resources                  | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Energy                              | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Wildfire                           |
| <input type="checkbox"/> Geology/Soils                       | <input type="checkbox"/> Population/Housing            | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION:**

On the basis of this initial evaluation (check one):

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

**STAFF CERTIFICATION:**

  
Signature

10/18/2019  
Date

## 4.0 ENVIRONMENTAL ANALYSIS

### AESTHETICS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

a) *Have a substantial adverse effect on a scenic vista?*

**Less Than Significant Impact.** The proposed project would not have a substantial adverse effect on a scenic vista. The applicant proposes the construction of improvements at the MVTC including the redirection of existing Castro Street vehicle traffic and closure of the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and implementation of bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. The proposed project would include improvements to existing facilities within the existing right-of-way. The land uses surrounding the project site consist of a mix of uses including, commercial, residential, and a major transportation corridor. None of these areas, including the project site contain any landforms that would be considered scenic.

The Mountain View General Plan EIR does not designate any scenic views of vistas within Mountain View. However, key scenic resources within the City, including the Santa Cruz Mountains, located to the south and west of the City, are visible throughout Mountain View.<sup>2</sup> Other natural features

<sup>2</sup> Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012. page 586.

are visible from various locations throughout the City including the Diablo Mountain Range to the southeast, Mission Peak to the east, San Francisco Bay to the north, and Stevens Creek in the eastern portion of the City. The San Francisco Bay is typically visible only from Shoreline Park in the North Bayshore Area. The proposed project would comply with Policy LUD 9.5, identified below.

**Policy 9.5:** View preservation. Preserve significant viewsheds throughout the community.

The proposed project is located in an urban setting and views from the project area are limited by existing urban development. Although the proposed project would construct a two-way vehicular ramp from West Evelyn Avenue to Shoreline Boulevard, views from the area are compromised and heavily obscured due to blocking objects including existing structures, elevated roadways, tall trees and existing urban development.

Therefore, although the proposed project would result in a change to the visual environment and reduce the availability of some distant views, this change would not substantially affect the aesthetic nature of the proposed project site, area, or the views from the proposed project area. In addition, while the proposed project would change the visual character of the site and alter views from some surrounding areas, these changes would not be considered to have a significant impact on a scenic vista. Because the views of the distant locations are already compromised, the further reduction in viewing opportunities are considered less than significant. No mitigation is required.

- b) *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** There are no State or County designated scenic highways proximate to the project site.<sup>3</sup> Furthermore, no officially designated State scenic highways in Santa Clara County or San Mateo County are visible from Mountain View. There are no historically significant buildings located on the project site, however the Adobe Building, is located adjacent to project activities at the northeast corner of Central Expressway and Moffett Boulevard. The project site does not contain any rock out-crops but does consist of landscaped ornamental plants and trees. All trees removed by the proposed would be replaced in accordance with the City's tree removal guidelines and Tree Preservation Ordinance (City of Mountain View Municipal Code Chapter 32, Article 2), as applicable. Additionally, the trees located on the project site do not constitute a significant scenic or visual resource. Therefore, the proposed project would not damage any scenic resources, including trees, rock outcroppings, or historic buildings and is not located near a State scenic highway. Impacts would not occur and mitigation is not required.

- c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced*

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<sup>3</sup> California Department of Transportation. Official Designated Scenic Highways. Available at: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm). Accessed February 11, 2019.

*from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

**Less Than Significant Impact.** The project site is located along a major transportation corridor in urbanized area. The land uses surrounding the project site consist of a mix of uses including, commercial, residential, and a major transportation corridor.

The proposed project would include construction of a two-way vehicular ramp from West Evelyn Avenue to Shoreline Boulevard, construction of pedestrian and bicycle undercrossing(s) across Central Expressway intersection and the rail corridor, traffic redirection and intersection modifications to the Castro Street and West Evelyn Avenue intersection and improvements to the transit loading area along Central Expressway just east of Castro Street along with pedestrian and bicycle facilities improvements. Construction would occur in the existing right of way and would not result in a significant alteration to the existing facilities. The project is consistent with transit improvements identified in multiple City planning documents including the Mountain View 2030 General Plan, Shoreline Regional Park Community Transportation Study, Shoreline Boulevard Corridor Transportation Study, North Bayshore Precise Plan, and Mountain View Bicycle Transportation Plan Update, Downtown Precise Plan, and the Evelyn Avenue Corridor Precise Plan. Therefore, although visual characteristics of the site would change, the proposed project would be consistent with the surrounding areas, the intent of applicable planning documents, and with adopted development regulations. The proposed project would not substantially impact or degrade the visual quality of the project site or its surroundings. Impacts in this regard would be less than significant and no mitigation is required.

Construction of the proposed project may create temporary aesthetic nuisances associated with construction activities including demolition, grading, and construction and the presence of debris, equipment, and truck traffic. The visual impact associated with the construction of the proposed project would be characteristic of a typical construction site of this scale. These activities are temporary, and would cease upon completion of construction, and would not result in a substantial degradation to the project site or surrounding area. In addition, no significant aesthetic resources would be altered or destroyed as a result of construction-related activities. For these reasons, the short-term construction impacts of the proposed project would be less than significant impact in relation to changing the visual character of the project site and its surroundings. No mitigation is required.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact.** The existing sources of light and glare within the project area and from the surrounding areas is consistent with a predominately urbanized area. Sources of glare during the day come from vehicle windshields, and windows on businesses and homes; and nighttime light comes from sources in the surrounding commercial buildings, homes, streets, intersections, and vehicles. The proposed project would introduce new sources of light in conjunction with pedestrian and bicycle improvements. The pedestrian and bicycle

undercrossing(s) across Central Expressway intersection and the rail corridor would include lighting, however the lighting would be contained within the undercrossing. Furthermore, the project would be subject to the City's development approval process prior to submittal of construction drawings. The proposed design, construction materials, and lighting would be reviewed for consistency with the City's standards.

As discussed above, the proposed project would introduce additional lighting on the project site, which could be visible from the surrounding area. The lighting used for the proposed project would be consistent with the existing sources of lighting in the area from the surrounding uses and street lighting along Central Expressway, Moffett Boulevard, Castro Street, and West Evelyn Avenue. The proposed project would be designed in accordance with the City's Zoning Code and would comply with all applicable development standards. In addition, the proposed project would not use building materials (i.e., reflective glass) or lighting that would cause a substantial new source of glare. Incorporation of these design features would ensure that the introduction of the new sources of light and glare associated within the proposed project would be less than significant. No mitigation would be required.

### **Cumulative Impacts**

The potential aesthetic impacts related to views and aesthetics are generally site specific. As discussed above, project-related impacts to scenic vistas would be less than significant, and the proposed project would not result in any impacts to on-site visual resources because there are none. In addition, the proposed project would also be consistent with the land use and development regulations contained in pertinent planning documents. Lighting and sources of glare, while not always site-specific, would be consistent with the majority of the surrounding urban area and would be used during similar hours as surrounding uses. Therefore, while the proposed project in conjunction with past, present, and reasonably foreseeable development would change the appearance of the site and surrounding area, all development projects follow applicable local planning and design guidelines regarding building design including materials, coloration, and landscaping as specified in Sections 18.61.060, 18.61.080 through 18.61.100, 18.61.120 through 18.61.140, 18.61.220, 18.61.250, and 18.61.270 of the City's Municipal Code regarding lighting standards and limitation. Therefore, aesthetic impacts are not expected to be cumulatively considerable and impacts would be less than significant.

#### *Sources:*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Land Use Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10701>

Mountain View, City of. Mountain View 2030 General Plan, 2012.

Mountain View, City of. Zoning Map, 2019: Available at:

<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990>

## AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>2. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
<p>a) 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?</p>				✓
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				✓
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>				✓
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				✓
<p>e) 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?</p>				✓

a) *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?*

**No Impact.** The proposed project site and surrounding areas are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the State of California Important Farmland Map<sup>4</sup>. The proposed project site, however, is designated as Urban and Built-Up Land. Therefore, the proposed project would not result in a conversion of documented agricultural lands to non-agricultural use. No impact would occur and no mitigation is required.

<sup>4</sup> California Department of Conservation, State of California Important Farmland Map. Available at: <http://www.conservation.ca.gov/dlrp/fmmp>. Accessed February 7, 2019.



b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** The proposed project site is not zoned for agricultural use, is not under a Williamson Act contract as shown on the Santa Clara County Williamson Act Contract Map, and as discussed above, is designated as Urban and Built-Up Land<sup>5</sup>. The project site is within City of Mountain View maintained right-of-way, Peninsula Corridor Joint Powers Board right-of-way, and County of Santa Clara right-of-way, and at parcels designated as Public Facility, Planned Community/Precise Plan (Evelyn Avenue Corridor), and Commercial/Residential Arterial. Therefore, the proposed project would not conflict with a Williamson Act Contract and would not conflict within the existing zoning. No impact would occur and no mitigation is required.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

**No Impact.** The proposed project is within City of Mountain View maintained right-of-way, Peninsula Corridor Joint Powers Board right-of-way, and County of Santa Clara right-of-way, and at parcels designated as Public Facility, Planned Community/Precise Plan (Evelyn Avenue Corridor), and Commercial/Residential Arterial. The proposed project site is not currently zoned as forest land, timberland, or timberland zoned for production. Therefore, improvements planned as part of the proposed project would not conflict with existing zoning or require the rezoning. Therefore, no impact would result and no mitigation is required.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** The proposed project site does not contain forest land. Therefore, no impact would occur in regard to changing forest land to a non-forest use. No mitigation is required.

e) *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?*

**No Impact.** The proposed project site does not contain any land used for or designated as agricultural or forest land. Therefore, no impact would occur in this regard and no mitigation is required.

### **Cumulative Impacts**

The proposed project would have no impact on agricultural and forestry resources. Therefore, the proposed project would not contribute to a cumulatively considerable impact.

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<sup>5</sup> Santa Clara County, Department of Planning and Development, Williamson Act Properties Map. Available at: <https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=1f39e32b4c0644b0915354c3e59778ce>. Accessed February 7, 2019.

*Sources:*

California Department of Conservation, State of California Important Farmland Map. Available at: <http://www.conservation.ca.gov/dlrp/fmmp>. Accessed February 7, 2019.

Santa Clara County, Department of Planning and Development, Williamson Act Properties Map. Available at: <https://sccplanning.maps.arcgis.com/apps/webappviewer/index.html?id=1f39e32b4c0644b0915354c3e59778ce> Accessed February 7, 2019.

**AIR QUALITY**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) 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?		✓		
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			✓	

An Air Quality Assessment for the proposed project was prepared by Kimley-Horn and Associates (January 2019). The report is provided in Appendix A; the results and conclusions of the report are summarized herein.

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The proposed project is located within the San Francisco Bay Area Air Basin (Basin). This Basin comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, the southern portion of Sonoma County, and the southwestern portion of Solano County. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county region located in the Basin. The Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), county transportation agencies, cities and counties, and various nongovernmental organizations also join in the efforts to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs.

The BAAQMD’s CEQA Air Quality Guidelines provides significance thresholds for both construction and operation of projects. If the BAAQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for

impacts. If a project proposes development in excess of the established thresholds, as outlined in Table AQ-1, *Bay Area Air Quality Management District Emissions Thresholds*, a significant air quality impact may occur and additional analysis is warranted to fully assess the significance of impacts.

**Table AQ-1: Bay Area Air Quality Management District Emissions Thresholds**

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related	
	Average Daily Emissions (pounds/day)	Average Daily Emission (pounds/day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub>	82 (exhaust)	82	15
PM <sub>2.5</sub>	54 (exhaust)	54	10
PM <sub>10</sub> /PM <sub>2.5</sub> (fugitive dust)	Best Management Practices	None	
Local CO	None	9.0 ppm (8-hour average) 20.0 ppm (1-hour average)	

Source: Bay Area Air Quality Management District, 2017 CEQA Air Quality Guidelines, 2017.

It should be noted that a quantitative CO impact analysis is only required by BAAQMD (comparing project emissions to the CAAQS) if any of the following thresholds are ***not*** met:

- Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

**Less Than Significant Impact.** The project site is an existing MVTC, roadway, and railroad crossing. The existing MVTC accommodates over 10,000 distinct trips per typical weekday, with services including Caltrain, Santa Clara Valley Transportation Authority (VTA) light rail and bus routes, and private company shuttles. The proposed project is consistent with the Mountain View 2030 General Plan which discusses redevelopment opportunities to extend the pedestrian character and mix of uses from Downtown into the gateway corridor. The General Plan also provides for improved connectivity with pedestrian and bicycle improvements to eliminate major roadways as barriers.

A project would be consistent with the 2017 Clean Air Plan Progress Report if the project would not exceed the growth assumptions in the plan. The primary method of determining consistency with the 2017 Clean Air Plan growth assumptions is consistency with the General Plan land use designations and zoning ordinance designations for the site. If the General Plan growth forecast was adopted prior to the adoption of the 2017 Clean Air Plan, then it can be assumed that the 2017 Clean Air Plan incorporates the growth forecast from the General Plan.

The Clean Air Plan assumptions for projected air emissions and pollutants in the City are based on the land use and development projection assumptions in the General Plan. The project site currently has a land use designation of Downtown Mixed-Use. The site is consistent with the MVTC Master Plan which was accepted by the City as a conceptual planning study in 2017. The MVTC Master Plan integrates the various transportation elements and modes by creating a facility that supports the Downtown area. Key components of the MVTC Master Plan that are included in the proposed project are the pedestrian undercrossings, revitalized public plaza, and an integrated development and bus and shuttle transit center. The Mountain View 2030 General Plan discusses improved connectivity with pedestrian and bicycle enhancements to eliminate major roadways as barriers. The project is conforming with City regulations (i.e., consistent with the current land use designations for the project site). Additionally, as described below in Threshold 5.2, construction and operational air quality emissions generated by the proposed project would not exceed the BAAQMD's emissions thresholds. These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed project would not exceed these thresholds, the proposed project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants and would not contribute to any non-attainment areas in the SFBAAB. Therefore, the project would be in compliance with the 2017 Clean Air Plan and impacts would be less than significant.

- b) *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?*

**Less Than Significant Impact with Mitigation Incorporated.**

**Construction Emissions**

Short-term air quality impacts are predicted to occur during demolition, grading, and construction operations associated with implementation of the proposed project. Construction associated with the proposed project would generate criteria air pollutant emissions. Construction-generated emissions are relatively short term and of temporary duration, lasting only as long as construction activities occur, but are considered a significant air quality impact if the volume of pollutants generated exceeds the BAAQMD's thresholds of significance. Temporary air emissions would result from particulate emissions (fugitive dust) from grading and building construction and exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Construction results in the temporary generation of emissions resulting from demolition, site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The proposed project includes three components with the potential for overlapping construction phases. The Castro Street Grade Crossing is estimated to be approximately 24 to 30 months of construction activities. This component would use the majority of the heavy construction equipment for the entire project. The project would include the excavation for the undercrossing tunnels and the construction of the Shoreline Boulevard vehicle ramp. The Shoreline Boulevard vehicle ramp would be expected to take approximately 12 months to complete and would require approximately 10,000 cubic yards of fill material to support the ramp. The grading and excavation for the undercrossing is anticipated to take approximately 18 months to complete. The total grading quantity for this component of the project is anticipated to be 24,000 cubic yards.

The Caltrain Station Improvements component includes the lengthening and widening of existing northbound and southbound platforms by approximately 200 feet in length and to a total width of 20 feet where feasible. This component would also include the removal of an existing at-grade pedestrian crossing at the eastern end of the platform and replacing with an undercrossing with ramps and stairs. The total construction time would be approximately 12 months with grading taking approximately six months. This component is anticipated to generate approximately 12,000 cubic yards of which 10,000 cubic yards would be exported.

The final component of the project is the Other Supportive Bicycle and Pedestrian Facilities which includes the connection of various roadways and cycle tracks with the MVTC. The project would also construct new bicycle parking facilities which may include staffed and secure valet parking, repair tools, and/or bike-supportive retail space.

#### Fugitive Dust

Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill operations, demolition, and truck travel on unpaved roadways. Dust emissions also vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions. Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. The BAAQMD recommends the implementation of all Basic Construction Mitigation Measures, whether or not construction-related emissions exceed applicable significance thresholds; refer to MM AQ-1.

### Construction Equipment and Worker Vehicle Exhaust

Exhaust emission factors for typical diesel-powered heavy equipment are based on the CalEEMod program defaults. Variables factored into estimating the total construction emissions include: level of activity, length of construction period, number of pieces/types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported onsite or offsite.

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on site as the equipment is used, and emissions from trucks transporting materials and workers to and from the site. Emitted pollutants would include ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The BAAQMD recommends the implementation of all Basic Construction Mitigation Measures, whether or not construction-related emissions exceed applicable significance thresholds; refer to MM AQ-1.

### ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. In accordance with the methodology prescribed by the BAAQMD, the ROG emissions associated with paving have been quantified with CalEEMod.

ROG emissions would be generated from paving off-gassing. The proposed project does not include any structures and only minimal striping. Although this project is a roadway and transit station improvement project, any paints would be required to comply with BAAQMD Regulation 8, Rule 3: Architectural Coating. Regulation 8, Rule 3 provides specifications on painting practices and regulates the ROG content of paint. Additionally, compliance with BAAQMD Regulation 8, Rule 15: Emulsified Liquid Asphalts, would also be required. This rule dictates the reactive organic gases content of asphalt available for use during construction through regulating the sale and use of asphalt and limits the ROG content in asphalt.

### Summary

Construction-generated emissions were calculated using CalEEMod, which is designed to model emissions for land use development projects based on typical construction requirements. Predicted maximum daily construction-generated emissions for the proposed project are identified in Table AQ-2, *Maximum Daily Project Construction Emissions*. As shown, all criteria pollutant emissions would remain below their respective thresholds for ROG, NO<sub>x</sub>, or PM exhaust. However, BAAQMD considers fugitive dust emissions to be potentially significant without implementation of fugitive dust controls. Accordingly, MM AQ-1 is required to reduce fugitive dust emissions to less than significant. NO<sub>x</sub> emissions are primarily generated by engine combustion in construction equipment, haul trucks, and employee commuting, requiring the use of newer construction equipment with better emissions controls would reduce construction-related NO<sub>x</sub> emissions.

As shown in Table AQ-2, *Maximum Daily Project Construction Emissions*, the proposed project would not cause exceedances for ROG, NO<sub>x</sub>, PM<sub>10</sub> or PM<sub>2.5</sub>. The largest source of emissions would be NO<sub>x</sub> the first year of construction. This is primarily due to the project-related earthwork. The calculated emission results from CalEEMod demonstrate that the construction of this project would not exceed daily thresholds created by the BAAQMD. The proposed project emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay the Basin's goal for meeting attainment standards. Impacts would be less than significant.

**Table AQ-2: Maximum Daily Project Construction Emissions**

Emissions Source	Pollutant (maximum pounds per day) <sup>1,2</sup>					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO <sub>x</sub> )	Exhaust		Fugitive Dust	
			Coarse Particulate Matter (PM10)	Fine Particulate Matter (PM2.5)	Coarse Particulate Matter (PM10)	Fine Particulate Matter (PM2.5)
<b>2021</b>						
Unmitigated Emissions	3.02	52.75	1.15	1.07	28.89	4.65
Mitigated Emissions	3.02	52.75	1.15	1.07	13.54	2.32
<b>2022</b>						
Unmitigated Emissions	2.92	20.43	0.94	0.89	5.11	2.63
Mitigated Emissions	2.92	20.43	0.94	0.89	2.48	1.20
<b>2023</b>						
Unmitigated Emissions	2.29	13.89	0.59	0.57	0.36	0.10
Mitigated Emissions	2.29	13.89	0.59	0.57	0.34	0.09
<b>Maximum Unmitigated</b>	<b>3.02</b>	<b>52.75</b>	<b>1.15</b>	<b>1.07</b>	<b>28.89</b>	<b>4.65</b>
<b>Maximum Mitigated</b>	<b>3.02</b>	<b>52.75</b>	<b>1.15</b>	<b>1.07</b>	<b>13.54</b>	<b>2.32</b>
<i>BAAQMD Significance Threshold</i>	54	54	82	54	N/A	N/A
<b>Exceed BAAQMD Threshold after Mitigation?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>N/A</b>
Notes:						
1. Emissions were calculated using CalEEMod.						
2. Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines, updated May 2017. Source: Refer to the CalEEMod outputs provided in Appendix A, Air Quality Modeling Data.						

### Operational Emissions

The proposed project includes three main components: the Castro Street Grade Separation; Caltrain Station Improvements; and other supportive pedestrian and bicycle facilities improvements. The Transportation Impact Analysis (TIA) prepared by Kimley-Horn (December 2018) determined that the proposed project would not generate any new automobile, bicycle, or pedestrian traffic and the effects to existing vehicle distribution and travel speeds would be nominal. The project would improve access and enhance transit ridership, both of which serve to



reduce regional vehicle miles traveled (VMT) and would offset nominal potentially longer trip length for certain local routes due to the circulation network changes. Any changes to vehicle distribution and travel speeds can affect vehicle emissions rates, although these changes would be minimal and would not substantially change criteria pollutant emissions, which are primarily driven by vehicle miles traveled (VMT). While the project assumes increased ridership, it is primarily due to implementation of other planned transit projects to be completed by the Peninsula Corridor Joint Powers Board (which operates the Caltrain service) or other agencies. However, the assumed increases to bicycle, pedestrian, and vehicle traffic due to the planned transit projects were incorporated into the baseline scenarios analyzed in the TIA. The project does not involve the increase of transit service and would not generate increased emissions from expanded service (e.g., increased bus idling service). The proposed project does not include any new traffic and no buildings are proposed to be constructed. Therefore, the project would not generate any new operational emissions. Impacts would be less than significant.

### **Cumulative Short-Term Emissions**

The SFBAAB is designated nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for State standards and nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> for Federal standards. As discussed above, the project's construction-related emissions by themselves would not have the potential to exceed the BAAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, the project-related construction emissions would not be cumulatively considerable. The BAAQMD recommends Basic Construction Mitigation Measures for all projects whether or not construction-related emissions exceed the thresholds of significance.<sup>6</sup> Compliance with BAAQMD construction-related mitigation requirements are considered to reduce cumulative impacts at a Basin-wide level. As a result, construction emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

### **Cumulative Long-Term Impacts**

The BAAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The BAAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the

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<sup>6</sup> Bay Area Air Quality Management District, 2010. California Environmental Quality Act Air Quality Guidelines. Table 8-2, page 8-4

BAAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As discussed above, the proposed project would not generate any new automobile, bicycle, or pedestrian traffic. As a result, operational emissions associated with the proposed project would not generate new operational emissions and would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

### **Mitigation Measures**

**MM AQ-1:** BAAQMD Basic Construction Measures. Prior to any grading activities, the applicant shall prepare and implement a Construction Management Plan that includes the BAAQMD Basic Construction Mitigation Measures to minimize construction-related emissions. This plan shall first be reviewed and approved by the Director of Public Works/City Engineer. The BAAQMD Basic Construction Mitigation Measures are:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. 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.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. 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.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. 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.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

*c) Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.****Toxic Air Contaminants**

Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known toxic air contaminants (TAC). Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. The closest sensitive receptor to the project site are the residences to the east and north of the project site. BAAQMD provides guidance for evaluating impacts from TACs in its *CEQA Air Quality Guidelines* document. As noted therein, an incremental cancer risk of greater than 10 cases per million at the Maximally Exposed Individual (MEI) will result in a significant impact. The BAAQMD considers exposure to annual  $PM_{2.5}$  concentrations that exceed  $0.3 \mu\text{g}/\text{m}^3$  from a single source to be significant. The BAAQMD significance threshold for non-cancer hazards is 1.0.

**Construction TAC**

Construction-related activities would result in project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., demolition, clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. The closest sensitive receptor to the project site are the single-family residences located approximately 78 feet southwest of the project site.

Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the site. Additionally, construction activities would be subject to and would comply with California regulations limiting idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. Furthermore, even during the most intense year of construction, emissions of diesel PM would be generated from different locations on the project site rather than in a single location because different types of construction activities (e.g., site preparation and building construction) would not occur at the same place at the same time.

The EPA recommended screening model AERSCREEN has been used to evaluate potential health effects to sensitive receptors from construction emissions of diesel particulate matter (DPM). AERSCREEN is the recommended screening model based on the AERMOD dispersion model. The model produces estimates of worst-case concentrations without the need for hourly meteorological data. According to the EPA Support Center for Regulatory Atmospheric Modeling (SCRAM) website, AERSCREEN is intended to produce concentration estimates that are equal to or greater than the estimates produced by AERMOD with a fully developed set of meteorological and

terrain data.<sup>3</sup> Maximum (worst case) PM<sub>10</sub> exhaust construction emissions over the entire construction period were used in AERSCREEN to approximate construction DPM emissions. Risk levels were calculated according to the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, *Air Toxics Hot Spots Program Risk Assessment Guidelines* (February 2015). PM<sub>10</sub> emissions are higher than PM<sub>2.5</sub> project emissions and were conservatively used in the impact assessment.

Construction emissions rates in grams per second were calculated from the total annual mitigated on-site exhaust emissions reported in CalEEMod for PM<sub>10</sub> (0.0913 tons per year) to calculate risk levels. Total mitigated on-site exhaust and fugitive dust for PM<sub>2.5</sub> (0.2363 tons per year) were cumulatively used to assess of PM<sub>2.5</sub> concentrations against the BAAQMD's 0.3 µg/m<sup>3</sup> threshold (it should be noted that this approach is conservatively as estimation of only the exhaust emissions are required for comparison to the threshold). Annual emissions were converted to grams per second and these emissions rates were input into AERSCREEN. Results of this assessment indicate that the maximum concentration of PM<sub>2.5</sub> during construction would be 0.056 µg/m<sup>3</sup> which is below the BAAQMD 0.3 µg/m<sup>3</sup> significance threshold. The highest calculated carcinogenic risk from project construction is 1.12 per million based on an annual PM<sub>10</sub> concentration of 0.0018 µg/m<sup>3</sup>. The risk calculation used a construction exposure duration of three years and a weighted breathing rate of 963 liters per kilogram of bodyweight per day (based on OEHHA 95 percentile breathing rates of 3 moths at 361, 24 months at 1,090, and 12 months at 861 liters per kilogram). Non-cancer hazards for DPM would be below BAAQMD threshold of 1.0, with a chronic hazard index computed at 0.0004 and an acute hazard index of 0.0007. As described above, worst-case construction risk levels based on screening-level modeling (AERSCREEN) and conservative assumptions would be below the BAAQMD's thresholds. Therefore, construction risk levels would be less than significant.

### **Mobile Sources**

The project does not include sensitive receptors and therefore would not place sensitive receptors within 1,000-feet of a major roadway (mobile TAC sources). Additionally, the project's effects to existing vehicle distribution and travel speeds would be nominal. Any changes to vehicle distribution and travel speeds can affect vehicle emissions rates, although these changes would be minimal and would not substantially change criteria pollutant emissions, which are primarily driven by VMT. Traffic is also predominantly light-duty and gasoline powered and therefore any shifts in traffic would not constitute a change in substantial cancer risk. The project does not involve the increase of transit service and would not generate increased emissions from expanded service (e.g., increased bus idling service). Therefore, impacts related to cancer risk, hazards, and PM<sub>2.5</sub> concentrations from mobile sources would be less than significant at the project site.

### **Off-Site Impacts**

The proposed project would not be considered a source of TACs that would pose a possible risk to off-site uses. The project would not include new stationary sources that emit TACs and would not

generate any new vehicle trips, new transit trips, or any other new sources of diesel particulate matter (DPM). Therefore, no impacts to surrounding receptors associated with TACs would occur.

### **Localized Carbon Monoxide Hotspots**

The primary mobile-source criteria pollutant of local concern is carbon monoxide. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Transport of this criteria pollutant is extremely limited; CO disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Areas of high CO concentrations, or “hot spots,” are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. CO concentration modeling is therefore typically conducted for intersections that are projected to operate at unacceptable levels of service during peak commute hours.

The SFBAAB is designated as attainment for carbon monoxide (CO). Emissions and ambient concentrations of CO have decreased dramatically in the SFBAAB with the introduction of the catalytic converter in 1975. No exceedances of the CAAQS or NAAQS for CO have been recorded at nearby monitoring stations since 1991. As a result, the BAAQMD screening criteria notes that CO impacts may be determined to be less than significant if a project is consistent with the applicable congestion management plan (CMP) and would not increase traffic volumes at local intersections to more than 44,000 vehicles per hour, or 24,000 vehicles per hour for locations in heavily urban areas, where “urban canyons” formed by buildings tend to reduce air circulation.

According to the Traffic Impact Analysis prepared for the proposed project, the project would not generate an increase in vehicle trips. The project’s effects to existing vehicle distribution and travel speeds would be nominal. The project would improve access and enhance transit ridership, both of which serve to reduce regional VMT and would offset nominal potentially longer trip length for certain local routes due to the circulation network changes. As a result, the project would not have the potential to create a CO hotspot and impacts would be less than significant.

- d) *Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)*

**Less Than Significant Impact.**

### **Construction Odors**

According to the BAAQMD, land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The proposed project does not include any uses identified by the BAAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be short-term in duration and therefore would be less than significant.

### **Operational Odors**

BAAQMD has established odor screening thresholds for land uses that have the potential to generate substantial odor complaints, including wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants. BAAQMD's thresholds for odors are qualitative based on BAAQMD's Regulation 7, Odorous Substances. This rule places general limitations on odorous substances and specific emission limitations on certain odorous compounds.

The proposed project would include grade-separated crossing for pedestrians and bicyclists, eliminating the existing at-grade crossing, and improving multimodal connections. The proposed project does not include land uses identified by the BAAQMD as generating significant odors. Impacts would be less than significant.

### **Cumulative Impacts**

No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The BAAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the BAAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. As described in this section, the proposed project's operational emissions would not exceed thresholds. Therefore, the proposed project's contribution to cumulative operational air quality impact in the SFBAAB would not be cumulatively considerable, and therefore not a significant impact.

#### *Source*

Kimley-Horn and Associates, Air Quality Assessment for the proposed Mountain View Grade Separation and Access Project in the City of Mountain View, California, 2019.



## BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>4. BIOLOGICAL RESOURCES. Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				✓
d) 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?			✓	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

A Preliminary Arborist Report was prepared for the proposed project by HortScience (October 2019). The report is provided in Appendix B; the results and conclusions of the report are summarized herein.

HortScience evaluated 452 trees, representing 39 different species. Overall, the trees at the site were in good-excellent (61%) to fair (29%), and poor (10%) condition. Tree species selection was

typical of those found in Bay Area landscapes. Descriptions of each tree are found in the Tree Assessment and approximate locations are plotted on the Tree Inventory Map in Appendix B.

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

**Less Than Significant.**

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 0.45 mile east of the MVTC. Some bike path and sidewalk improvements are proposed on Evelyn Avenue adjacent to Stevens Creek, but the improvements in that area would be within the existing roadway and would not encroach into the creek or impact any riparian habitat.

The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities.

**Sensitive Plant Communities**

The project activities would all be located within the City in an urban use area that is developed. Vegetation in the existing project site consist of landscaped ornamental plants and trees. Therefore, impacts to sensitive plant communities would be less than significant.

**Special-status Plant Species**

As discussed in the General Plan EIR, only one [Congdon's tarplant (*Centromadia parryii* ssp. *congdonii*)] of the 18 special-status plants have the potential to occur in ruderal habitats in the northern portion of the Planning Area<sup>7</sup>. The project site is outside of the northern portion of the Planning Area. Therefore, impacts to special-status plant species would be less than significant.

**Special-status Wildlife Species**

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<sup>7</sup> Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012. Page 421.

As discussed in the General Plan EIR, species that use industrial and commercial areas are able to use ornamental landscaping as foraging habitat and/or escape cover, and some are able to exploit building crevices, rooftops, and/or ledges on buildings for nesting and/or roosting<sup>8</sup>. Common urban bird species expected to use such features in developed areas of the City include mourning dove (*Zenaida macroura*), rock pigeon (*Columba livia*), American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), house finch (*Carpodacus mexicanus*), and house sparrow (*Passer domesticus*). The General Plan EIR identifies up to 40 special status animal species known to occur or potentially occur in Mountain View.<sup>9</sup> None of these species are expected to live or forage within the project area due to lack of suitable habitat.

The proposed project site has the potential to result in direct or indirect impacts to nesting birds if they are present in the project site during construction activities. Active migratory bird nests are protected under the Migratory Bird Treaty Act and the California Fish and Game Code. 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 Condition of Approval**

**Nesting Bird Avoidance:** 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, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

The City and/or its contractor shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for 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 the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' 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

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<sup>8</sup> Ibid, page 416.

<sup>9</sup> Ibid, page 426, Table IV.J-2.

the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

**Less Than Significant Impact.** The USFWS National Wetlands Inventory mapper and General Plan EIR was used to identify riparian habitat in the proposed project area<sup>10</sup>. Riparian habitat within the Planning Area of the General Plan EIR, which includes the project site, is limited to the riparian woodland along Stevens Creek. The nearest waterway to the project site is Stevens Creek located approximately 0.45-mile from MVTC but adjacent to some bicycle track and sidewalk improvements along Evelyn Avenue. No improvements or encroachments into the Stevens Creek riparian habitat or wetland areas is proposed.

The proposed project would be required to comply with the General Plan policies and action to ensure that the riparian habitat is retained and impacts from construction activities would be less than significant.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?*

**No Impact.** There are no wetlands located within or immediately adjacent to the project site. Therefore, the proposed project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, and hydrological means.

- d) *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?*

**Less Than Significant Impact.** The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. While roadway improvements on Central Expressway and SR-85 is within the Stevens Creek wildlife corridor, the entire project site is currently paved or consists of previously disturbed habitat. Vegetation in the project site consists of landscaped ornamental plants and trees. Because of the developed nature of the existing project area, and that the project will not develop any previously undisturbed habitat, the proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife

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<sup>10</sup> Ibid, page 449.

species or migratory wildlife corridors. The project would not impede the use of any native wildlife nursery sites.

For these reasons, future roadway improvements would not substantially interfere with the movement of animal travel patterns or migration routes that already exist. Impacts would be less than significant and no mitigation is required.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Less Than Significant Impact.** A preliminary Arborist Report was prepared to account for the number of trees and tree types within the project area. The project site contains 452 trees. Five Species made up over half the trees evaluated. The most prevalent trees on the site are Canary Island Pine (*Pinus canariensis*) (12%), Sawleaf zelkova (*Zelkova serrata*) (11%), London plane (*Platanus x hispanica*) (10%), Crape Myrtle (*Lagerstroemia indica*) (10%), and flaxleaf paperback (*Melaluca linariifolia*) (8%). Table BIO-1: *Tree Impact Summary*, provides a breakdown of tree conditions on the site. Seventy-five of the 448 trees on and in the immediate vicinity of the project site qualify as heritage trees. A total of 185 trees would be removed, of which 24 are heritage trees. Mountain View City Code Chapter 32 requires a permit for the removal of any heritage tree or construction of improvements within the dripline of any heritage tree.

**Table BIO-1: Tree Impact Summary**

Jurisdiction	No. of Trees	Heritage Tree
City of Mountain View		
<i>Preserve Trees</i>	193	50
<i>Remove Trees</i>	80	24
<b><i>City of Mountain View Totals</i></b>	<b>273</b>	<b>74</b>
County of Santa Clara		
<i>Preserve Trees</i>	70	1
<i>Remove Trees</i>	105	0
<b><i>County of Santa Clara Totals</i></b>	<b>175</b>	<b>1</b>
<b>Grand Totals</b>	<b>448</b>	<b>75</b>

In addition to the trees listed above, the project would impact up to an additional six street trees located on the northbound side of the Shoreline Boulevard overcrossing. The tree removal would

occur as a result of the proposed improvements associated with the vehicular ramp from West Evelyn Avenue to Shoreline Boulevard.

Implementation of the City's Standard Conditions of Approval would require protection and replacement of regulated trees consistent with the City of Mountain View tree removal guidelines and Tree Preservation Ordinance (City of Mountain View Municipal Code Chapter 32, Article 2). Tree protection measures identified in the Arborist Report are required to be placed on the grading and improvement plans to ensure that trees are protected during construction activities. Trees within the County of Santa Clara Right of Way (i.e., along Central Expressway) that would be removed or impacted during construction are regulated under the Section C16-3 of the County Tree Preservation Ordinance. Trees within the County Right of Way are protected trees under the County's Tree Preservation Ordinance and require avoidance during construction or replacement if removed. With implementation of the City's Standard Conditions of Approval, the recommendations of the project specific arborist report, and the City and County local policies regarding tree replacement, impacts would be less than significant.

#### **Standard Condition of Approval**

**PL-92 TREE PROTECTION MEASURES:** The tree protection measures listed in the arborist's report prepared by HortScience and dated October 2019 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, 6-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 on the project site.

**PL-93 TREE MITIGATION AND PRESERVATION PLAN:** The City shall develop a tree mitigation and preservation plan to avoid impacts on regulated trees and mitigate for the loss of trees that cannot be avoided. Routine monitoring for the first five years and corrective actions for trees that consistently fail the performance standards will be included in the tree mitigation and preservation plan. The tree mitigation and preservation plan will be developed in accordance with Chapter 32, Articles I and II, of the 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.

**PL-98 HERITAGE TREES OFF-SITE MITIGATION:** For replacement trees where there is no suitable on-site location, the project applicant shall either pay an in lieu fee or donate twenty four (24) 24-inch box trees to the City or other public agency to be used elsewhere in the community. The fee for replacement of a tree or trees shall be, at a minimum, based on the cost of a 24--inch box tree of the same species, delivered and installed.

**PW-68 STREET TREE LOCATION:** The location of existing trees to remain, existing trees to be removed, and new street trees shall be shown on the grading, utility, and landscaping plans. New street trees are to be planted a minimum of 10' from sanitary sewer lines and 5-foot from water

lines, fire lines, and driveways in accordance with Detail F-1 of the Standard Provisions. New street tree species must be selected from the City's official street tree list and as approved by the City's Parks and Open Space Division per Proposed Street Tree Form available online at [www.mountainview.gov/planningforms](http://www.mountainview.gov/planningforms).

For the 105 trees proposed to be removed within the County of Santa Clara Right of Way, replacement trees shall be provided consistent with the requirements of Section C16-7 of the County Tree Preservation Ordinance. the removal of any tree, regardless of size, located within a County road right-of-way shall require an Encroachment Permit from the Department of Roads and Airports not less than 60 days prior to planned removal. Replacement trees shall be of a like kind and species of tree removed, if native and feasible, or of a kind and species to be determined by the Planning Department. The location of the replacement tree(s) need not be in the same location of the tree removed. Replacement tree planting shall utilize at least five-gallon size stock. The ratio of trees removed to trees planted shall be determined by the County Planning Department based on the Tree Mitigation and Preservation Plan.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No Impact.** As discussed in the General Plan EIR, no portions of the Planning Area, which includes the project site, are subject to approved local, regional, or State conservation plans.<sup>11</sup> The proposed project would have no impact on approved conservation plans and no additional mitigation measures are required.

### **Cumulative Impacts**

According to the General Plan EIR, future development in the City could result in the destruction of significant ecological resources.<sup>12</sup> Cumulative projects may affect sensitive, special-status species and native species., many of which are protected by State of federal law. These species could be present on areas of proposed construction through the City. In addition, other reasonably foreseeable projects could result in the removal of existing trees. However, the project area and the immediately surrounding area are fully developed. They retain little or no natural habitat and have been previously disturbed. The project area does not contain any of the significant ecological resources identified in the General Plan EIR., therefore, the project would not result in a considerable contribution to this impact.

#### *Sources:*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

United States Fish and Wildlife Service. National Wetlands Inventory Mapper. <https://www.fws.gov/wetlands/data/mapper.html>. Accessed on February 13, 2019.

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<sup>11</sup> Ibid page 453.

<sup>12</sup> Ibid, page 4



CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?		✓		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		✓		

A Cultural Resources Inventory has been prepared by ICF International (January 2019) to address potential impacts to historic and archaeological resources associated with implementation of the proposed project. The report is summarized below and is included as Appendix C of this Initial Study.

a) *Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?*

**Less Than Significant with Mitigation Incorporated.** As defined in the MVTC Grade Separation and Access Project Cultural Resources Inventory Report (CRIR), included as Appendix C of this Initial Study, the Cultural Resources Study Area for historical resources encompasses the geographic area in which the project has the potential to cause direct impacts (such as demolition or physical alteration of historical resources) or indirect impacts (such as changes in the setting or visual/audible/atmospheric environment of historical resources). As shown in Figure 2 of the CRIR, the Cultural Resources Study Area encompasses the project site as well as the entirety of any legal parcel into which project activities would extend.

As described in the CRIR, the Cultural Resources Study Area contains buildings and structures that are more than 50 years old. The CRIR identified one building located within the Cultural Resources Study Area that qualifies as a historical resource for the purposes of CEQA. This building, the Adobe Building, is located at 157 Moffett Boulevard and was constructed in 1934. The Adobe Building qualifies as a CEQA historical resource because it is listed in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The 2002 NRHP registration form for the Adobe Building determined that the building is significant under NRHP/CRHR Criteria A/1 (Events) for its association with federal Civil Works Administration (CWA) construction and work relief projects in Mountain View, and under NRHP/CRHR Criteria C/3 (Architecture/Design) as a distinctive example of Depression-era public works architecture. The NRHP registration form identified the Adobe Building’s period of significance as 1934-1950. Upon its construction, the Adobe Building stood adjacent to a municipal reservoir, and its site also included a garden, pump house, and perimeter wall. These site features dating to the Adobe Building’s period of significance

have subsequently been removed. The building was rehabilitated in 2001, and a new pump house was constructed following the design of the original pump house. The extant perimeter wall separating the Adobe Building's parcel from Moffett Boulevard and the Central Expressway was constructed c.2002. Because the resource's site has been altered since it was constructed, the 2002 NRHP registration form defined the boundaries of the resource as limited to the footprint of the Adobe Building. The adjacent pump house, garden, parking lot, and perimeter wall do not date to the resource's period of significance and do not directly contribute to the historical significance of the Adobe Building.

All other historic-age (over 50 years old) built environment features located within the Cultural Resources Study Area have previously been evaluated as not qualifying as CEQA historical resources.

Project activities would not take place within the boundary of the NRHP-listed Adobe Building. However, construction may occur within the southern half of the legal parcel that contains the Adobe Building, including grading and excavation associated with vertical circulation paths (ramps) that would allow pedestrians and bicyclists to access the proposed below-grade undercrossing beneath the Central Expressway and Caltrain right-of-way. It is anticipated that the introduction of new vertical circulation within the southern half of the Adobe Building's parcel may require the reconstruction of the non-historic site wall.

The introduction of vertical circulation paths south of the Adobe Building would not alter the setting of the historical resource to the extent that its historical significance would be materially impaired. While the current site wall may be modified to accommodate the construction of new vertical circulation features, this site element does not date to the resource's period of significance, and the project would not remove any character-defining features of the Adobe Building, which are limited to within the building's footprint. Additionally, the project would not introduce large and/or visually distracting above-ground features adjacent to the Adobe Building that would compete with the predominance of the historical resource within its site, and no features constructed as part of the project would interrupt the Adobe Building's visibility as seen from the public realm. Although the project may alter the character of the Adobe Building's broader parcel to an extent, it is not anticipated that the project would destroy or adversely alter characteristics that qualify the resource for historical register listing. The Adobe Building would remain recognizable as a Great Depression-era community center building designed and constructed in the Spanish Colonial Revival architectural style.

Under the project, the placement of vertical circulation paths and pedestrian/bicyclist undercrossing adjacent to the parcel containing the Adobe Building is anticipated to involve vibration-causing construction equipment, which could be employed near enough to the historical resource that its character-defining features may sustain damage as a result of construction activities. Ground-borne vibrations—which are measured in peak particle velocity (PPV)—would result in a significant impact on the Adobe Building if construction-related vibrations were to alter in an adverse manner the resource's design, materials, and construction methods that convey its

historical significance under NRHP/CRHR Criteria A/1 and C/3. The Adobe Building is partially constructed of adobe, a fragile material that may sustain damage at lower vibration levels than other materials that make up the building, such as reinforced concrete. As such, the Adobe Building is considered particularly susceptible to damage resulting from construction-related vibration. In consideration of its materials and construction methods, the Adobe Building can be considered a “fragile building” under the classifications outlined in the California Department of Transportation’s (Caltrans) Transportation and Construction Vibration Guidance Manual. According to Caltrans, fragile buildings may sustain damage when they experience PPV levels in excess of 0.2 PPV for transient sources, and 0.1 PPV for continuous/frequent intermittent sources (California Department of Transportation 2013).

### Determination

The project proposes construction activities in the immediate vicinity of the Adobe Building. These construction activities include excavation, and it is possible that ground-borne vibration generated by project activities may exceed the damage criterion of 0.1 PPV for fragile buildings at the resource during construction, such that the Adobe Building’s character-defining features have the potential to sustain damage as a result of the project. The impact of the project would therefore be significant. Implementation of mitigation measure **MM CUL-1: Vibration Monitoring Plan** would establish protocols that ensure the Adobe Building would not sustain permanent damage to its character-defining features as a result of construction-caused vibration, thereby reducing this impact to a less-than-significant level.

**MM CUL-1: Vibration Monitoring Plan** The project applicant shall prepare and implement a Construction Vibration Monitoring Plan (Plan) to document conditions prior to, during, and after vibration generating construction activities. The Plan shall address vibration impacts to the Adobe Building. All Plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The Plan shall include the following tasks:

- Performance of a photo survey, elevation survey, and crack monitoring survey for the Adobe Building. The survey shall be performed prior to any construction activity, in regular intervals during construction, and after project completion. The survey shall include internal and external crack monitoring in the building, settlement, and distress and shall document the condition of foundations, walls, and other structural elements in the interior and exterior of the building.
- Development of a vibration monitoring and construction contingency plan to set up a vibration monitoring schedule, define building-specific vibration limits at which damage has the potential to occur. Construction contingencies would be identified for when vibration levels approach the identified vibration limit.

- At minimum, vibration monitoring shall be conducted during paving removal, excavation, and drilling activities. The Plan may indicate the need for more or less intensive measurements.
- If vibration levels approach limits specified in the Plan, the project sponsor shall suspend construction and implement contingencies to either lower vibration levels or secure the affected building.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.
- If survey identifies that the Adobe Building has sustained damage as a result of the construction-caused vibration, the resource shall be repaired to its original condition consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The repair methodology shall be developed by a qualified historic architect in consultation with appropriate CEQA lead agency staff.

*b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

**Less Than Significant Impact with Mitigation Incorporated.** As defined in the CRIR (Appendix C) a records search and literature review, desktop geoarchaeological review and correspondence with the Native American Heritage Commission (NAHC) was conducted to assess the potential for archaeological resources to be located within the CEQA Study Area.

The Cultural Resources Study Area for archaeological resources was defined as both the horizontal and vertical extents of the project footprint. The horizontal extent of the Study Area encompasses the proposed project's construction footprint. The vertical extent of the Study Area encompasses the depth of ground disturbing activities, which range from approximately 2 to 4 feet below the ground surface throughout the majority of the project but may exceed 10 feet below the ground surface in some areas.

A records search of the Study Area and a 0.25-mile search radius was conducted at the Northwest Information Center (NWIC) on November 28, 2018. The Cultural Resources Study Area has been subject to eighteen cultural resource studies that cover approximately 90% of the Study Area. No archaeological resources were identified in the Study Area or within 0.25-mile of the study area as the result of these studies.

A desktop geoarchaeological review was conducted of the Cultural Resources Study Area and the vicinity which identified a mix of alluvial gravel and sands which were deposited within the Holocene within the Cultural Resources Study Area. These sediments include stream alluvium, located at the base of slopes, and younger stream alluvium found in fan deposits. Holocene-aged sediments coincide with early human occupation and is commonly believed to have increased potential to hold buried archaeological resources.

Pursuant to AB52, ICF contacted the Native American Heritage Commission (NAHC) on December 20, 2018, to request a search of the NAHC's Sacred Land File. The NAHC responded on December 27, 2018,

stating that a search of their files failed to indicate the presence of Native American cultural resources within the project area.

In summary, no previously recorded archaeological resources were identified within the Cultural Resources Study Area during the records search and literature review. Additionally, correspondence with the NAHC did not identify any sacred lands listed on the SLF within the Cultural Resources Study Area. However, desktop geoarchaeological review revealed that the project is located on Holocene-aged sediments which are known to have increased potential for containing buried archaeological deposits. The Cultural Resources Study Area is located east of Permanente Creek and intersects Stevens Creek on its eastern end. The Cultural Resources Study Area is also within close proximity to the Bay shore and would have been a prime resource collection area for prehistoric communities. While no formal archaeological resources have been recorded within the project area, there is increased potential for as-yet undocumented archaeological deposits to exist subsurface.

### **Determination**

While the majority of ground disturbance associated with project activities would occur between ground surface and 2 feet, in previously disturbed material, some project elements would require deeper excavation (greater than 10 feet). This deep excavation could result in a significant impact to as-yet undocumented archaeological resources. The implementation of mitigation measure **CUL-2: Discovery of Archaeological Resources** would reduce these impacts to less-than-significant.

**MM CUL- 2: Discovery of Archaeological Resources.** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 100 feet of the find shall 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 walls; 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.

*c) Disturb any human remains, including those interred outside of dedicated cemeteries?*

**Less Than Significant Impact with Mitigation Incorporated.** As described in the CRIR (Appendix C) no previously recorded archaeological resources, including those associated with human remains, were identified within the Cultural Resources Study Area. However, a desktop geoarchaeological review revealed that the Cultural Resources Study Area was located within Holocene-aged deposits, which are associated with past human occupation and therefore have an increased potential to hold as-yet undocumented archaeological deposits, including human remains.

### **Determination**

As stated above, most of the project related ground disturbance will be shallow and occur within previously disturbed sediments. However, some project elements would require deeper excavation (greater than 10 feet). This deep excavation could result in a significant impact to as-yet undocumented

archaeological resource, which may have associated human remains. The implementation of mitigation measure **CUL-3: Discovery of Human Remains** would reduce these impacts to less-than-significant.

**MM CUL- 3: 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 authority, he shall notify the Native American Heritage Commission who 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 land owner shall re-inter 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.

### **Cumulative Impacts**

Potential historical, and archaeological, and are considered and evaluated on a project specific basis. The City of Mountain View requires all projects to implement standard conditions of approval and/or implement measures to avoid, reduce or mitigate impacts to cultural resources. Each incremental development would be required to comply with all applicable State, Federal, and City regulations concerning preservation, salvage, or handling of cultural resources including compliance with required mitigation. The project has the potential to impact the Adobe Building. There are no known cumulative projects in the vicinity that would result in cumulative impacts to the resource. Therefore, the potential for cumulative impacts to the Adobe Building are low. In consideration and through implementation of these regulations, potential cumulative impacts upon historical and archaeological resources would not be considered significant.

#### *Source(s)*

Cultural Resources Inventory has been prepared by ICF International (January 2019)

**ENERGY**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>6. ENERGY. Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

**Less Than Significant Impact.** The Pacific Gas & Electric Company (PG&E) provides electricity and natural gas service to the project area. The proposed project would provide traffic, transit, pedestrian and bicycle improvements at existing facilities and would result in a nominal increase in electricity and natural gas demand. This nominal increase represents an insignificant percent increase compared to overall demand in PG&E’s service area. Therefore, projected electrical and natural gas demand would not significantly impact PG&E’s level of service.

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during demolition and grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During operations, energy consumption would be associated with ongoing operations at the MVTTC. The project would provide transit, circulation, pedestrian and bicycle improvements at an existing transit center. These improvements would increase access to public and active transportation, further reducing the need to drive and decreasing fuel demand. Furthermore, the project site and surrounding areas are highly urbanized with numerous gasoline fuel facilities and infrastructure. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Additionally, fuel consumption associated with vehicle trips generated by the



proposed project would not be considered inefficient, wasteful, or unnecessary. The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts are considered less than significant, and no mitigation is required.

*b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

**Less Than Significant Impact.** The proposed project would provide traffic, transit, pedestrian and bicycle improvements at existing facilities. As discussed in the Transportation Impact Analysis (TIA) prepared for the project (Appendix F) the proposed project would not generate any new automobile, bicycle, or pedestrian traffic. While the project assumes increased ridership, it is primarily due to implementation of other planned transit projects to be completed by the Peninsula Corridor Joint Powers Board (which operates the Caltrain service) or other agencies. Additionally, as discussed further in Threshold 8 (b), the proposed project would be consistent with the California Air Resources Board (CARB) Scoping Plan measures as well as the overall goals of the Mountain View Climate Protection Roadmap (CPR) and Greenhouse Gas Reduction Plan (GGRP), which are the City's strategic planning document to reduce GHG emissions. As an infill project on a currently developed site, the proposed project would support efforts to reduce GHG emissions from vehicle miles traveled (VMT). Additionally, according to the TIA the proposed project generates no new vehicle trips. The proposed project would not conflict with any strategies to reduce GHG emissions in the CPR and GGRP. Therefore, impacts would be less than significant.

### **Cumulative Impacts**

The proposed project would have no impact on energy resources. Therefore, the proposed project would not contribute to a cumulatively considerable impact.

*Sources:*

Bay Area Air Quality Management District, Final 2017 Clean Air Plan, 2017.

California Air Resources Board, California's 2017 Climate Change Scoping Plan, 2017.

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Zoning Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990>

**GEOLOGY AND SOILS**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>7. GEOLOGY AND SOILS. Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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.			✓	
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) 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?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) 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?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- i) *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.*

**Less Than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act (Act) was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). Per the General Plan EIR, no known active faults are present within the City of Mountain View and the fault rupture hazard for the City is considered to be very low<sup>13</sup>. Furthermore, no Alquist-Priolo Earthquake Fault Zones or active faults are within the proposed project area. The Berrocal/Monte Vista-Shannon Fault, located along the base of the Santa Cruz Mountains is the closest "fork" of the San Jacinto Fault Zone. The fault has a maximum credible earthquake magnitude of 6.5. The City has established policies and actions to reduce seismic hazards as noted below:

**Policy INC 2.3:** Emergency-prepared infrastructure design. Require the use of available technologies and earthquake-resistant materials in the design and construction of all infrastructure projects, whether constructed by the City or others.

**Action PSA 4.2.1:** Enforce building codes. Enforce building and fire codes and standards.

**Action PS 4.2.2:** Develop a mitigation plan. Develop a Local Hazard Mitigation Plan.

**Policy PSA 5.1:** New Development. Ensure development adequately addresses seismically induced geologic hazards.

**Action PSA 5.1.3:** Hazard studies. Review development projects in potentially seismic areas to ensure that geotechnical investigations are prepared following State guidelines and relevant local codes.

**Policy PSA 5.2:** Alquist-Priolo Zones. Require development to comply with the Alquist-Priolo Earthquake Fault Zoning Act.

Compliance with the policies and actions above would reduce the potential for seismic hazards to adversely impact the project site. The possibility of significant fault rupture on the project site is considered to be less than significant and no mitigation is required.

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<sup>13</sup> Ibid, page 332.

*ii) Strong seismic ground shaking?*

**Less Than Significant Impact.** The project site is located in an area of high regional seismicity and numerous faults capable of producing significant ground motions are located in the region. As discussed above, the closest known active earthquake fault to the proposed project is the Berrocal/Monte Vista-Shannon Fault, located along the base of the Santa Cruz Mountains is the closest “fork” of the San Jacinto Fault Zone. Active faults in the vicinity of Mountain View include the San Andreas, Hayward, and San Gregorio faults as well as major regional faults outside the City of Mountain View but in the Coast Ranges. Other major active regional faults include the Calaveras Fault in the Oakland Hills to the east and the Concord-Green Valley Fault to the north. These faults are all capable of producing ground shaking in the City of Mountain View and could subject the proposed project site to strong ground motions. The proposed project would be required to be constructed in conformance with the California Building Code (CBC), City regulations, and other applicable standards. The proposed project would comply with General Plan policies and actions including Policies INC 2.3, PSA 5.1, PSA 5.2, as well as Actions PSA 4.2.1, PS 4.2.2, and PSA 5.1.3. Compliance with these policies and actions would reduce the potential for seismic ground shaking to adversely impact the project site. Furthermore, conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to a less than significant level. No mitigation is required.

*iii) Seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact.** Liquefaction is the loss of strength that generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. Liquefaction generally occurs in cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The potential for liquefaction generally occurs during strong ground shaking within relatively loose sediments where the groundwater is usually less than 50-feet. The proposed project would provide traffic, transit, pedestrian and bicycle improvements at existing facilities within the right-of-way and on paved surfaces. The project site is located within an area classified as a Liquefaction Zone of Required Investigation<sup>14</sup>. However, compliance with General Plan Policies INC 2.3, PSA 5.1, PSA 5.2, as well as Actions PSA 4.2.1, PS 4.2.2, and PSA 5.1.3 would minimize impacts from liquefaction. Thus, impacts from liquefaction are considered less than significant.

*iv) Landslides?*

**No Impact.** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is relatively flat and, according to the City’s General Plan, the City of Mountain View is mapped as Category 1, (stable areas of less than 5 percent slope and not underlain by landslide

<sup>14</sup> California Governor’s Office of Emergency Services. Available at: <http://myplan.calema.ca.gov/>. Accessed February 14, 2019.

deposits). Therefore, there would be no impact from landslides on the proposed project and no mitigation is required.

b) *Result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** Grading during the construction phase of the proposed project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. However, erosion and loss of topsoil would be controlled using standard erosion control practices during construction. Accordingly, the proposed project would be required to prepare a SWPPP under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit to implement BMPs to minimize stormwater runoff during construction. Adherence to the SWPPP with the recommendations of the Water Quality Management Plan prepared for the proposed project would reduce possible impacts related to the erosion to less than significant. No mitigation is required.

c) *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?*

**Less Than Significant Impact.** As discussed previously, the project site is relatively flat and is not located near any areas with steep topography that would be susceptible to landslides. The proposed project would provide traffic, transit, pedestrian and bicycle improvements at existing facilities within the right-of-way and on paved surfaces. Furthermore, the project would comply with General Plan Policies INC 2.3, PSA 5.1, PSA 5.2, as well as Actions PSA 4.2.1, PS 4.2.2, and PSA 5.1.3 which would minimize impacts related to lateral spreading, subsidence, liquefaction or collapse. Thus, impacts would be less than significant.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

**Less Than Significant Impact.** As discussed above, the proposed project would provide traffic, transit, pedestrian and bicycle improvements at existing facilities within the right-of-way and on paved surfaces. The proposed project would be required conform to the California Building Code, city regulations, and other applicable construction and design standards including General Plan Policies INC 2.3, PSA 5.1, PSA 5.2, as well as Actions PSA 4.2.1, PS 4.2.2, and PSA 5.1.3. Conformance with standard engineering practices, design criteria would ensure impacts related to expansive soil potential remain less than significant.

e) *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?*

**No Impact.** The proposed project does not include the implementation of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation is required.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Impact.** The proposed project improvements would be conducted at existing facilities within the existing right-of-way. The project site and surrounding areas are urbanized and previously disturbed. The General Plan EIR has determined that geological formations known to contain fossils are present within the City.<sup>15</sup> The project would comply with the General Plan Policy LUD 11.5 as noted below:

**Policy LUD 11.5:** Archaeological and paleontological site protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.

Compliance with General Plan Policy LUD 11.5 would reduce impacts to a less than significant level; mitigation measures are not required.

### **Cumulative Impacts**

The incremental effects of the proposed project related to geology and soils, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed project would not result in incremental effects to geology and soils that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from geology and soils.

#### *Sources:*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Mountain View 2030 General Plan, 2012.

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<sup>15</sup> Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012. Page 473.

## GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				✓
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

A Greenhouse Gas Emissions Assessment was prepared for the proposed project by Kimley-Horn and Associates (January 2019). The report is provided in Appendix D; the results and conclusions of the report are summarized herein.

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors. California is a significant emitter of CO<sub>2</sub>e in the world. The State of California has adopted various administrative initiatives and legislation relating to climate change, much of which set aggressive goals for GHG emissions reductions statewide. The BAAQMD is the regional agency with jurisdiction over the nine-county region located in the Basin. The Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), county transportation agencies, cities and counties, and various nongovernmental organizations also join in the efforts to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs. The BAAQMD’s 2017 CEQA Air Quality Guidelines provide significance thresholds for project GHG emissions that are used by the City of Mountain View. If the BAAQMD thresholds are exceeded, a potentially significant impact could result. These thresholds are substantiated in the Options and Justification Report (dated October 2009) prepared by the BAAQMD. These recommendations represent the best available science on the subject of what constitutes a significant GHG effect on climate change for this project. BAAQMD’s recommended thresholds are as follows:

- Compliance with a Qualified Climate Action Plan or
- Meet one of the following thresholds:
  - 1,100 MT CO<sub>2</sub>e/year (yr); or
  - 4.6 MTCO<sub>2</sub>e/service population (sp)/yr (residents and employees)



- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**No Impact.**

**Construction Emissions**

Project construction would result in direct emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> from the operation of construction equipment and the transport of materials and construction workers to and from the project site. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years).<sup>7</sup> BAAQMD does not have a threshold for construction GHG emissions but recommends that construction GHG emissions are quantified and disclosed. As shown in Table GHG-1, *Project Greenhouse Gas Emissions*, project construction would result in 1,100.44 MTCO<sub>2</sub>e (36.68 MTCO<sub>2</sub>e/yr when amortized over 30 years). The CalEEMod outputs are contained within the Appendix A, *Greenhouse Gas Emissions Data*.

**Table GHG-1: Project Greenhouse Gas Emissions**

Category	MTCO <sub>2</sub> e <sup>1,2</sup>
<b>CONSTRUCTION EMISSIONS</b>	
Total Construction Emissions (2021-2023)	1,100.44
30- Year Amortized Construction	36.68
Notes:	
1. Emissions were calculated using CalEEMod.	
2. Construction emissions are provided for informational purposes. The BAAQMD does not have construction GHG thresholds. Source: Kimley-Horn and Associates, 2019; refer to Appendix A.	

**Operational Emissions**

Operational or long-term emissions occur over the life of the proposed project. Generally, GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators.

The proposed project includes three main components: the Castro Street Grade Separation; Caltrain Station Improvements; and other supportive pedestrian and bicycle facilities improvements. The Transportation Impact Analysis (TIA) prepared by Kimley-Horn (December 2018) determined that the proposed project would not generate any new automobile, bicycle, or pedestrian traffic. While the project assumes increased ridership, it is primarily due to implementation of other planned transit projects to be completed by the Peninsula Corridor Joint Powers Board (which operates the Caltrain service) or other agencies. However, the assumed increases to bicycle, pedestrian, and vehicle traffic due to the planned transit projects were

incorporated into the baseline scenarios analyzed in the TIA. The proposed project does not include any structures which would provide energy, waste, water, or wastewater emissions. Therefore, no GHG emissions are expected to be generated from operation of the proposed project.

- b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less Than Significant Impact.**

#### **City of Mountain View Climate Action Plan**

In 2012, the City adopted a Greenhouse Gas Reduction Plan (GGRP) to mitigate the emissions associated with future development allowed in the General Plan. BAAQMD guidelines allow cities to either use an absolute or an efficiency-based target to meet 2020 goals. With the high levels of future development and emissions growth, and the general political and economic infeasibility of implanting aggressive emission reduction policies and programs the City of Mountain View chose to use a BAAQMD-approved emissions efficiency target within the GGRP. This is a per-capita target that would result in a community emissions efficiency of below 6.0 metric tons of CO<sub>2</sub>e per service population. This means the City can continue to grow its overall absolute GHG emissions while striving to reduce its per-capita emissions.

As discussed in the regulatory section above, the GGRP aims to reduce or eliminate vehicle trips by increasing and improving the viability of alternative modes of transportation. The proposed project would improve the existing MVTC by constructing undercrossings for pedestrians and bicyclists, installing new and extending existing cycle tracks, and rerouting vehicular traffic. Goals and Principles include bike system improvements, pedestrian system improvements, and transit system improvements which would all be provided by the proposed project.

To address the potential impact, consistency with the City of Mountain View Community Climate Protection Roadmap (CPR) is used for this analysis. The CPR describes the emission forecast for the City from 2005 to 2050 and uses the forecasts to extrapolate the business as usual 2050 emission forecast. The plan estimated community emissions to increase by 166,641 MTCO<sub>2</sub>e per year between 2005 and 2020, and by 277,735 MTCO<sub>2</sub>e per year between 2005 and 2030. The Plan highlights the award-winning Transit Center with free community and employee shuttles, dedicated bicycle paths as part of the City's effort to provide alternatives to single-occupancy vehicle transportation.

The Mountain View CRP and GGRP identify sources of GHG emissions within the City's boundaries, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic goals, measures, and actions to reduce emissions. The GGRP is a qualified Greenhouse Gas Reduction Strategy under CEQA, which can be used to determine the significance of GHG emissions from a project (CEQA Guidelines section 15183.5). The BAAQMD also recognizes the use of the GGRP as a qualified GHG Reduction Strategy under the standards established by the

BAAQMD. Therefore, if the project is consistent with the CAP, then the project would result in a less than significant cumulative impact to global climate change in 2020.

The proposed project would be consistent with the overall goals of the Mountain View CRP and GGRP, which are the City's strategic planning document to reduce GHG emissions. As an infill project on a currently developed site, the proposed project would support efforts to reduce GHG emissions from VMT. Additionally, according to the TIA the proposed project generates no new vehicle trips. The proposed project does not include any occupied structures requiring energy (only a vehicular ramp, pedestrian undercrossings, extension of platforms, and bicycle paths). The proposed project would not conflict with any strategies to reduce GHG emissions in the CRP and GGRP. Therefore, impacts would be less than significant.

### **CARB Scoping Plan**

The latest CARB Climate Change Scoping Plan (2017) outlines the state's strategy to return reduce state's GHG emissions to return to 40 percent below 1990 levels by 2030 pursuant to SB 32. The CARB Scoping Plan is applicable to state agencies and is generally not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

The CARB Scoping Plan includes various Statewide strategies such as the Pavley I motor vehicle emission standards, Pavley II (LEV III) Advanced Clean Cars Program (extends to model year 2025), the Low Carbon Fuel Standard (LCFS), the Renewable Portfolio Standards (RPS), Green Building Code Standards for indoor water use, or the California Model Water Efficient Landscape Ordinance (outdoor water), the latest 2019 Title 24 Energy Efficiency Standards (effective January 1, 2020), and the 2016 Title 24 Energy Efficiency Standards to lower mobile and stationary source GHG emissions. The proposed project would not generate new operational GHG emissions and would not conflict with any CARB Scoping Plan measures. Therefore, impacts would be less than significant in this regard.

### **Plan Bay Area**

The proposed project would be consistent with the overall goals of *Plan Bay Area 2040* in improving alternative transportation access in a downtown area. The proposed project would improve bicycle and pedestrian safety and accessibility. Therefore, the proposed project would not conflict with the land use concept plan in *Plan Bay Area 2040* and impacts would be less than significant.

### **Cumulative Impacts**

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result

in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed above, the project would not conflict with any GHG reduction plans including the CARB Scoping Plan. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

*Source*

Kimley-Horn and Associates, Greenhouse Gas Emissions Assessment for the proposed Mountain View Grade Separation and Access Project in the City of Mountain View, California, 2019.

## HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b) 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?				✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) 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?			✓	
e) 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 or excessive noise for people residing or working in the project area?				✓
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

A Phase I Initial Site Assessment was prepared for the proposed project by Kimley-Horn and Associates (December 2018) and is provided as Appendix E; the results of the report are summarized herein.

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**No Impact.** Per the Phase I Initial Site Assessment (ISA) prepared for the proposed project and included as Appendix E, the project site was developed as roadway, railway, residential, and commercial uses as early as 1897 or prior to 1888 in some parts of the project area. Construction of the proposed project would involve the transport and use of fuels and lubricating fluids in construction equipment, asphaltic emulsions associated with the asphalt-concrete paving operations, cement materials, base and subbase materials, joint and curing compounds, concrete curing compounds, paints, solvents, thinners, acids, mortar mix, landscaping materials (including topsoil, plants, herbicides, fertilizers, mulch and pesticides), and general site debris. The transport of hazardous materials is regulated via the Federal Hazardous Materials Transportation Act. On-site storage of these materials, where applicable, would occur consistent with the California Fire Code.

The physical improvements associated with the proposed project would not generate hazardous materials or facilitate the routine transport, use, or disposal of hazardous materials within the project area. Therefore, there would be no environmental impact caused by hazardous materials related to the proposed project's physical improvements.

- b) *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?*

**No Impact.** As discussed above, the proposed project would not generate hazardous materials or facilitate the routine transport, use, or disposal of hazardous materials within the project area. Therefore, there would be no environmental impact caused by reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**No Impact.** The project site is located adjacent to the Khan Lab School, an elementary school located at 1200 Villa Street, Mountain View. Landels Elementary School is located approximately 950 feet south of the project site at 115 W. Dana Street, Mountain View. As discussed above, the proposed project would not generate hazardous materials or facilitate the routine transport, use, or disposal of hazardous materials within the project area. Furthermore, allowable land uses would comply with all applicable local, State and Federal hazardous materials regulations. As such, there would be no impact.

- d) *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?*

**Less Than Significant Impact.** The project site is not included on a hazardous site list compiled pursuant to California Government Code Section 65962.5.<sup>16</sup> However, according to the Phase I ISA

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<sup>16</sup> California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: [http://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm). Accessed February 13, 2019.

prepared for the proposed project, there were two Recognized Environmental Condition (REC)s (as defined by ASTM Practice E 1527-13) identified in association with the project site that required additional investigation.

Minton's Lumber & Supply located at 425 W Evelyn Avenue (immediately adjacent to the Site to the south) was found to have a former Leaking Underground Storage Tank (LUST). Regulatory oversight of the site was conducted, however, the closure letter dated September 19, 2011 from the County of Santa Clara Department of Environmental Health indicates that there is residual contamination in soil and groundwater on the site that could pose an unacceptable risk under certain site development activities such as site grading, excavation, or the installation of water wells. Given that this facility is directly adjacent to the project Site and ground disturbance is planned in this area, the Phase I ISA considers this facility a REC for the project site.

Classic Communities located at Bryant & W Evelyn Avenue (immediately adjacent to the Site to the south) has a documented history as a cleanup program site. According to the Phase I ISA, this facility was case closed as of October 10, 2017. However, information provided in email correspondence from the Regional Water Quality Control Board dated February 24, 2017 indicates that groundwater in the area is contaminated by perchloroethylene (PCE). Given there is a known PCE plume in the area of planned ground disturbance and the potential to encounter contaminated groundwater, the Phase I ISA considers this facility a REC for the project site.

Implementation of the City's Standard Condition PL-117 regarding the discovery of contaminated soils would reduce potential impacts to the public or environment to a less-than-significant level.

**Standard Condition PL-117: Construction Practices and Noticing, Discovery of Contaminated Soils:** If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

- e) *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 or excessive noise for people residing or working in the project area?*

**No Impact.** The Santa Clara County Airport Land Use Commission (ALUC) has adopted a Comprehensive Land Use Plan (CLUP) for areas surrounding Santa Clara County public-use airports, which incorporates the airspace protection criteria provided in Federal Aviation Regulations (FAR)



Part 77. Per the City of Mountain View General Plan EIR, the City of Mountain View is not located within any protected airspace zones defined by the ALUC and has no heliports listed by the FAA.<sup>17</sup> However, Moffett Federal Airfield is a federally owned airport located mostly in unincorporated Santa Clara County. Moffett Airfield is located approximately 1.5 miles northeast of the project site, thus the proposed project would not create a safety hazard for people residing or working in the project area. The proposed project is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area. No impacts would occur and no mitigation is required.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan. Primary access to all major roads would be maintained during construction of the proposed project. Therefore, no associated impacts would occur.

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

**No Impact.** The proposed project would not expose people or structures to a risk of loss, injury or death involving wildland fires. The project site is in a developed urban area and it is not adjacent to any wildland areas. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), represent the risks associated with wildland fires. Fire Hazard Severity Zones mapped by CAL FIRE for State and local responsibility areas are classified as either “Medium” “High”, or “Very High” based on fire hazards. No Fire Hazard Severity Zones for State responsibility areas<sup>18</sup> or Very High Fire Hazard Severity Zones for local responsibility areas have been identified within or adjacent to the City of Mountain View<sup>19</sup>. Therefore, no impact would occur in regard to wildland fires and no mitigation is required.

### **Cumulative Impacts**

The General Plan EIR concluded that buildout would result in significant impacts related to an increase in public or environmental exposure to hazardous materials from contamination in development areas or a federal Superfund site.<sup>20</sup> Hazardous materials are strictly regulated by local, state, and federal laws. Specifically, these laws are designed to ensure that hazardous materials do not result in a gradual increase in toxins in the environment. For each of the reasonably foreseeable projects under consideration, including the project, various mitigation measures would be implemented as a condition of development approval for the risks associated with exposure to hazardous materials. Measures would include

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<sup>17</sup> Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012. Page 397.

<sup>18</sup> CAL FIRE, 2007. Fire Hazard Severity Zones in SRA. Available at: [http://frap.fire.ca.gov/webdata/maps/santa\\_clara/fhszs\\_map.43.pdf](http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszs_map.43.pdf). Accessed February 11, 2019.

<sup>19</sup> CAL FIRE, 2008. Very High Fire Hazard Severity Zones in LRA. Available at: [http://frap.fire.ca.gov/webdata/maps/santa\\_clara/fhszl\\_map.43.pdf](http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszl_map.43.pdf). Accessed February 11, 2019.

<sup>20</sup> Ibid, page 406.

incorporating the requirements of applicable local, state, and federal laws and regulations during all phases of project development.

Similar to the project, reasonably foreseeable projects could result in construction impacts related to the routine transport, disposal, or handling of hazardous materials; intermittent use and transport of petroleum--based lubricants, solvents, and fuels; and transport of affected soil to and from sites. However, hazardous waste generated during construction of any project would be collected, properly characterized for disposal, and transported in compliance with regulations such as the Resource Conservation and Recovery Act of 1976, U.S. Department of Transportation Hazardous Materials Regulations, and local Certified Unified Program Agency regulations. Therefore, the impacts would be less than significant. The project would not have the potential to contribute to cumulative hazard--related impacts because such impacts occur only intermittently.

### *Sources*

California, State of, Department of Forestry and Fire Protection, Fire Hazard Severity Zones in SRA, 2007. Available at: [http://frap.fire.ca.gov/webdata/maps/santa\\_clara/fhszs\\_map.43.pdf](http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszs_map.43.pdf).

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Kimley-Horn and Associates, Phase I Initial Site Assessment: Mountain View Transit Center Grade Separation and Access Project, 2018.

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Mountain View 2030 General Plan, 2012.

Mountain View, City of. Shoreline Regional Park Community Transportation Study, 2013.

Mountain View, City of. Zoning Map, 2019: Available at: <https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990>

**HYDROLOGY AND WATER QUALITY**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. HYDROLOGY AND WATER QUALITY. Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?			✓	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
iii) 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?			✓	
iv) Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

*a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

**Less Than Significant Impact.** The project proposes improvements to existing transit, roadway, pedestrian and bicycle facilities. Project improvements would be in accordance with local, State, and federal rules and regulations and the following General Plan policies:

**Policy INC 8.2:** National Pollutant Discharge Elimination System (NPDES) Permit. Comply with requirements in the Municipal Regional Storm water NPDES Permit (MRP).

**Policy INC 8.4:** Runoff pollution prevention. Reduce the amount of storm water runoff and storm water pollution entering creeks, water channels, and the San Francisco Bay, through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP).

**Policy INC 8.5:** Site-specific storm water treatment. For both new development and redevelopment projects, require post-construction storm water treatment controls consistent Furthermore, the project would be required to prepare a SWPPP consistent with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit). The SWPPP would incorporate best Management Practices (BMPs) to prevent stormwater pollutants from leaving the project site during construction (e.g., gravel bags, silt fence, fiber rolls, etc.). Compliance with the General Plan policies above and preparation and implementation of the SWPPP would reduce potential impacts to water quality during construction and avoid violations of water quality standards.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

**No Impact.** The proposed project would provide traffic, transit, pedestrian and bicycle improvements to existing facilities within the existing right-of-way and therefore, does not involve the extraction of groundwater. Thus, it would not impact percolation or recharge of groundwater on-site. No impacts would occur.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- i) *Result in substantial erosion or siltation on- or off-site?*

**Less Than Significant Impact.** As discussed above, the project would be required to prepare and implement a SWPPP and comply with the General Plan policies listed above. Accordingly, impacts related to erosion or siltation would be less than significant.

- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*

**Less Than Significant Impact.** The proposed project is located within an urbanized area and would provide traffic, transit, pedestrian and bicycle improvements to existing facilities within the existing right-of-way. Although the project is not likely to substantially increase the rate or amount of

surface runoff, the project would be subject to General Plan Policies INC 8.2, INC 8.4, and INC 8.5. Thus, impacts from related to the rate or amount of surface runoff would be less than significant.

*iii) 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?*

**Less Than Significant Impact.** During construction, water quality impacts could result from temporary construction activities associated with the project including grading, excavation, and other earthmoving activities that have the potential to cause substantial erosion on the project site. If erosion is not prevented or contained during construction, sediments and particulates, along with other contaminants found on the project site, could be conveyed off-site and into downstream waters such as Stevens Creek, resulting in water quality degradation and the subsequent violation of water quality standards. Compliance with the BMPs identified in the SWPPP produced for the proposed project would minimize any potential water quality impacts resulting from polluted runoff. Therefore, impacts resulting from the project would be less than significant.

*iv) Impede or redirect flood flows?*

**Less Than Significant Impact.** As discussed above, the project would be in accordance with local, State, and federal rules and would comply with applicable General Plan policies including Policies INC 8.2, INC 8.4, and INC 8.5. The project would occur within the existing right-of-way and would be subject to local, State, and federal rules and regulations and the following General Plan policies. Although the project is located within the Stevens Creek and Permanente Creek watersheds, the project would not include the construction of buildings or structures that would impede or redirect flows. Therefore, impacts related to the redirection or impediment of flows would be less than significant.

*d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

**Less Than Significant Impact.** The proposed project site is located within an urbanized area and is located outside of Dam Inundation areas as identified by Figure IV.H-3 of the General Plan EIR. Furthermore, the project does not propose construction of any buildings or other facilities which would put structures or humans in the potential path of flooding as a result of the failure of a levee or dam; therefore, there is no significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

*e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

**Less Than Significant Impact.** The project proposes improvements to existing transit, roadway, pedestrian and bicycle facilities. Project improvements would be in accordance with local, State, and federal rules and would comply with applicable General Plan policies including Policies INC 8.2, INC 8.4, and INC 8.5. Compliance with these policies would ensure that the proposed project would

not obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant and mitigation is not required.

### **Cumulative Impacts**

Development in Mountain View would generally involve redevelopment of existing developed sites that contain substantial areas with impervious surfaces. Projects would be required to adhere to applicable General Plans goals, policies, and action statements; the City Municipal Zoning Code; the City Standard Conditions of Approval; and the City's stormwater management guidelines regarding stormwater runoff and infrastructure. In addition, other projects would be required to implement stormwater pollution best management practices during construction and incorporate low-impact development (LID) design measures to reduce water quality impacts and comply with the NPDES Municipal Regional Permit. The General Plan EIR did not identify any significant impacts related to hydrology and water quality.<sup>21</sup>

The potential impacts related to hydrology and storm water runoff are typically site specific and site specific BMPs are implemented at the project level. The analysis above determined that the implementation of the proposed project would not result in significant impacts. Therefore, the proposed project would have no impact under most hydrology criteria, and therefore could not contribute toward a cumulative impact. In regard to proposed project impacts that would be considered less than significant, such impacts are not expected to result in compounded or increased impacts when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects, as other projects would be subject to similar laws and requirements regarding hydrology practices. Potential impacts are considered less than cumulatively considerable.

### *Source*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

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<sup>21</sup> Ibid, page 406.

## LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

*a) Physically divide an established community?*

**No Impact.** Projects that are typically considered to have the potential to divide an established community include the construction of new freeways, highways, or roads, or other uses that physically separate an existing or established neighborhood. The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. While direct auto connectivity between Moffett Boulevard and Castro Street would be removed, the pedestrian and bicycle connection between the neighborhoods is strengthened with pedestrian and bicycle undercrossings. Auto access is maintained through use of Central Expressway and Shoreline Boulevard as an alternative traffic route. The project would also remove the connection of Franklin Street to West Evelyn Avenue; however, adjacent condominiums and the Police Headquarters Building would continue to have access to Franklin Street, which connects to Villa Street and the greater downtown roadway network. The project would not separate the existing residents from the rest of the community.

The land uses surrounding the project site consist of a mix of uses including commercial, residential, and a major transportation corridor. Project improvements would occur at or along existing facilities, including existing roadways. Although the project would include closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection, the closure of this section of Castro Street would be in combination with project elements that would improve vehicle, pedestrian connectivity and safety, such as construction of a two-way vehicular ramp from West Evelyn Avenue to Shoreline Boulevard, construction of pedestrian and bicycle undercrossing(s) across Central Expressway intersection and the rail corridor, traffic redirection and intersection modifications to the Castro Street and West Evelyn Avenue intersection and improvements to the special event transit loading area along Central Expressway just east of Castro

Street. These modifications would occur within the existing right-of-way and would provide enhanced connectivity to the surrounding area.

As discussed above, the proposed project is predominantly surrounded by urban development and would not physically separate residential areas. Accordingly, the proposed project would provide improvements to existing facilities including roadways and the MVTC and would not physically divide an established community. Therefore, no impacts would occur and no mitigation is required.

- b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

**No Impact.** The proposed project would occur within the existing right-of-way and at the MVTC, which is designated in the Mountain View General Plan as Downtown Mixed Use<sup>22</sup> and zoned as Planned Community/ Evelyn Avenue Corridor Precise Plan. The area surrounding the project includes areas designated as Parks, Schools, and Public Facilities as well as Office, Downtown Mixed Use, Regional Park, Mixed-Use Corridor, and Medium-, Medium Low -and Low-Destiny Residential. The project area has been identified as an area for transit improvements in multiple City planning documents including the Mountain View 2030 General Plan, Shoreline Regional Park Community Transportation Study, Shoreline Boulevard Corridor Transportation Study, North Bayshore Precise Plan, and Mountain View Bicycle Transportation Plan Update, Downtown Precise Plan, and the Evelyn Avenue Corridor Precise Plan. The Evelyn Avenue Corridor Precise Plan identifies the MVTC within the Transit Services Area zone which permits railroad passenger stations, bus passenger stations, stations for other transit mode, passenger lots, garages, passenger loading areas, transit support services and limited retail commercial and office uses. Thus, the proposed project is consistent with the pertinent land use planning and policy documents, including the General Plan, Zoning, Evelyn Avenue Corridor Precise Plan. Therefore, the proposed project would have no impact on a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### **Cumulative Impacts**

The proposed project does not conflict with any applicable land use regulations, land use policies, or land use planning documents. Although the project proposes improvements to roadway intersections and pedestrian and bicycle facilities, these improvements would occur in the existing right-of-way and would not include the construction of any new roadways or other significant infrastructure improvements that would restrict access or otherwise divide an established community. Therefore, the proposed project would not contribute towards any cumulative impacts in these regards. For these reasons, the proposed project would not contribute to a cumulative impact or result in land use conflicts. As discussed above, the proposed project would not impact land use policies, therefore, taken with past, present and reasonably foreseeable projects impacts are not considered cumulatively considerable, and no mitigation is required.

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<sup>22</sup> Mountain View General Plan Land Use Map, 2019.



*Sources:*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Downtown Precise Plan, 2018.

Mountain View, City of. Evelyn Avenue Corridor Precise Plan, 1994.

Mountain View, City of. Land Use Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10701>

Mountain View, City of. Mountain View 2030 General Plan, 2012.

Mountain View, City of. Mountain View Bicycle Transportation Plan Update, 2015.

Mountain View, City of. North Bayshore Precise Plan, 2014.

Mountain View, City of. Shoreline Regional Park Community Transportation Study, 2013.

Mountain View, City of. Zoning Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990>

## MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

**No Impact.** The proposed project site does not have history of known mining or quarry operations. The Surface Mining and Reclamation Act of 1975 (SMARA) requires the State Geologist to classify land in California according to its potential to contain mineral resources. There are no known mineral resources located on the project site and the General Plan does not identify mineral resources within the City. The project would not result in the loss of availability of known mineral resources of regional or statewide importance. Therefore, there would be no impact on mineral resources.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

**No Impact.** The proposed project site has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. Additionally, the proposed project site is not currently used (or planned for use) as a mineral resource recovery site. Therefore, no impacts to mineral resources in this regard.

### Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to mineral resources. There are no designated or known mineral resources in the surrounding area. Implementation of the proposed project would not result in the loss of an area that is designated for mineral resource extraction and would not result in the inability to use any other areas for such purpose. Therefore, the proposed project would not result in incremental effects to the loss of mineral resources that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable future projects. Thus, no cumulative impacts related to mineral resources would occur.

*Sources*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Land Use Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10701>

Mountain View, City of. Mountain View 2030 General Plan, 2012.

Mountain View, City of. Zoning Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990>

## NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. NOISE. Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?		✓		
c) For a project located within the vicinity of a private airstrip or 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?				✓

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact.**

*Temporary Construction Equipment Noise*

Typical noise levels range up to 91 dBA Lmax at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of a site, tends to generate the highest noise levels because the noisiest construction equipment is earth-moving equipment. Earth moving equipment includes excavating machinery such as backhoes, bulldozers, draglines and front loaders, and earth moving and compacting equipment, which includes compactors, scrapers and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

The City of Mountain View requires that all construction vehicles or equipment, fixed or mobile, be equipped with properly operating and maintained mufflers. All operations must comply with the noise ordinance standards of the City Code, and stockpiling and/or vehicle staging areas must be located as far as practicable from dwellings.

Construction of the project would generate noise and temporarily increase noise levels at adjacent uses. The noise levels generated during construction would depend on what construction equipment is used, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive receptors.

To provide a conservative construction analysis, modeling for construction noise assumes that the three loudest pieces of equipment expected to be used for project construction would operate simultaneously and close to one another on the project site near the closest noise-sensitive receptor. The combined maximum noise level from operation of the three loudest pieces of equipment was calculated using the noise calculation method and construction equipment noise data in the Federal Highway Administration Roadway Construction Noise Model (Federal Highway Administration 2006). Average noise, or Leq values, were calculated from the Lmax values and equipment utilization factors from the FHWA model.

The number and type of equipment to be used for project construction were generated within the CalEEMod program used for the air quality analysis. For consistency, the same equipment has been analyzed for noise impacts. Construction would be comprised of five disparate phases, which include demolition, grading, construction of structures, paving, and architectural coatings. The loudest construction phase is estimated to be the demolition phase, with maximum and average noise levels equal to 91 and 85 dBA, respectively, at a distance of 50 feet<sup>23</sup>. In the project area, there are noise-sensitive land uses<sup>24</sup> located as close as 50 feet from where construction of the project will occur. On West Evelyn Avenue, there are single- and multi-family residences located throughout the entire project corridor. Additionally, the apartment building located at the northwest corner of the intersection of Central Expressway and Moffett Boulevard/Castro Street and the neighborhood of single-family homes at the northeast corner of this intersection could also be located in close proximity to construction activity. These residences could thus be exposed to noise as loud as 91 dBA temporarily. In the project area, noise levels range from 69 to 76 dBA Ldn, as documented in the noise survey conducted at the project site. Daytime hourly noise in the project area ranges from 58 to 62 dBA Leq. The full results of the noise monitoring survey are shown in Appendix F.

It should be noted that equipment would not be in close proximity to any single noise-sensitive land uses for the entire construction period, because project construction would be linear along West Evelyn Avenue. Additionally, when the worst-case scenario is occurring close to noise-sensitive land uses, it is likely that the equipment would be operating intermittently, and the three

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<sup>23</sup> For the full results of the construction noise analysis, including the Lmax and Leq noise levels by distance for each phase, please refer to Appendix F. Also included is a list of the anticipated construction equipment and the corresponding equipment noise levels and utilizations factor.

<sup>24</sup> Noise-sensitive land uses are generally defined as locations where people reside, or the presence of unwanted sound could adversely affect use of the land. Noise-sensitive land uses typically include single- and multi-family residential areas, health care facilities, lodging facilities, and schools. Recreational areas where quiet is an important part of the environment can also be considered sensitive to noise. Some commercial areas may be considered noise sensitive as well, such as the outdoor restaurant seating areas.

loudest equipment items would operate simultaneously for a relatively short period of time in any specific location. Therefore, noise from construction activities would generally be lower than the worst-case noise estimate of 91 dBA Lmax and 85 dBA Leq.

In addition to the use of heavy-duty equipment, construction of the project would require the use of on-road vehicles to deliver and haul away materials and move construction workers to and from the site. Construction would last for approximately three years. During that time, between 6 and 29 on-road construction worker vehicle trips per weekday would be required, depending on the specific construction phase, while up to 123 and 14 material-hauling truck trips per weekday would be required during the demolition and grading phases, respectively. Because total number of construction days would have a relatively short overall duration and involve a relatively small number of on-road trips compared with existing traffic volumes (refer to Appendix E for existing daily traffic volumes), there would be no substantial increase in noise from construction traffic.

Construction of the project would comply with Section 8.70.1 of the City of Mountain View Municipal Code, which regulates noise from construction activity. It stipulates that no construction activity will commence prior to 7:00 a.m. or continue later than 6:00 p.m., Monday through Friday. Additionally, no noise-generating work shall be permitted on Saturdays, Sundays, or holidays, unless prior written approval is granted by the Chief Building Official. During all other non-prohibited hours, however, construction noise is exempt and no numerical thresholds are applicable. The project would also be required to adhere to the Standard City Conditions (effective January 30, 2017). Standard Condition of Approval PL-106 (Construction Noise Reduction) requires noise reduction measures to be incorporated into construction plans and contractor specifications. Specifically, PL-106 requires that all equipment comply with manufacturer's muffler requirements, that all equipment be turned off when not in use, and that stationary equipment be located as far as practical from receiving properties. In addition, PL-106 states that temporary sound barriers or sound curtains shall be used around loud stationary equipment if the other noise reduction methods are not effective or possible. A temporary sound wall can reduce noise from construction by approximately 5 to 10 dB, depending on the height of the noise source, the barrier and the receiver. Electric-powered construction equipment rather than diesel-powered equipment should also be used when it is feasible to do so.

Additionally, Standard Condition of Approval PL-114 (Disturbance Coordinator) requires a designated "disturbance coordinator" responsible for responding to any local complaints regarding construction noise. This would ensure that excessive noise would be addressed promptly, as PL-114 also requires that reasonable measures warranted to correct the problem be implemented should complaints be received. Since construction would be limited to the allowable daytime hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and on some nights and weekends in coordination with the Chief Building Official, project construction would therefore adhere to the applicable local regulations (Section 8.70.1 of the City Municipal Code).

The project would implement the following standard conditions of approval during construction of the project to ensure that impacts from construction noise would be less than significant.

**Standard Conditions of Approval**

PL-106 - 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.

PL 114 - DISTURBANCE COORDINATOR: The project applicant shall designate a "disturbance coordinator" who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.

*Permanent Traffic Noise Changes*

Once constructed the grade separated crossings, expanded platforms and bike paths would not generate any additional noise, and therefore impacts would be less than significant.

With regard to redistributed traffic, project implementation would not generate any new traffic trips on the existing roadway network. The project would lead to a change in the distribution of vehicles on roadways in the project vicinity. Depending on the roadway, traffic volumes would increase, remain unchanged, or would decrease. Because the project would close the connection between Moffett Boulevard and Castro Street, northbound and southbound vehicles that previously used these roadways would instead be diverted onto West Evelyn Avenue. Consequently, traffic volumes on this roadway would increase by nearly 7 times in the existing plus project and existing plus background projects plus project scenarios. On Moffett Boulevard, traffic volumes would decrease, because some vehicle traffic will be diverted onto Shoreline Boulevard for north-south travel in the project vicinity.

When assessing traffic noise impacts, the following thresholds are applied to determine the significance of Project-related traffic noise increases:

- (1) An increase of more than 5 dBA is considered a significant traffic noise increase, regardless of the existing ambient noise level, and
- (2) in places where the existing or resulting noise environment is “conditionally acceptable,” “normally unacceptable,” or “clearly unacceptable,” based on the City of Mountain View Land Use Compatibility Guidelines, any noise increase greater than 3 dBA is considered a significant traffic noise increase.

According to the City of Mountain View’s General Plan Noise Element, a noise level of up to 60 dBA Ldn is considered normally acceptable for multi-family residential land uses, and 55 dBA Ldn is considered normally acceptable for single-family residential land uses. These noise level standards are generally intended to be used as compatibility standards for the construction of new housing, to ensure that newly constructed multi- or single-family housing is not constructed in an area that would cause disturbance or annoyance to future residents. The project would not involve the addition of any new housing but would result in changes to existing traffic noise; as such, the traffic noise increase thresholds of 5 dBA and 3 dBA are more appropriate for evaluating the project’s effects than the compatibility standards.

Based on the results of the traffic noise modeling analysis, the maximum increase in noise on any roadway in the project vicinity would be less than 1 decibel. For the existing plus project scenario, there would be an increase in noise, of less than 1 decibel, from the project’s roadway changes at 22 road segments. Additionally, traffic noise would decrease or remain unchanged from the changes implemented by the project at 23 roadway segments. For the near-term plus project scenario, the number of roadways that would experience increases and decreases on roadway segments would be similar to the existing plus project scenario. The full results of the traffic noise modeling analysis, including the existing and with-project noise levels for each roadway segment and each project condition, are shown in Appendix E.

As discussed above, 24-hour noise levels in the project area range from 69 to 76 dBA Ldn, while hourly noise levels range from 58 to 62 dBA Leq. These noise measurement values reflect higher noise levels than the values modeled using the traffic data, because there are other sources of noise in the project area in addition to traffic noise. Specifically, engine, wheels-on-track, and horn noise from Caltrain and freight trains and the gate crossing bells contribute to the ambient noise environment in the project area. Light rail vehicles also travel through the project area and have similar types of noise sources as Caltrain. The project would serve to reduce noise associated with the train crossing gate warning bells, because the track crossing with Castro Street and Moffett Boulevard would be removed. Regardless, evaluating the project’s impacts based on traffic volumes only is a conservative analysis, because vehicle increases on certain roadways caused by the project would result in a more noticeable noise increase in a quieter area than if train noise is also considered.

Although nearly all roadway segments were modeled as having existing noise levels in excess of the City’s compatibility standard of 55 dBA Ldn standard for single-family land uses, the traffic



noise modeling analysis demonstrates that noise levels along all roadway segments would increase by less than 1 decibel at any affected roadway. In other words, most roadway segments in the project vicinity are in excess of the City's compatibility threshold for single-family residences in the absence of the project. As discussed previously, a 3 decibel increase is considered barely noticeable and would not constitute a significant increase in noise. The project-caused increase in noise, a less than 1 decibel increase, would thus not be considered substantial. As such, project traffic noise impacts would be less than significant. No mitigation is required.

Additionally, the grade separation component of this project would result in a net benefit in reducing existing noise levels. Once the grade separated access is constructed, trains would no longer be required to sound their whistles at the Castro Street intersection as there would no longer be any vehicular or pedestrian conflict across the train tracks in that location. Similarly, the removal of the existing at-grade pedestrian crossings of the tracks at both the western and eastern ends of the station platforms would eliminate the requirement that trains sound their whistle at those crossings. Therefore, existing train whistles used as warning signals as trains approach the intersection and pedestrian crossings would no longer be required. During the weekdays, the MVTC receives approximately 40 trains headed southbound and approximately 40 headed northbound over the course of a day. On weekend days approximately 15 trains are headed northbound and southbound. As a result, there would be no need for train whistles at this intersection and pedestrian crossings over the course of a day. Further, there would be no need for railroad gate closings to stop vehicular traffic at the Castro Street intersection, and the warning bells that accompany the railroad gates would no longer be required. Therefore, the removal of the existing at-grade crossing would have an overall net benefit with regard to reducing existing noise levels associated with Caltrain operations.

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant Impact with Mitigation Incorporated.** The operation of heavy-duty construction equipment can generate localized ground-borne vibration and noise at buildings adjacent to the construction areas. Ground-borne vibration rarely causes damage to normal buildings, with the occasional exception of blasting or pile-driving during construction. Project construction would require the use of piles inserted into the ground, but all piles would be installed via drilling and would thus not require the use of impact equipment to force the piles into the ground. Even non-impact construction equipment, however, can generate groundborne vibration that may be considered annoying or result in sleep disturbance. Table N-1: *Vibration Source Levels for Construction Equipment*, summarizes typical vibration velocity levels for various types of construction equipment that may be used for the project.

**Table N-1: Vibration Source Levels for Construction Equipment**

Equipment	PPV at 25 Feet	PPV at 50 Feet	PPV at 75 Feet	PPV at 100 Feet	PPV at 175 Feet
Large bulldozer	0.089	0.0315	0.0171	0.0111	0.0048
Caisson Drilling	0.089	0.0315	0.0171	0.0111	0.0048
Loaded trucks	0.076	0.0269	0.0146	0.0095	0.0041
Jackhammer	0.035	0.0124	0.0067	0.0044	0.0019
Small bulldozer	0.003	0.0011	0.0006	0.0004	0.0002

Source: California Department of Transportation 2013.

Notes: PPV = peak particle velocity

Tables N-2: *Vibration Damage Potential, Threshold Criteria Guidelines* and Table N-3: *Vibration Annoyance Potential, Criteria Guidelines* summarize the guidelines developed by the California Department of Transportation (Caltrans) for damage and annoyance potential from the transient and continuous vibration that is usually associated with construction activity. Activities that typically cause single-impact (transient) or low-rate, repeated impact vibration include drop balls, blasting, and the use of impact pile drivers, “pogo stick” compactors, and crack-and-seat equipment. Activities that typically generate continuous vibration include the use of excavation equipment, static compaction equipment, tracked vehicles, vehicles on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment (California Department of Transportation 2013).

**Table N-2: Vibration Damage Potential, Threshold Criteria Guidelines**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/ Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation 2013.

Note: Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity

**Table N-3: Vibration Annoyance Potential, Criteria Guidelines**

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/ Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: California Department of Transportation, 2013.

Note: Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity

Based on the values in Table N-1, at a distance of 25 feet, vibration levels from a large bulldozer or drilling activities would be 0.089 inches per second. As shown in Table N-2, continuous or frequent intermittent sources of vibration, such as vibration from construction activities, could damage older and newer residential structures (such as those currently existing on the project site) if the vibration level is in excess of 0.3 and 0.5 PPV inches per second, respectively, and fragile buildings could be damaged by vibration levels in excess of 0.1 inches per second. The anticipated project vibration level of 0.089 PPV inches per second at a distance of 25 feet is a reasonable worst-case scenario for the nearby noise and vibration-sensitive land uses and would be below the threshold for fragile and residential buildings. Extremely fragile historic buildings could be damaged by vibration levels greater than 0.08 inches per second.

As shown in Table N-3, continuous or frequent intermittent sources of vibration, such as vibration from construction activities, is considered to be distinctly perceptible if the vibration level is in excess of 0.4 inches per second and strongly perceptible if the vibration level is in excess of 0.1 inches per second. The worst-case project vibration of 0.089 inches per second would be more than distinctly perceptible but less than strongly perceptible. Although vibration levels could be felt by people in the project area, within 100 feet of the largest equipment, distinctly perceptible

vibration would only be perceptible during daytime hours, because construction would not occur during nighttime hours when people normally sleep. Sensitive receptors near the project site would not be exposed to distinctly perceptible ground-borne vibration during nighttime hours, which is when vibration is considered to be the most disruptive. For this reason, the annoyance of vibration impacts on noise-sensitive land uses is considered less than significant.

However, the Adobe Building is located in the project area at 157 Moffett Boulevard. As the structure is located adjacent a proposed construction area, vibration levels could adversely impact the Adobe Building. **Mitigation Measure CUL-1: Vibration Monitoring Plan** would be required to reduce vibration impacts to a less than significant level. The preparation of a vibration monitoring plan would identify where the historical building is located in relation to the construction activity, use monitoring equipment to measure vibrations during construction and should groundborne vibrations exceed the established limits, construction activity can be halted until alternative methods can be approved. The mitigation measure includes a comparison of pre- and postconstruction surveys of the sensitive buildings to assess if any structure damage was caused as a result of construction vibration. Mitigation Measure CUL-1: Vibration Monitoring Plan (discussed in Cultural Resources above) requires vibration monitoring and requires a qualified professional to prepare construction vibration mitigation plans to ensure groundbourne vibration does not adversely impact the adjacent historic structure. With the implementation of Mitigation Measure CUL-1, potential impacts are considered less than significant.

- c) *For a project located within the vicinity of a private airstrip or 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?*

**No Impact.** There are no private airstrips in the vicinity of the project site, and thus people within the project area, such as pedestrians, bicyclists, or Caltrain users, would not be exposed to excessive noise from private airstrip activities. The closest airport to the project site is Moffett Federal Airfield, located 1.75 miles northeast of the site. The project area is outside of the 65 CNEL contour for Moffett Federal Airfield (Santa Clara County Airport Land Use Commission 2016). As such, aircraft activity at the airfield would not be expected to expose persons to excessive noise levels, nor would the project result in any changes in aircraft noise at the airfield. There would be no impact related to excessive aircraft noise from public airports or private airstrips. No mitigation is required.

### **Cumulative Impacts**

Construction activities would be limited by City Code requirements for limiting construction hours and would limit construction activities and related noise to daytime hours. However, each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate.

With respect to cumulative construction noise, construction noise from the project could temporarily overlap with construction noise from other construction projects in the vicinity. At this time, there are currently no foreseeable projects in the immediate vicinity of the project area. However, during the approximately three years of project construction, it is possible that some noise-sensitive land uses in the project area could be exposed to construction noise from other projects that are not foreseen. The amount of overlap in terms of construction durations is not likely to be substantial given the linear nature of the project. Additionally, other construction activity would also likely occur during daytime hours and be required to implement the City's Standard Conditions of Approval pertaining to noise reduction. Therefore, the combined effect of project construction and other potential construction activities in the project area would not be cumulatively significant.

As discussed above, the project would cause a redistribution in vehicle volumes, which would lead to an increase in volumes on some roadways and a decrease on other roadways. The effect on noise levels of the traffic redistribution in the existing year was determined to be less than significant; however, a cumulative analysis that also accounts for background growth in traffic volumes unrelated to the project is also necessary. The cumulative analysis of operational impacts has been conducted using the methods described above for the project-level analysis and for the same roadway segments. For the cumulative plus project scenario, which is representative of traffic volumes on roadways in the project area in 2030 with the proposed changes, traffic noise would increase by less than 1 decibel at any of the affected roadways relative to a scenario in 2030 without the project. The full results of the traffic noise modeling analysis, including the cumulative and with-project noise levels for each roadway segment, are shown in Appendix E.

A less than 1-decibel increase would not be noticeable, because, as discussed previously, a 3-decibel increase is considered barely noticeable. Consequently, the effect of the project's traffic volumes in combination with all background traffic growth in the project area would not cause a noticeable increase in noise. This impact would not be cumulatively significant.

With the implementation of Mitigation Measure CULI-1, potential groundbourne vibration impacts on the Adobe Building as a result of exposure to construction noise levels from project site would be reduced to less than significant.

*Source(s)*

City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR, September 2012.

ICF, Noise Technical Memorandum and Noise Monitoring Survey Results, March 2019

**POPULATION AND HOUSING**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>14. POPULATION AND HOUSING. Would the project:</b>				
a) Induce substantial unplanned 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)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

a) *Induce substantial unplanned 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)?*

**Less Than Significant Impact.** The project does not include the development of housing or businesses, and therefore would not directly induce population. The proposed project would provide traffic, transit, pedestrian and bicycle improvements identified in multiple City planning documents including the Mountain View 2030 General Plan, Shoreline Regional Park Community Transportation Study, Shoreline Boulevard Corridor Transportation Study, North Bayshore Precise Plan, and Mountain View Bicycle Transportation Plan Update, Downtown Precise Plan, and the Evelyn Avenue Corridor Precise Plan. Although short-term, construction-related jobs would be generated during project construction, it is anticipated that these jobs would come primarily from the local labor pool. Thus, the project would not indirectly induce substantial population. Less than significant impacts would occur.

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The proposed project would provide traffic, transit, pedestrian and bicycle improvements to existing facilities within the existing right-of-way. No existing residential structures are located on the project site, and therefore, implementation of the proposed project would not displace housing or people. No impacts would occur.

**Cumulative Impacts**

The proposed project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the proposed project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar

effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

*Sources:*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Downtown Precise Plan, 2018.

Mountain View, City of. Evelyn Avenue Corridor Precise Plan, 1994.

Mountain View, City of. Land Use Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10701>

Mountain View, City of. Mountain View 2030 General Plan, 2012.

Mountain View, City of. Mountain View Bicycle Transportation Plan Update, 2015.

Mountain View, City of. North Bayshore Precise Plan, 2014.

Mountain View, City of. Shoreline Regional Park Community Transportation Study, 2013.

Mountain View, City of. Zoning Map, 2019: Available at:  
<https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=10990>

**PUBLIC SERVICES**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>15. PUBLIC SERVICES. Would the project result in</b>				
a) Would the project result in substantial adverse physical impacts 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:				
i) Fire protection?			✓	
ii) Police protection?			✓	
iii) Schools?			✓	
iv) Parks?			✓	
v) Other public facilities?			✓	

a) *Would the project result in substantial adverse physical impacts 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:*

i) *Fire protection?*

**Less Than Significant Impact.** The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. The proposed project is a roadway improvement project and does not propose any residential housing that would induce population growth and increase fire protection services.

During construction, emergency access to the project site could be affected. Temporary lane closures and construction-related traffic could delay or obstruct the movement of emergency



vehicles. The contractor would be required to coordinate with the City, County of Santa Clara, and Mountain View Fire Department (MVFD) to ensure emergency access to the project site. Standard management practices would be implemented during construction to maintain the efficiency of fire protection services to ensure adequate fire protection staffing, performance levels, and facilities, and redirect emergency vehicle routes. Therefore, impacts to fire protection services would be less than significant.

*ii) Police protection?*

**Less Than Significant Impact.** The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. The proposed project is a roadway improvement project and does not propose any residential housing that would induce population growth and increase police protection services.

As discussed above, emergency access to the project site could be affected by project construction. Temporary lane closures and construction-related traffic could delay or obstruct the movement of emergency vehicles. The contractor would be required to coordinate with the City and Mountain View Police Department (MVPD) to ensure emergency access to the project site. Standard management practices would be implemented during construction to maintain the efficiency of police protection services to ensure adequate police protection staffing, performance levels, and facilities, and redirect emergency vehicle routes. Therefore, impacts to police protection services would be less than significant.

*iii) Schools?*

**Less Than Significant Impact.** The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. The proposed project is a roadway improvement project and does not propose any residential housing that would induce population growth and increase the enrollment rate at schools in the City. Therefore, impacts to schools would be less than significant.

*iv) Parks?*

**Less Than Significant Impact.** The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles,

expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. The proposed project is a roadway improvement project and does not propose any residential housing that would induce population growth and increase the impact to surrounding parks. Therefore, impacts to parks would be less than significant.

v) *Other public facilities?*

**Less Than Significant Impact.** The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. The proposed project is a roadway improvement project and does not propose any residential housing that would induce population growth and increase the impact to other public facilities such as libraries and child care facilities. Therefore, impacts to other facilities would be less than significant.

### **Cumulative Impacts**

The proposed project is not projected to have an increase in immediate population because it is a roadway improvement project. The potential cumulative impacts to public services is evaluated based upon the consideration of the proposed project together with similar effects from other past, present, and reasonably foreseeable probable future projects. The project is consistent with the City's Transit Center Master Plan and will improve safety, capacity, and multimodal access to the MVTC and Downtown Mountain. The proposed project would not result in incremental effects to public services or facilities. Therefore, the proposed project would not result in cumulatively considerable impacts to public services or facilities.

### *Sources*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>16. RECREATION. Would the project:</b>				
a) Would the project increase 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?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

a) *Would the project increase 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?*

**No Impact.** The proposed project would include improvements to existing facilities within the existing right-of-way. The project would include redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles, expansion of the existing Caltrain platforms, and bicycle and pedestrian improvements connecting the MVTC with regional bicycle facilities. Roadway improvements would not physically intrude on existing neighborhood and regional parks or other recreational facilities. Access to the parks, specifically Centennial Plaza and Stevens Creek Trail, may experience temporary detours but access would remain throughout the construction period. Any land temporarily used for construction would be returned to a condition equal to the pre-construction staging conditions.

Further, the proposed project is a roadway improvement project and does not propose any residential housing that would induce population growth. The project does not include recreational facilities nor would it substantially increase the demand for recreational facilities. The nature of this project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, less than significant impacts would occur, and no mitigation is required.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**No Impact.** The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Therefore, no impacts would occur.

### **Cumulative Impacts**

The General Plan EIR concluded that population and employment growth associated with development under the General Plan would contribute to the cumulative demand for and use of regional recreational facilities.<sup>25</sup> However, implementation of General Plan policies related to parkland and recreational facilities would ensure that there would be sufficient regional recreation land (e.g., Shoreline Regional Park) and regional trail facilities (e.g., San Francisco Bay Trail and Stevens Creek Trail) provided such that cumulative impacts associated with use of regional recreation and open space facilities would be less than significant. The proposed project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, the project would not contribute to the cumulative demand for and use of regional recreational facilities. Potential impacts would not be cumulatively considerable and would be less than significant.

#### *Source*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

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<sup>25</sup> Ibid, page 515.

TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>17. TRANSPORTATION. Would the project:</b>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✓	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d) Result in inadequate emergency access?			✓	

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

**Less Than Significant Impact.** The proposed project would make improvements identified in the City’s Transit Center Master Plan to improve the safety, capacity, and multimodal access to the MVTC. A Traffic Impact Analysis (TIA) was prepared by Kimley-Horn in December 2018 and is included as Appendix F. The TIA analyzed the potential impacts related to the project based on standards and methodologies set forth by the City of Mountain View (City) and the Santa Clara Valley Transportation Authority (VTA). Evaluations were conducted during the weekday AM, Midday, and PM peak hour traffic conditions for 34 intersections.

The TIA assumed that the proposed project would not generate any new automobile, bicycle or pedestrian traffic. Increase in ridership is assumed to happen with the implementation of other planned transit projects, such as those to be completed by the Peninsula Corridor Joint Powers Board (which operates the Caltrain service). This increase to automobile, bicycle, and pedestrian traffic associated with these other projects were incorporated into baseline scenarios.

As part of the project, the Castro Street grade separation, which includes the removal of south leg at Moffett Boulevard/Castro Street and Central Expressway, would result in a redistribution of existing traffic throughout the roadway network. This redistribution of traffic was based on existing traffic count information and select link model plots from the City’s transportation demand model. The traffic study concluded that all study intersections function within acceptable LOS standards

under all analysis scenarios. Thus, the project has a less than significant impact at all study intersections and no mitigation measures are required.<sup>26</sup>

### **Transit**

The proposed project has been identified in multiple City planning documents such as the Transit Center Master Plan and the Shoreline Regional Park Community Transportation Study. The project improvements would help increase the safety, capacity, and multimodal access to the Transit Center and downtown area.

The Castro Street grade separation component of the project would affect planned routes of public buses with Next Network (VTA Routes 21, 40, and 51) and public shuttles (Caltrain Duane Avenue Shuttle, MVgo, and Mountain View Community Shuttle). Since this project is a planned improvement, existing routes that would be affected by the Castro Street grade separation would be diverted to Shoreline Boulevard or would be rerouted to the proposed bus and shoulder loading/unloading area on Central Expressway, just east of Moffett Boulevard. This new loading/unloading area should provide easier access to the MVTC for shuttle routes on the north side of the tracks and therefore may reduce travel time and improve efficiency. These changes to the bus and shuttle routes would need to be coordinated with VTA and the shuttle operators.

The project would result in an increase in safety and better access to the MVTC for pedestrians and bicycles with the construction of the undercrossing across Central Expressway and the rail corridor and the construction of the cycle track along Evelyn Avenue. The improvement to the Caltrain platforms would help accommodate the anticipated increase in ridership due to Caltrain's Electrification project and planned train frequency increase. The restriping along Moffett Boulevard and Central Expressway would provide additional bus/shuttle loading and unloading areas.

While the project would have an impact on existing bus and shuttle alignment, the project would improve safety, capacity, and multimodal access to all of the transit modes serving the Transit Center and downtown area. In addition, the efficiency of the public shuttles may improve, and the travel times should decrease due to the proposed loading and unloading area on Central Expressway. Therefore, the project would have a less than significant impact on transit services.

### **Roadway**

The TIA analyzed the level of service (LOS) of the AM, Midday, and PM peak hour traffic conditions for 34 intersections analyzed in the Traffix software. The analysis found that all study intersections would operate at an acceptable LOS under all traffic conditions.

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<sup>26</sup> Kimley-Horn, 2019. Transportation Impact Analysis, Table 10, page 52.

The Peak Hour Traffic Signal Warrant was evaluated at each unsignalized intersection. The analysis found that five unsignalized study intersections met one or more signalization warrant. The Easy Street/Central Expressway met the criteria for signalization in the Existing Plus Background Plus Project Conditions and Cumulative Plus Project Conditions scenarios. The Shoreline Boulevard/West Evelyn Avenue intersection met the criteria for signalization in all Plus Project scenarios. As a result, signalization of these intersections is included in the project improvements. The Shoreline Boulevard/Dana Street and Bryant Street/Villa Street intersections met the criteria for signalization in one or more scenarios; however, these intersections were not operating deficiently and thus signalization is not recommended. The Castro Street/West Evelyn Avenue intersection met the criteria for signalization in Cumulative Conditions and thus is recommended for signalization as part of this project.

### **Bicycle**

The project includes several improvements to the bicycle facilities such as constructing an undercrossing across Central Expressway and rail corridor, a cycle track along Evelyn Avenue between the MVTC and Stevens Creek Trail, a shared-use path from the Evelyn Avenue/Franklin Street intersection to the west of Shoreline Boulevard, and bicycle lanes along Evelyn Avenue between Hope Street and Castro Street. Since the project does not conflict with existing or planned bicycle services and facilities, the project would have a less than significant impact on bicycle circulation.

### **Pedestrian**

The project includes several improvements to the pedestrian facilities such as constructing an undercrossing across Central Expressway and the rail corridor and providing new crosswalks across Castro Street and Evelyn Avenue. Since the project does not conflict with existing or planned pedestrian services and facilities, the project would have a less than significant impact on pedestrian circulation.

The proposed project would provide transportation improvements and would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. No significant impacts would occur and no mitigation is required.

- b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

**Less Than Significant Impact.** The proposed project is a transportation project that would improve pedestrian and bicycle access to the existing MVTC. The project would not generate any new traffic trips. The project would provide improvements to pedestrian and bicycle access to an existing public transit station. Any increase in VMT as a result of traffic redistribution from the closure of the Castro street intersection would be limited to the surrounding area. Consistent with State CEQA Guidelines Section 15064.3(b)(2), the proposed project is a transportation project that proposes improvement and enhancements to the existing MVTC. The proposed project would

improve access to the Transit Center by constructing improvements that facilitate multi-modal transit to and from the Transit Center. These improvements would improve pedestrian, bicycle, and ridesharing access to the center in addition to creating safer access for non-motorized travel to and from the Transit Center. For these reasons, the project's effect on vehicle miles traveled is considered to have a less than significant impact. As such, the project is consistent with and potential impacts are considered less than significant.

- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** The proposed roadway improvements would be consistent with City standards. The proposed project would not introduce any new design features that would create hazards to traffic. No significant impacts would occur and no mitigation is required.

- d) *Result in inadequate emergency access?*

**Less Than Significant Impact.** The proposed project improvements would increase the safety, capacity, and multimodal access to the Transit Center and downtown area. Proposed project improvements would occur at existing facilities and within the existing right-of-way. During construction a traffic control plan would be prepared as a part of the project and would be required to address emergency access during construction including temporary closures to West Evelyn Avenue west of Franklin Street. The project would implement the following standard condition of approval during construction of the project to ensure that impacts from construction on emergency access would be less than significant.

#### **Standard Condition of Approval**

PW 89 - TRAFFIC CONTROL PLANS: Submit Traffic Control plans for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure for review and approval. Sidewalk closures are not allowed unless reconstruction of sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detour should be shown on the Traffic Control plans.

Once constructed, the southern leg of the Castro Street/Central Expressway intersection would be closed to all traffic (vehicular, pedestrian and bicycle). Similarly, the at-grade portion of West Evelyn Avenue, west of Franklin Street, would be closed to all traffic, the connection of Franklin Street to West Evelyn Avenue removed, and the Evelyn Avenue ramp would be constructed to connect West Evelyn Avenue to Shoreline Boulevard. These permanent road closures would result in some redistribution of traffic, including emergency vehicles. However, these road closures would not leave existing businesses or offices without emergency access because all of the areas subject to road closures would still have direct access from existing roadways. Specifically, Castro Street would still provide access to West Evelyn east of the proposed ramp, and Villa Street would continue to provide access to residences and businesses on the west side of Shoreline Boulevard as well as the Mountain



View Police Department. A mountable curb would be provided at the northern end of Franklin Street to maintain direct access from the Police Headquarters to West Evelyn Avenue. Emergency vehicles currently primarily use Shoreline Boulevard to cross the rail tracks due to the frequency of gate closure events at the tracks. The project would not result in a property that would be inaccessible to emergency vehicles. The proposed project would not hinder the evacuation or egress during an emergency. Therefore, impacts are considered less than significant.

### **Cumulative Impacts**

The TIA addresses both the project-specific and the project's contribution to cumulative impacts and found no significant impacts. All study intersections function within acceptable LOS standards under the cumulative plus project analysis scenario. Therefore, the proposed project would not result in incremental effects to transportation that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Potential impacts are not cumulatively considerable and would be less than significant.

#### *Source*

Kimley-Horn and Associates, Air Quality Assessment for the proposed Mountain View Grade Separation and Access Project in the City of Mountain View, California, 2019.

Kimley-Horn and Associates, Transportation Impact Analysis for the Mountain View Transit Center Grade Separation and Access Project, 2019.

**TRIBAL CULTURAL RESOURCES**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. TRIBAL CULTURAL RESOURCES. Would the project:</b>				
a) 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: i) Listed or eligible for listing in the California				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				✓
ii) 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 the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				✓

a) *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: i) Listed or eligible for listing in the California:*

i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

ii) *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 the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

**No Impact.** In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives that have previously requested notification from the City regarding projects within the geographic area traditionally and culturally affiliated with the tribe. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074.

On December 20, 2018, the City transmitted letters to the recommended tribal organizations and individuals identified by NAHC, requesting information or comments regarding Native American cultural resources in the vicinity of the proposed project property. The AB52 tribal consultation period ended on January 18, 2019; no tribes requested formal consultation. Appendix B contains copies of correspondence with the NAHC. The City contacted the following tribal representatives:

- Valentin Lopez, Chairperson – Amah Mutsun Tribal Band
- Edward Ketchum - Amah Mutsun Tribal Band
- Irenne Zwierlein, Chairperson - Amah Mutsun Tribal Band of Mission San Juan Bautista
- Ann Marie Sayers, Chairperson – Indian Canyon Mutsun Band of Costanoan
- Charlene Nijmeh, Chairperson – Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Katherine Erolinda Perez, Chairperson – North Valley Yokuts Tribe
- Andrew Galvan – The Ohlone Indian Tribe

The NAHC responded on December 27, 2018 that a search of their files did not indicate the presence of Native American cultural resources within the project area. Therefore, no impacts to tribal cultural resource would occur.

### **Cumulative Impacts**

Based on feedback from the Native American tribes, the proposed project would not result in impacts to tribal cultural resources for the project site and surrounding land uses. Therefore, no cumulative impacts relative to tribal cultural resources would result from project implementation.

#### *Source*

Cultural Resources Inventory Report for the Mountain View Transit Center Grade Separation and Access Project

UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>19. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓
c) 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?			✓	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

**Less Than Significant Impact.** The proposed project would provide traffic, transit, pedestrian and bicycle improvements which would not generate wastewater, electric power, natural gas, or telecommunications facilities. Implementation of the proposed project would be expected to generate nominal additional water demand during the temporary, short-term construction phase; however, the improvements provided by the proposed project would be for existing facilities and operations would not be expected to increase the demand for water, wastewater, electric power, natural gas, or telecommunications facilities. Thus, the proposed project can be served by the existing facilities and no new or expanded water, wastewater, electric power, natural gas, or

telecommunications facilities would be required. The project would involve the relocation of utilities to construct components of the project. Utility relocation would occur within existing easement and Rights-of-Way. None of the utility relocations would create new significant effects. Impacts would be less than significant and no mitigation is required.

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

**No Impact.** The proposed traffic, transit, pedestrian and bicycle improvements at existing facilities and would not include design features that would generate significant additional water demand. Water used during construction to minimize dust would be recycled water and would not use the City's potable water supply. Thus, the proposed project can be served by the existing entitlements and resources and no new or expanded water entitlements would be required. Impacts would not occur and mitigation is not required.

- c) *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?*

**Less Than Significant Impact.** As discussed above, the proposed project would provide traffic, transit, pedestrian and bicycle improvements at existing facilities which would not generate wastewater. Although the improvements would improve circulation and access at the MVTC, as discussed in Threshold 13 (a), these improvements are included in prior planning documents and would not generate unplanned population growth which could produce demand in excess of the existing wastewater capacity. Furthermore, the project would not include design features that would generate significant additional wastewater. Thus, impacts would be less than significant and no mitigation is required.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

**Less Than Significant Impact.** Implementation of the proposed project would not be expected to generate additional solid waste during the operational phase. The project would only generate construction waste during the construction of the project. As such, the project would be required to comply with the City Construction and Demolition Ordinance (City Code Chapter 16, Article III).

The Kirby Canyon Landfill was identified in the General Plan EIR as potential solid waste disposal sites for the majority of solid waste generated in the City of Mountain View.<sup>27</sup> The Kirby Canyon Landfill is located approximately 25 miles southeast of the project site and has a maximum permitted capacity of 36,400,000 cubic yards. The landfill has the capacity to process up to 2,600 tons of solid waste per day and has permitted capacity until 2022.<sup>28</sup> The rate of solid waste generated by the proposed project is not expected to be a significant impact since generation of

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<sup>27</sup> General Plan EIR, page 535.

<sup>28</sup> California Department of Resources Recycling and Recovery (CalRecycle). Available at <https://www2.calrecycle.ca.gov/swfacilities/Directory/43-AN-0008/Inspection>. Accessed February 13, 2019.

solid waste would be minor and would only be required during the temporary, short-term construction period. Furthermore, county long-term landfill capacity is available well beyond the project construction period without the need for additional solid waste disposal facilities. This nominal incremental increase in solid waste disposal at the Kirby Canyon Landfill would not be considered cumulatively considerable. Therefore, due to the type of construction, the short term temporary impacts, and the available capacity in the receiving landfill, the project would not be expected to result in inadequate landfill capacity impacts would be less than significant and no mitigation is required.

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

**Less Than Significant Impact.** As noted above, the project would only generate construction waste during the construction of the project. As such, the project would be required to comply with the City Construction and Demolition Ordinance. The proposed project would not compromise the City's compliance with federal, State and local statutes and regulations related to management and reduction of solid waste. Impacts would be less than significant and no mitigation is required.

### **Cumulative Impacts**

Utilities are generally provided or delivered on a local level but often originate from sources outside of the City as part of a regional distribution system. However, the General Plan EIR does not identify any significant impacts related to utilities. Similar to the project, other projects within the City would be required to adhere to the Standard Conditions of Approval related to water efficiency, utilities services and plans, and drainage, Therefore, implementation of the project would not result in a cumulatively considerable contribution to impacts on water supply and wastewater, stormwater, or solid waste generation.

The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. The proposed project would not result in incremental impacts to utilities or service systems, that taken in sum with past, present, and reasonably foreseeable projects, would not result in significant cumulative utility impacts.

### *Sources*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.

Mountain View, City of. Mountain View 2030 General Plan, 2012.

**WILDFIRE**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

*a) Substantially impair an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The proposed project is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) as identified by the California Department of Forestry and Fire Protection (CAL FIRE). The nearest state responsibility area is located 4.5 miles southwest from the project site. The City currently has an adopted emergency response plan developed by the Mountain View Fire Department Office of Emergency Services (OES) to respond to disasters or other large-scale emergencies in the City. According to the Emergency Plan, the commuter train (VTA Light Rail and Caltrain), U.S. 101, Central Expressway, and State Highways 85 and 237 could be used as evacuation routes. No revisions to the adopted Emergency Operations Plan would be required as a result of the proposed project. Thus, the proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan.

*b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

**No Impact.** As identified by CAL Fire, the City of Mountain View is located within an urban area and is not located within or adjacent to VHFHSZ for local responsibility areas or No Fire Hazard Zones for state responsibility areas.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

**Less Than Significant Impact.** As previously discussed, all proposed project components (including infrastructure, roads, etc.) would be located within the boundaries of the project site, and impacts associated with the development of the project within this footprint area analyzed throughout this document. Additionally, the City of Mountain View Fire Department, as part of the City's process, will review all plans for adequate fire suppression, fire access, and emergency evacuation. Adherence to standard City policies would reduce potential impacts to a level of less than significant.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

**Less Than Significant Impact.** As discussed above, the proposed project is not located in a VHFHSZ as identified by CAL FIRE. The nearest state responsibility area is located 4.5 miles southwest from the project site. In addition, there are no natural drainage courses located onsite. Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

### **Cumulative Impacts**

The incremental effects of the proposed project related to wildfire, if any, are anticipated to be minimal, and any effects would be site specific. Therefore, the proposed project would not result in incremental effects to wildfire that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from wildfires.

#### *Source*

Mountain View, City of. 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report (SCH No. 2011012069), 2012.



**MANDATORY FINDINGS OF SIGNIFICANCE**

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:</b>				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

*a-b) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

**Less Than Significant Impact.** The potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in the respective sections of this checklist. The project was found to be consistent with applicable planning documents including the Mountain View 2030 General Plan. The project was found to be compliant with applicable planning documents, and therefore does not achieve short- environmental goals to the disadvantage of long-term environmental goals. In addition to project specific impacts, this evaluation considered the project’s potential for significant

cumulative effects. There is no substantial evidence that there are biological or cultural resources that are affected or associated with this project.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

**Less Than Significant Impact.** Per the criteria for evaluating environmental impacts in this Initial Study, this evaluation considered the project's potential for incremental effects that are cumulatively considerable. No cumulative effects associated with the proposed project have been identified.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Less Than Significant Impact.** The project proposes to provide traffic, transit, pedestrian and bicycle improvements at existing facilities and as described in the Air Quality, Hazards and Hazardous Materials, Noise, Public Service, Transportation/Traffic, and Utilities and Service Systems sections of this Initial Study, the project would not cause new substantial direct or indirect adverse effects on human beings.

### **Significant Impacts**

Based on this Initial Study, City staff have not identified any project-related unavoidable significant impacts.

### **Cumulative Impacts**

Based on this Initial Study, City staff have not identified any "cumulatively considerable contribution" of the project to a significant cumulative impact.

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## List of Appendices

(Appendices are Provided Electronically Under Separate Cover)

**Appendix A: Air Quality Assessment**

**Appendix B: Preliminary Arborist Report**

**Appendix C: Cultural Resources Inventory Report**

**Appendix D: Greenhouse Gas Emissions Assessment**

**Appendix E: Phase I Initial Site Assessment**

**Appendix F: Noise Technical Memorandum and Noise Modeling  
Survey Results**

**Appendix G: Transportation Impact Analysis**



Appendix A  
**Air Quality Assessment**



Appendix B  
**Arborist Report**

Appendix C

**Cultural Resources Inventory Report**

Appendix D

## **Greenhouse Gas Emissions Assessment**

Appendix E

**Phase I Initial Site Assessment**

Appendix F

**Noise Technical Memorandum and  
Noise Monitoring Survey Results**

Appendix G

## **Transportation Impact Analysis**

# MITIGATION MONITORING AND REPORTING PROGRAM

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## Mountain View Transit Center Grade Separation and Access Project November 2019

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## PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation.

The Mitigated Negative Declaration prepared for the Mountain View Grade Separation and Access Project concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring and Reporting Program addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the Initial Study/Environmental Checklist concluded that the impacts from implementation of the project would be less than significant.

On the behalf of the City of Mountain View, the City hereby agrees to fully implement the Mitigation Measures described below which have been developed in conjunction with the preparation of Initial Study/Environmental Checklist for the proposed project. It is understood that these mitigation measures or substantially similar measures will be adopted as conditions of approval of the project to avoid or significantly reduce potential environmental impacts to a less than significant level, where feasible.

Project Manager's Signature \_\_\_\_\_

Date\_\_\_\_\_





**MITIGATION MONITORING AND REPORTING PROGRAM**  
**Mountain View Transit Center Grade Separation and Access Project**

Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance of Implementation	Timing of Compliance
<b>AIR QUALITY</b>			
<p><b>MM AQ-1: BAAQMD Basic Construction Measures.</b>                      Prior to any grading activities, the applicant shall prepare and implement a Construction Management Plan that includes the BAAQMD Basic Construction Mitigation Measures to minimize construction -rela                      This shall plan shall first be reviewed and approved by the Director of Public Works/City Engineer. The BAAQMD Basic Construction Mitigation Measures are:</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>2. All haul trucks transporting soil, sand, or other loose material off -site shall</li> <li>3. All visible mud or dirt track -ou                          public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>5. 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.</li> <li>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required</li> </ol>	<p>Project Developer and contractors.</p>	<p>All measures will be required as part of the demolition, grading, or building permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.</p> <p>Oversight of implementation by the City’s Public Works Department as specified.</p>	<p>Prior to any grading, tree removal, demolition or construction activities, as specified.</p>



**MITIGATION MONITORING AND REPORTING PROGRAM  
Mountain View Transit Center Grade Separation and Access Project**

<b>Mitigation and Avoidance Measures</b>	<b>Responsibility for Compliance</b>	<b>Method of Compliance of Implementation</b>	<b>Timing of Compliance</b>
<p>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.</p> <p>7. 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.</p> <p>8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.</p>			
<b>CULTURAL RESOURCES</b>			
<p><b>MM CUL-1: Vibration Monitoring Plan.</b> The project applicant shall prepare and implement a Construction Vibration Monitoring Plan (Plan) to document conditions prior to, during, and after vibration generating construction activities. The Plan shall address vibration impacts to the Adobe Building. All Plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The Plan shall include the following tasks:</p>	<p>Project Developer and contractors.</p>	<p>All measures will be required as part of the demolition, grading, or building permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.</p> <p>Oversight of implementation by the Public Works Department.</p>	<p>Prior to, during and after any grading, demolition or vibration generating construction activities, as specified.</p>



**MITIGATION MONITORING AND REPORTING PROGRAM  
Mountain View Transit Center Grade Separation and Access Project**

<b>Mitigation and Avoidance Measures</b>	<b>Responsibility for Compliance</b>	<b>Method of Compliance of Implementation</b>	<b>Timing of Compliance</b>
<ul style="list-style-type: none"> <li>▪ Performance of a photo survey, elevation survey, and crack monitoring survey for the Adobe Building. The survey shall be performed prior to any construction activity, in regular intervals during construction, and after project completion. The survey shall include internal and external crack monitoring in the building, settlement, and distress and shall document the condition of foundations, walls, and other structural elements in the interior and exterior of the building.</li> <li>▪ Development of a vibration monitoring and construction contingency plan to set up a vibration monitoring schedule, define building-specific vibration limits at which damage has the potential to occur. Construction contingencies would be identified for when vibration levels approach the identified vibration limit.</li> <li>▪ At minimum, vibration monitoring shall be conducted during paving removal, excavation, and drilling activities. The Plan may indicate the need for more or less intensive measurements.</li> <li>▪ If vibration levels approach limits specified in the Plan, the project sponsor shall suspend construction and implement contingencies to either lower vibration levels or secure the affected building.</li> <li>▪ Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.</li> <li>▪ If survey identifies that the Adobe Building has</li> </ul>			



**MITIGATION MONITORING AND REPORTING PROGRAM  
Mountain View Transit Center Grade Separation and Access Project**

<b>Mitigation and Avoidance Measures</b>	<b>Responsibility for Compliance</b>	<b>Method of Compliance of Implementation</b>	<b>Timing of Compliance</b>
<p>sustained damage as a result of the construction-caused vibration, the resource shall be repaired to its original condition consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties. The repair methodology shall be developed by a qualified historic architect in consultation with appropriate CEQA lead agency staff.</p>			
<p><b>MM CUL- 2: Discovery of Archaeological Resources.</b> If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, all work within 100 feet of the find shall 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 walls; 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.</p>	<p>Project Developer and contractors.</p>	<p>All measures will be required as part of the demolition, grading, or building permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.</p> <p>Oversight of implementation by the City’s Public Works Department as specified.</p>	<p>During and after any ground-disturbing, grading, demolition, or construction activities, as specified.</p>



**MITIGATION MONITORING AND REPORTING PROGRAM  
Mountain View Transit Center Grade Separation and Access Project**

Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance of Implementation	Timing of Compliance
<p><b>MM CUL- 3: Discovery of Human Remains.</b> 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 authority, he shall notify the Native American Heritage Commission who 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 land owner shall re-inter 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.</p>	<p>Project Developer and contractors.</p>	<p>All measures will be required as part of the demolition, grading, or building permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.</p> <p>Oversight of implementation by the City’s Public Works Department as specified.</p>	<p>During and after any ground-disturbing, grading, demolition, or construction activities, as specified.</p>



**MITIGATION MONITORING AND REPORTING PROGRAM  
Mountain View Transit Center Grade Separation and Access Project**

Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance of Implementation	Timing of Compliance
<b>NOISE</b>			
Implement <b>MM CUL-1: Vibration Monitoring Plan</b> (see above).	Project Developer and contractors.	All measures will be required as part of the demolition, grading, or building permits, as specified. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.  Oversight of implementation by the City's Public Works Department.	Prior to, during and after any grading, demolition or vibration generating construction activities, as specified.

*Source: Mountain View Transit Center Grade Separation and Access Project Initial Study and Mitigated Negative Declaration, October 2019*

# Letter A

## County of Santa Clara

Roads and Airports Department  
Planning, Land Development and Survey

101 Skyport Drive  
San Jose, California 95110-1302  
(408) 573-2400 FAX (408) 441-0276



November 21, 2019

**SENT ELECTRONICALLY**

**Aruna Bodduna**  
Transportation Planner  
Department of Public Works  
City of Mountain View  
500 Castro Street  
Mountain View, CA 94041

**SUBJECT: NOI IS/MND - Mountain View Transit Center Grade Separation and Access Project**

Dear Ms. Bodduna,

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Mitigated Negative Declaration (MND) and Traffic Impact Analysis (TIA) for the Mountain View Transit Center Grade Separation and Access Project. We submit the following comments:

- A-1 • Page 11 of MND – One of the recommendations is a Class I multi-use trail along Central. The Traffic Operations and Transportation Planning teams request more information and details on this recommendation and would like to further discuss.
- A-2 • Page 73 of TIA – The last paragraph mentioned queuing deficiencies for several movements on Central and Moffett. The Traffic Operations team requests more information specific to any possible mitigation measures to address these queuing problems. We would like to further discuss.
- A-3 • Pages 80-81 of the MND explain that any presence of hazardous materials and contaminated soils on the project site would be considered a less than significant impact due to the City's implementation of its Standard Condition PL-117 for environmental mitigation. Since construction staging and constructability review information has not been provided to the County to date, we cannot agree or disagree with the finding at this time that PL-117 adequately provides for a less than significant impact. We need more information about staging areas, stockpiling areas, and the hauling of any future contaminated soils.  
  
The Phase I Site Assessment covered all of the historical and current uses of the property slated for the grade separation. Since we are near an existing active train track, we know that over the years there has been vehicles emitting leads, gasses, diesels, heavy metals or volatile organic compounds (VOCs) and throughout the years these substances seep into the ground during rain events.  
  
For these reasons the County would advise completing a Phase II Environmental Site Assessment Report to evaluate any presence, or absence of, petroleum products or hazardous substance in the subsurface of the site. We would like to further discuss.

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Susan Ellenburg, S. Joseph Simitian  
County Executive: Jeffrey V. Smith

Thank you for the opportunity to comment on the MND. If you have any questions about these comments, please feel free to contact me at (408) 573-2482 or [ellen.talbo@rda.sccgov.org](mailto:ellen.talbo@rda.sccgov.org).

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Talbo", with a long horizontal flourish extending to the right.

Ellen Talbo, AICP  
County Transportation Planner



## Response to Letter A from the County of Santa Clara

- A-1: The recommendation listed on page 11 of the Initial Study provides a summary of recommendations included in the City's Bicycle Transportation Plan approved in 2015. A Class I multi-use trail along Central Expressway is not a part of the proposed project and is not included in the in the Project Description of proposed bicycle and pedestrian facilities beginning on page 16 of the Initial Study.
- A-2: The City does not have any thresholds for vehicle queues and the queuing analysis in the Transportation Impact Analysis is provided for informational purposes. No significant impacts were identified. City staff will continue ongoing collaborative efforts the County of Santa Clara regarding the proposed project.
- A-3: The City has additional standard conditions regarding hazardous materials that will be included in the conditions of approval for the proposed project. Specifically, these conditions require the following:

PL-125 TOXIC ASSESSMENT: A toxic assessment report shall be prepared and submitted as part of the building permit application. The applicant must demonstrate that hazardous materials do not exist on the site, or that construction activities and the proposed use of this site are approved by: the City's Hazardous Materials Division of the Fire Department; the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or an approved site toxics mitigation plan has been approved.

PL-126 SOIL MANAGEMENT PLAN: Prepare a soil management plan for review and approval by the Santa Clara County Department of Environmental Health (SCCDEH). Proof of approval or actions for site work required by the SCCDEH must be provided to the Building Inspection Division prior to the issuance of any demolition or building permits.

Implementation of these standard conditions of approval require the project developer to provide an analysis of the existing soils on the project site demonstrating that the site has been determined to be clean and approved by the appropriate State and local agencies or that a toxics mitigation plan has been prepared and approved by those same agencies. The standard conditions also require the preparation of a soil management plan to ensure toxic soils, if any, are properly handled and disposed of during construction. Therefore, potential impacts remain less than significant.

**Letter B**

-> Aruna

**RECEIVED**

f. dc

NOV 19 2019

**PUBLIC WORKS**

November 16, 2019

Public Works Department  
Mountain View City Hall  
500 Castro Street  
Mountain View, CA 94041

Re: MVTC Grade Separation and Access Project

B-1

The proposed plan poses serious issues relating to: underground pedestrian tunnels (cleanliness, safety, community acceptance, flood potential, etc.); the adequacy of space to accommodate increased bus transportation and future new forms of transportation; and possible future change in the treatment of Castro Street.

These issues suggest a re-examination of the Transit Center Master Plan.

B-2

Rather than a master plan for a transit center, Mountain View needs a Master Plan for a TRANSPORTATION CENTER. Such a plan would portray a place where all forms of transportation, both present and future, could interchange. It is submitted that the historic current location is not big enough and is not close enough to other existing, fixed major transportation routes to fulfill this role. What is needed is a HUB to facilitate quickly, efficiently and comfortably, the transfer of people from any one form of transportation to another.

Fortunately, there is a location nearby that could fill this role: the Shoreline Boulevard overpass. Moving the existing rail stops to this location would provide an immediate connection between the regional rail (Caltrain and its future iteration) and, (with a short extension) the inter-urban VTA rail, with two existing major automobile thoroughfares: Shoreline Boulevard and Central Expressway. Moreover, there is an existing, separated pedestrian accommodation which could be enhanced. It provides an open-air pedestrian route over the rails, from the north part of the City to the south. There is space to enhance these pedestrian facilities, perhaps with escalators or elevators.

B-3

This location makes available the opportunity to accommodate a future rail along the length of Shoreline-Miramonte (perhaps accommodating private pods) to connect all neighborhoods to our own work areas and the regional and inter-urban links.

This location also offers space for parking or parking structures, far in excess of the space in the current plan. In addition, a people mover or dedicated bus (running constantly) along the three or four blocks of Evelyn can connect pedestrians to the Castro Street downtown.

In addition, this location poses fewer threats to the neighborhoods east of Castro. And it might be less expensive to implement.

Please have this idea studied.

Robert S. Lawrence  
800 High School Way #101  
Mountain View, CA 94041

## **Response to Letter B from Robert Lawrence**

- B-1: The comment lists concerns related to the project but does not provide any information or evidence regarding a deficiency in the Initial Study/Environmental Checklist. Potential impacts associated with the project are evaluated beginning on page 31 of the document.
- B-2: This comment is informational in nature and does not conflict with the content of the Initial Study/Environmental Checklist and Mitigated Negative Declaration. The City will include the comment as part of the Final Initial Study/Environmental Checklist and Mitigated Negative Declaration for review and consideration by the decision-makers prior to a final decision on the project. No further response is required because the comment does not raise any environmental issues.
- B-3: This comment is informational in nature and does not conflict with the content of the Initial Study/Environmental Checklist and Mitigated Negative Declaration. The City will include the comment as part of the Final Initial Study/Environmental Checklist and Mitigated Negative Declaration for review and consideration by the decision-makers prior to a final decision on the project. No further response is required because the comment does not raise any environmental issues.

## Letter C

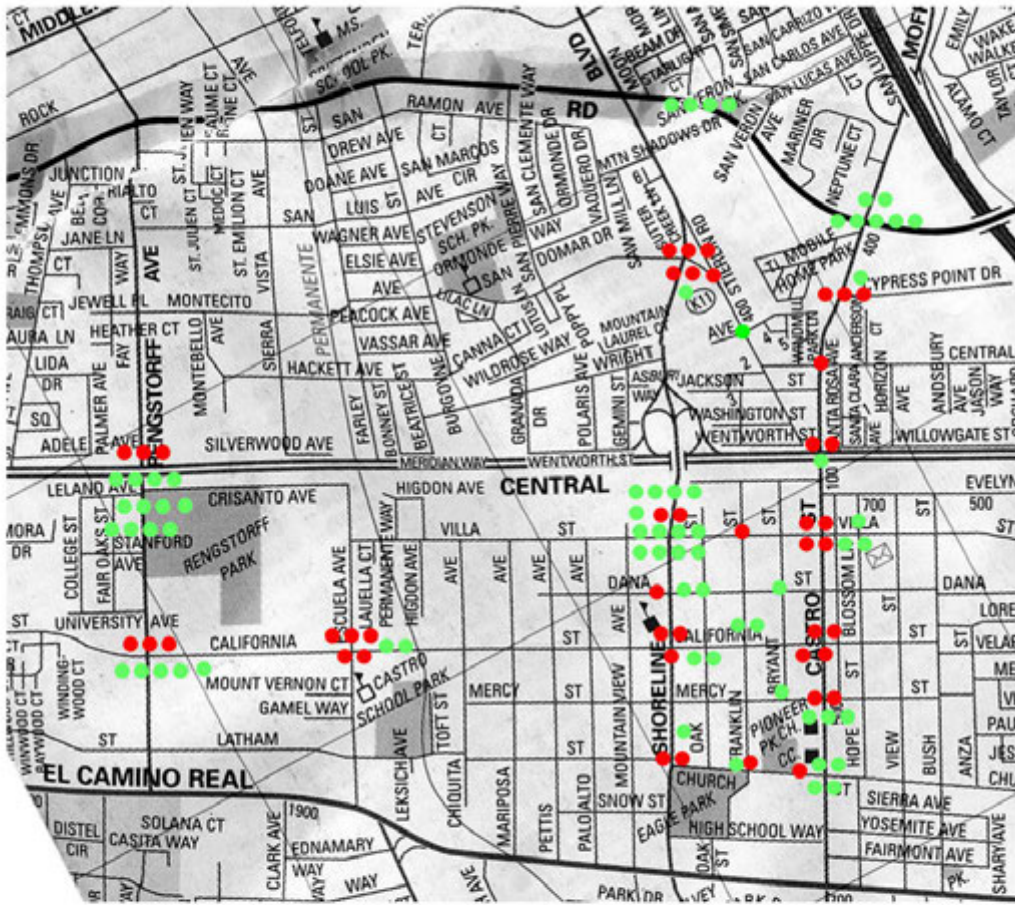
To: Mountain View Department of Public Works  
From: Joel Dean, 750 North Shoreline Blvd., MV  
Re: MVTC Grade Separation and Access Project  
Cc: Mountain View City Council

- C-1 | Your notice in the October 25 Mountain View Voice states that an analysis included in an Initial Study "has determined that there will be no significant impacts with implementation of proposed mitigation measures" from the subject project. However, there are unacknowledged negative consequences to the closing of Castro Street, some of which will be aggravated rather than mitigated by the City's other transportation measures.
- C-2 | First, traffic will be diverted to streets connecting Castro to Shoreline Boulevard which have significantly higher rates of bicycle and pedestrian accidents than the Castro Street-Central Expressway intersection. Attachment 1 is a map depicting the locations so affected.
- C-3 | Second, while the existing crossing has the disadvantage of motor vehicle traffic, it is level, has excellent sight lines, and provides separate paths for bicyclists and pedestrians. While the proposed undercrossing does not involve cars, it is entered by descending ramps which encourage cyclists to pick up speed in order to gain momentum when exiting, as they do at the Stevens Creek Trial underpasses. This could be hazardous when combined with heavy and complicated pedestrian movements.
- C-4 | Third, most if not all of the evening peak traffic diverted from Castro will wind up on Shoreline Boulevard, which is already overstressed, and at the worst possible location: the southbound section of the expressway overpass. Drivers wanting to access the downtown area from Central Expressway will have to do so via a cloverleaf ramp and weave across three lanes in a very short distance to turn left into Old Mountain View. They will experience considerable friction with traffic southbound from Middlefield Road and beyond, which could be increased by 20% or more due to diversion from Moffett Boulevard. These estimates are based on traffic counts obtained from videos made last year, which do not differ radically from counts used in Traffic Impact Analyses presented to the City. Attachments 2 and 3 show the results. This may not be a capacity issue, but it is definitely a safety concern.
- C-5 | The proposed ramp from Evelyn to Shoreline would aggravate the situation on the overpass by shortening the weaving distance from the on-ramp from Central Expressway to the left turn into downtown. It also intersects the pedestrian walkway, which is the only car-free crossing convenient to downtown and to areas to the west. There is no sidewalk on the west side of the overpass to mitigate this adverse effect on pedestrians.
- C-6 | The Evelyn ramp would serve only to allow drivers from Evelyn to Shoreline to bypass one block on Franklin and on block on Villa, saving about ten seconds in the process. It is extravagant, disruptive and not cost-effective.
- C-7 | The City plans to reconfigure the Rengstorff crossing as well, which will inevitably involve some closings there. If Castro Street is closed before the reconstruction of both Shoreline and Rengstorff is complete, then the number of expressway crossings will be perilously low and the demands on whichever ones remain open will be excessive.
- C-8 | Because of The diversion of Middlefield-to-downtown traffic away from Moffett mentioned above, the intersection of Shoreline and Middlefield will be heavily impacted by the Castro Street project. Despite that, this location was excluded from the project study area, and the associated noticing map excluded neighborhoods on the west side of Shoreline. Currently, eastbound Middlefield approaching Shoreline experiences considerable congestion during the evening commute, with long queues forming in the bike lane waiting to make a right turn onto Shoreline. This prompts impatient drivers to cut through the corner Arco station, often without slowing down, putting pedestrians, cyclists, and Arco customers at risk. If the

C-8 ↑ queue is long enough, some drivers will turn right at San Pierre Way and access Shoreline via Montecito,  
Cont. ↓ Mountain Shadows Drive, and other residential streets.

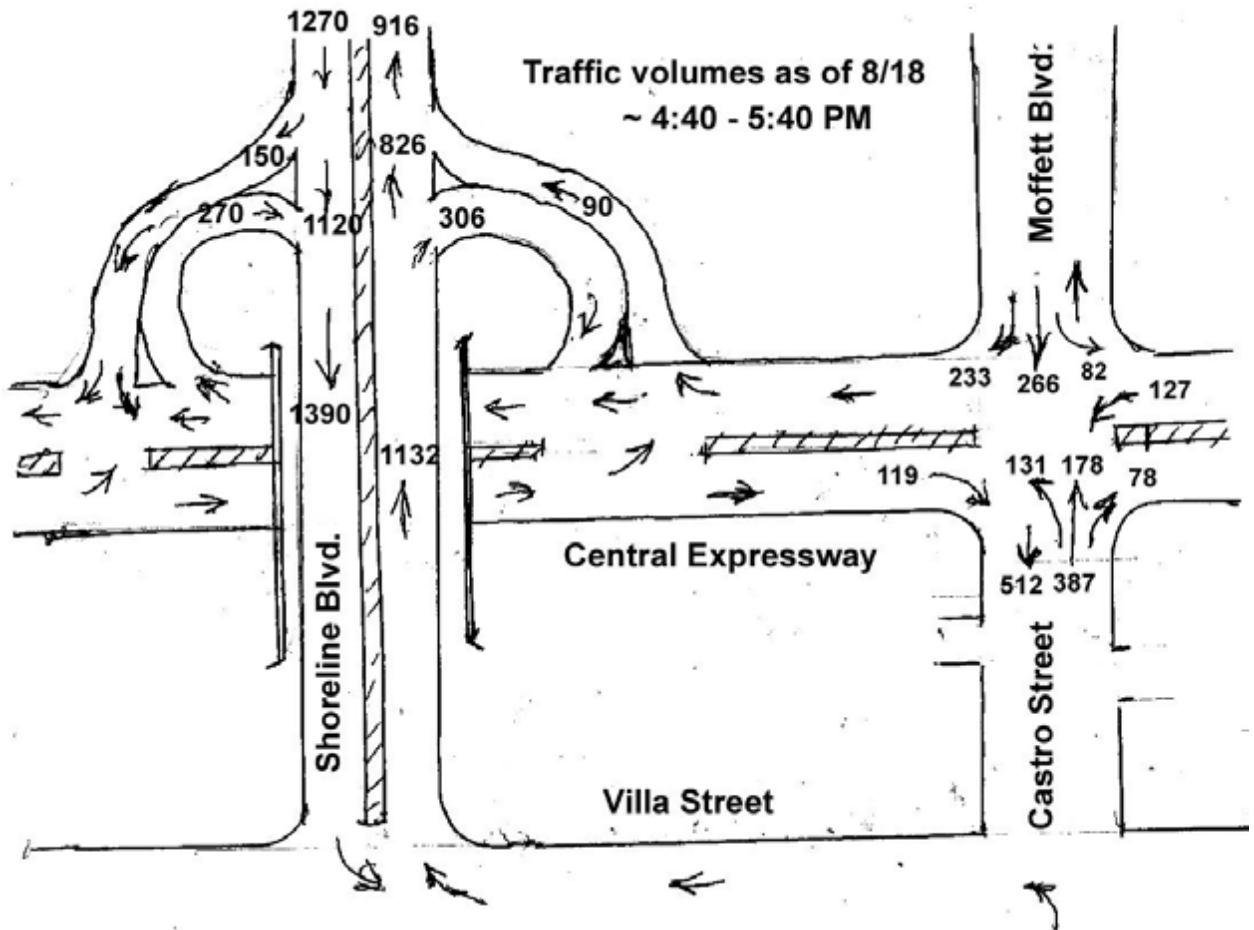
C-9 ↓ The City plans to reconfigure Shoreline at Middlefield into "Dutch intersection" which, among other things,  
prevents motor vehicles from making right turns from the bike lanes. That will exaggerate the undesirable  
movements described in the previous paragraph. They will be further amplified by the closing of Castro  
Street. Attachment 4 shows the potential amount of diversion due to these two City projects and their  
unintended consequences.

The impacts of the closing of Castro Street are not "insignificant", and neither are the people affected by them. For many Mountain View residents, the Castro Street project is an unmitigated loss.

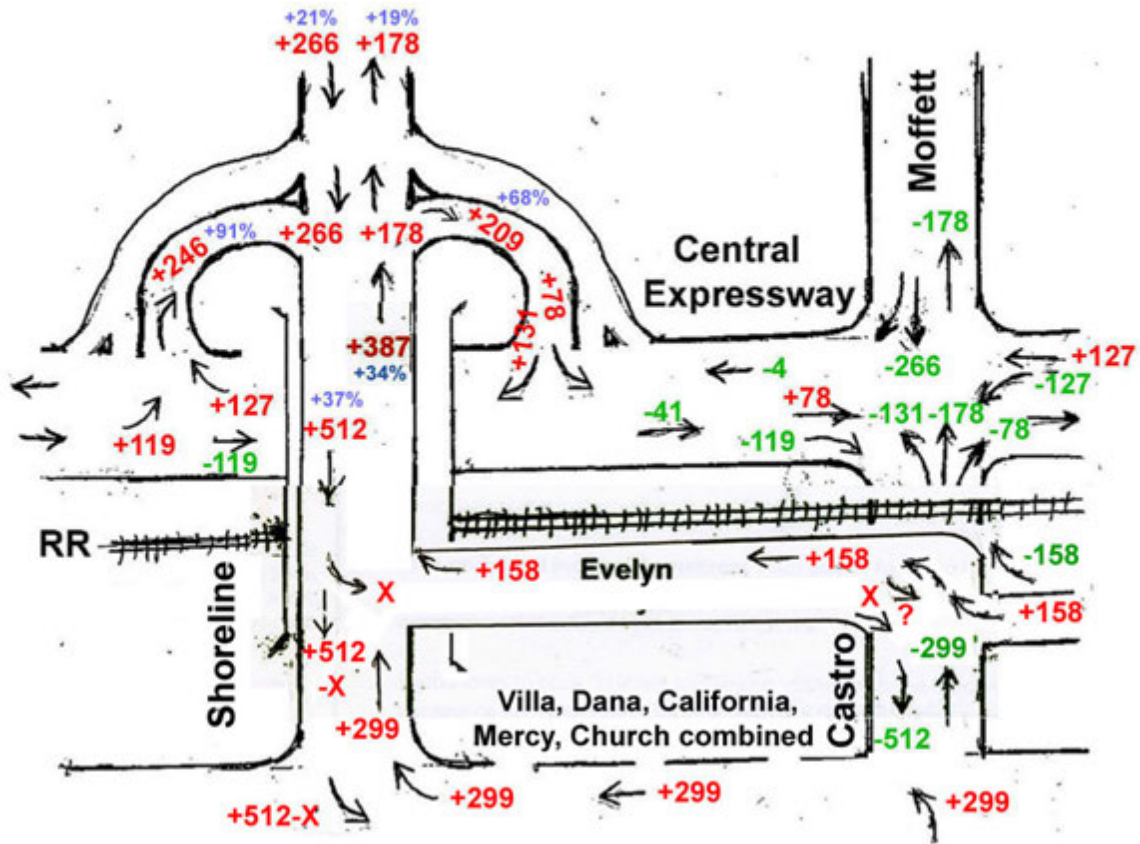


**Bicycle & pedestrian collisions reported by MVPD, 2007-mid-2018**

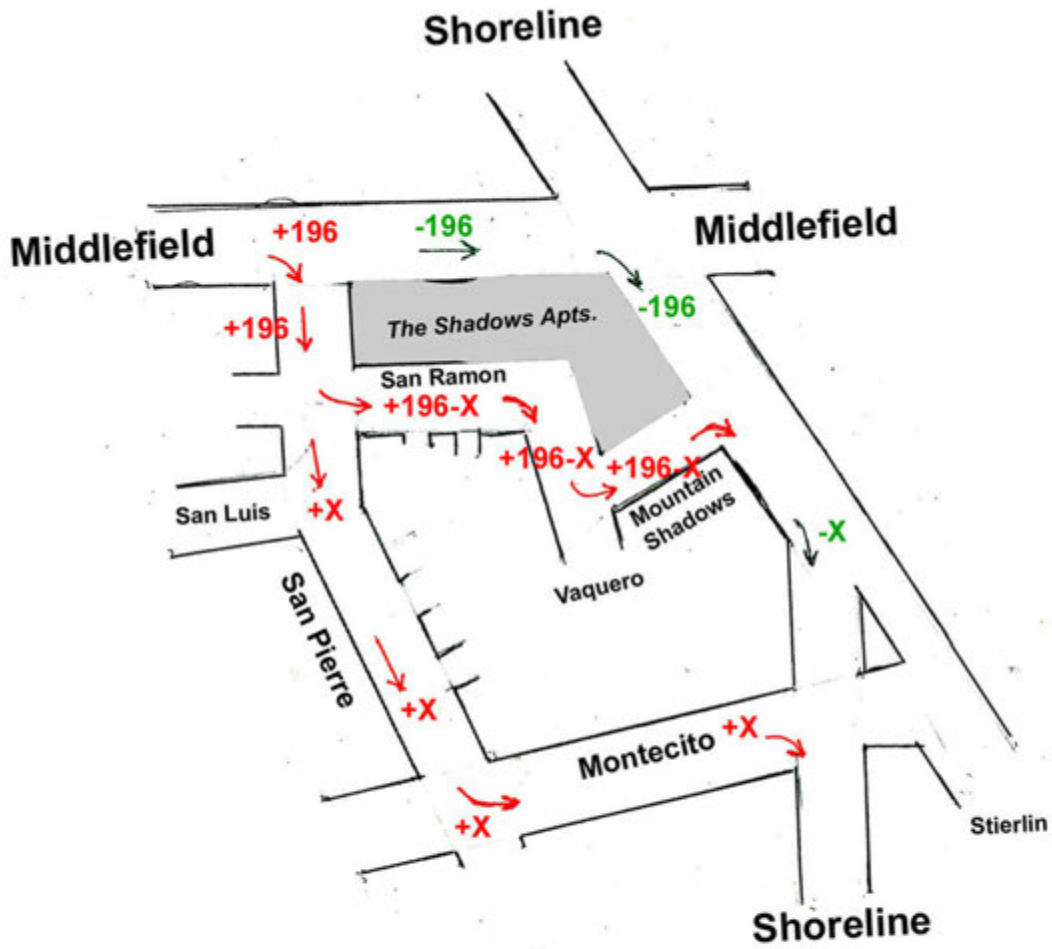
● Bike      ● Pedestrian



**P.M. peak vehicle/hour diversion due to full Castro Street closure, assuming all diversion is to Shoreline**







**Predicted traffic diversion (evening peak) due to Shoreline/Middlefield reconfiguration (136 veh/hr) and Castro Street closing (60 veh/hr)**

## Response to Letter C from Joel Dean

- C-1: The City does not concur that the project will result in unacknowledged negative consequences as a result of the project. As discussed on pages 12-13 of the Initial Study/Environmental Checklist, objectives of the project include, among others, a project that will increase safety for pedestrian and bicyclists by providing a grade separated crossing at Central Expressway and eliminating vehicle conflicts at the existing at-grade crossing.
- C-2: One of the project objectives is to improve safety and access for pedestrians and bicyclists, eliminating vehicle conflicts at the existing at-grade crossing at the current Castro Street/Central Expressway crossing. The proposed project provides a grade separated crossing of Central Expressway and the rail tracks at Castro Street, which can be an alternative route for existing pedestrians and bicyclists currently using Shoreline Boulevard. Please see Figure 3 of the Initial Study/Environmental Checklist.
- C-3: The City does not concur with this comment. The ramps are designed for pedestrians and gently sloped to meet accessibility requirements. With the exception of the Stierlin Ramp, all other ramps include switchbacks to minimize the overall slope of the ramp. This design would also control the speed of any bicyclists riding on the ramps because the speeds would have to be substantially reduced to make the turns around the switchbacks. The Stierlin Ramp has sufficient width for both cyclists and pedestrians and feeds into the tunnel area which will have separated facilities for bicycles and pedestrians. The existing grade crossing results in significant delays for pedestrians and cyclists crossing Central Expressway and an uncomfortable crossing.
- C-4: The City does not concur with the comment. While the Evelyn Avenue signalized intersection will provide a new connection into Downtown Mountain View from Shoreline Boulevard, drivers will still have the option of using existing connections, such as Villa Street and California Street. The TIA analyzed the level of service (LOS) of the AM, MIDDAY, and PM peak hour traffic conditions for 34 intersections analyzed in the Traffix software. The analysis found that even when including the diversion of traffic from Castro/Moffett to Shoreline Boulevard, all study intersections would operate at an acceptable LOS under all traffic conditions, including intersections along Shoreline Blvd.
- C-5: The City does not concur with the comment. The Evelyn ramp intersection with Shoreline Boulevard will be controlled by a traffic signal to facilitate pedestrian crossings of the ramp. The Evelyn ramp will include a sidewalk for a more direct connection into the northern portion of downtown from Shoreline Boulevard than is currently provided. In addition, the project will be creating a new access point to Downtown that does not require crossing any roadways at-grade and will require less vertical elevation change than the Shoreline Boulevard path. Please see Figure 3 of the Initial Study/Environmental Checklist.
- C-6: The City does not concur with this comment. The Evelyn ramp provides additional auto access points into Downtown and includes bicycle and pedestrian facilities.
- C-7: An at-grade crossing of the Expressway and the tracks will be maintained until the undercrossings are completed.

C-8: The City does not concur with this comment. The study area for the TIA includes intersections projected to experience a sufficient change in traffic volumes to meet thresholds established in the VTA Transportation Impact Analysis Guidelines. The comment describes an existing condition at Middlefield Road that is unrelated to the proposed project and not related to the analysis in the Initial Study/Environmental Checklist. No new impacts were identified as a result of this comment.

C-9: The comment refers to an intersection improvement discussed in the City's 2014 Shoreline Boulevard Corridor Study discussed on page 10 of the Initial Study/Environmental Checklist.

Roadway improvements to Shoreline Boulevard are included among the Priority Transportation Improvements listed in the City's North Bayshore Precise Plan, and include improved sidewalks and two-way cycle tracks, plus a possible reversible transit-only lane. The Shoreline Boulevard Corridor Study included the transit lane in its preferred package of corridor improvements.

On November 25, 2014, the Mountain View City Council adopted the North Bayshore Final Environmental Impact Report (FEIR) (SCH No. 2013082088 and City Council Resolution No. 17915) and the North Bayshore Precise Plan (Precise Plan) (City Council Resolution No. 17917). The FEIR analyzed the Precise Plan, which included a comprehensive Transportation Demand Management (TDM) program. Among the measures included in the adopted TDM program is the creation of a reversible bus lane located in the median of North Shoreline Boulevard, between Pear Avenue on the north and Middlefield Road on the south. Its purpose is to reduce the number of single-occupancy vehicle trips by improving transit alternatives. In this case, the bus lane will reduce travel time for buses traveling along the Shoreline Boulevard corridor, a major gateway to the North Bayshore area.

In March 2017, the City Council approved an Addendum to the North Bay Precise Plan Final Environmental Impact Report for the Shoreline Boulevard Bus Lane and Utility Improvements. A qualitative transportation assessment for the project was prepared for the project. The traffic analysis concluded there were no additional significant transportation impacts associated with the reversible bus lane project that were not previously identified in the Precise Plan FEIR. The assessment stated that the installation of bus lanes typically reduces delay, increases reliability and enhances awareness of transit service, which can lead to an increase in ridership. The proposed bicycle improvements are intended to improve bicycle comfort and safety.

The Middlefield Road and Shoreline Boulevard intersection is outside of the study area for the TIA for the proposed project, as noted in Response to Comment C-8. No new impacts were identified as a result of this comment.