730 Central Avenue Residential Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Mountain View
Planning Division
500 Castro Street, P.O. Box 7540
Mountain View, California 94039-7540
Contact: Soroush Aboutalebi, AICP, Assistant Planner

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

February 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Table of Contents

Tables

Figures

Appendices

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Initial Study

1. Project Title

730 Central Avenue Residential Project

2. Lead Agency Name and Address

City of Mountain View
Planning Division
500 Castro Street, P.O. Box 7540
Mountain View, California 94039-7540

3. Contact Person and Phone Number

Margaret Netto, Senior Planner
(650) 903-6306
margaret.netto@mountainview.gov

4. Project Location

The project site is located on Central Avenue in Mountain View and consists of a single parcel that measures approximately 0.24 acre (10,455 square feet). The assessor's parcel number is 158-45-001. The project site is located on the north side of Central Avenue between Moffett Boulevard and Santa Rosa Avenue. Regional access to the site is available via US Highway 101 and State Route (SR) 82, SR 85, and SR 237. Figure 1 shows the site location in a regional context. Figure 2 shows the location of the site relative to the surrounding area.

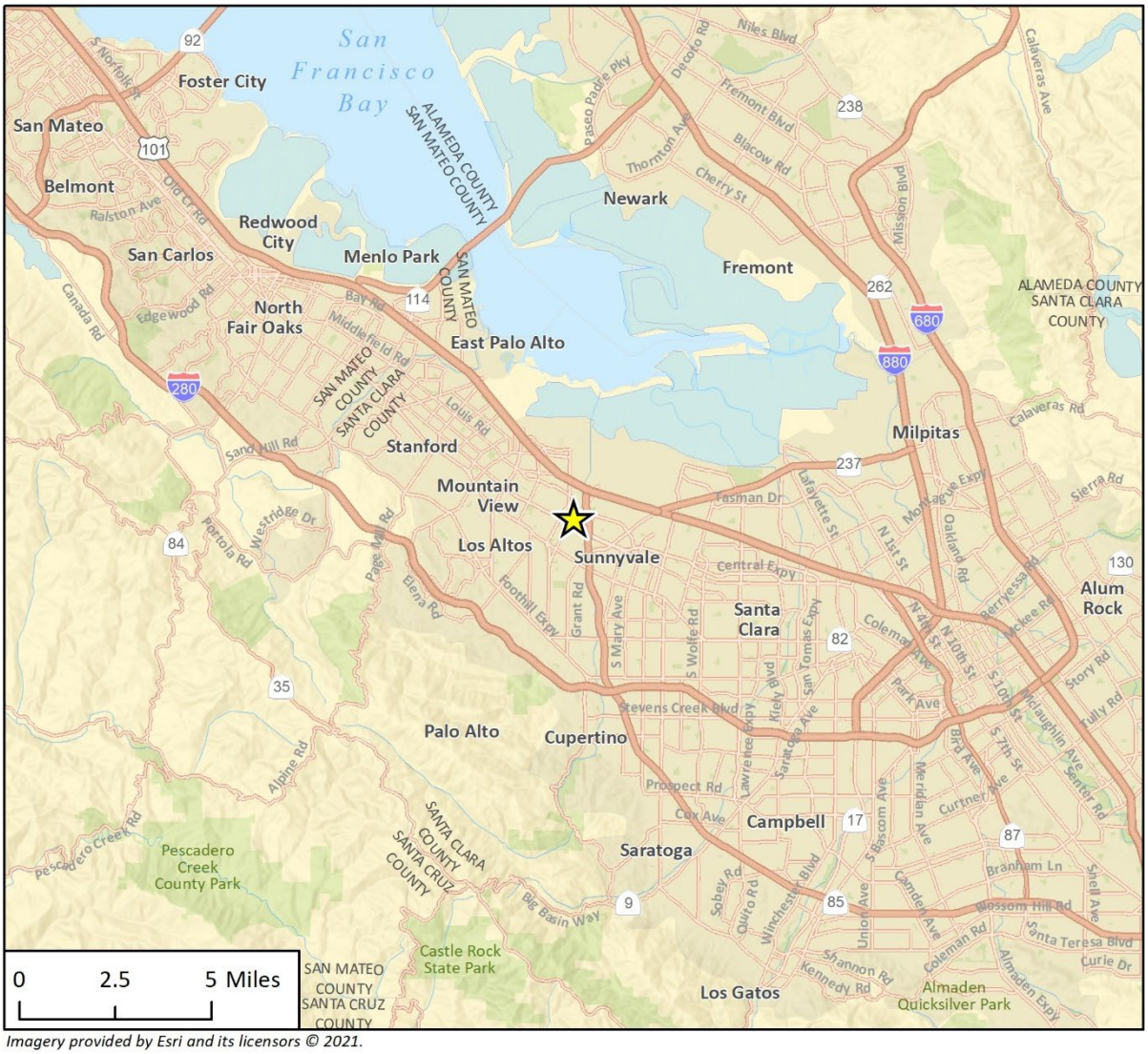
5. Project Sponsor's Name and Address

MCZ Central LLC
730 Central Avenue
Mountain View, California 94039-7540

6. General Plan Designation

The site is designated Mixed-Use Corridor by the City of Mountain View 2030 General Plan. The Mixed-Use Corridor designation allows for a range of commercial, office, and residential uses, as well as public spaces.

Figure 1 Regional Map



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★ Project Location

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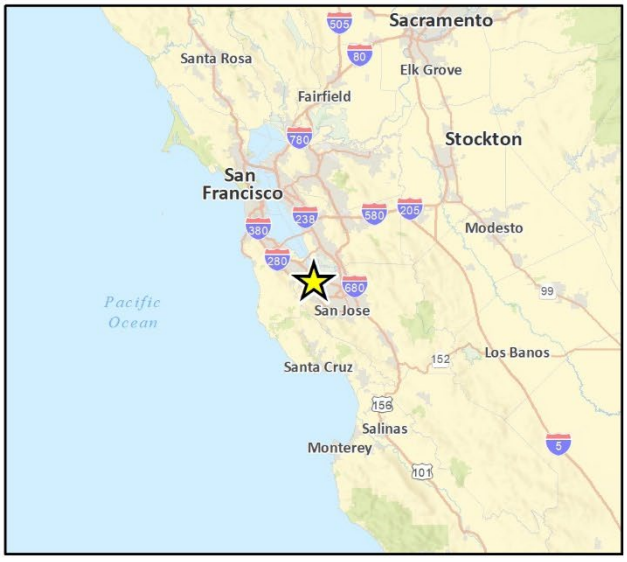


Figure 2 Project Location

Imagery provided by Microsoft Bing and its licensors © 2021.

7. Zoning District

The project site is located within the Commercial Residential Arterial (CRA) zoning district. The CRA zoning district has a wide range of permitted or conditional use land uses, including residential, offices, services, retail trade, recycling, recreation, education, public assembly, and transportation.

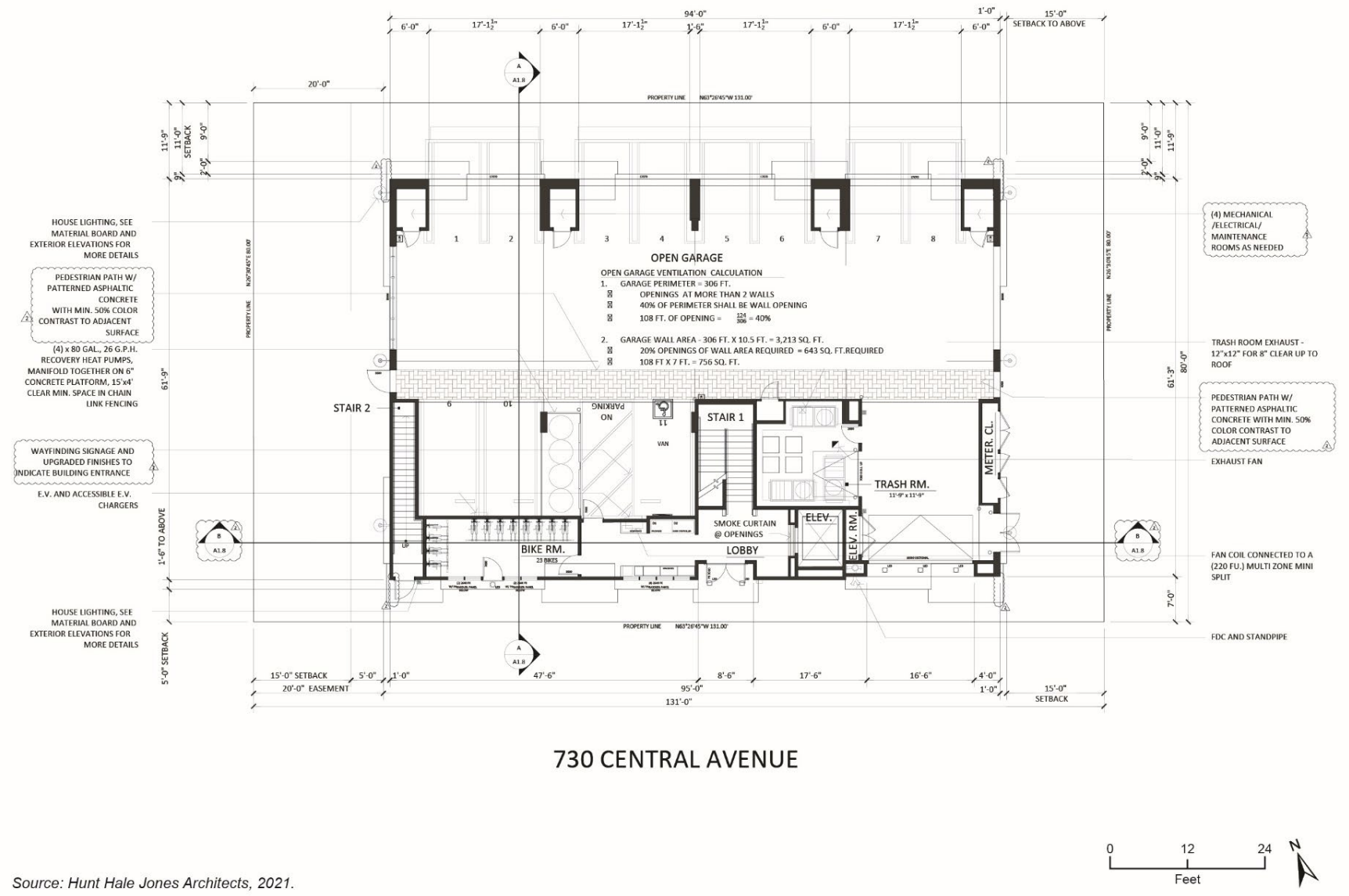
8. Project Description

The proposed project would involve demolition of the existing vacant building on the site and subsequent construction of a new four-story residential building with 21 apartment units, a ground level parking garage, and a lobby. Figure 3 shows the proposed elevations for the Central Avenue frontage. Figure 4 and Figure 5 show the floor plans for the project for the ground floor and upper floors, respectively.

Figure 3 Proposed Central Avenue (Front) Elevation

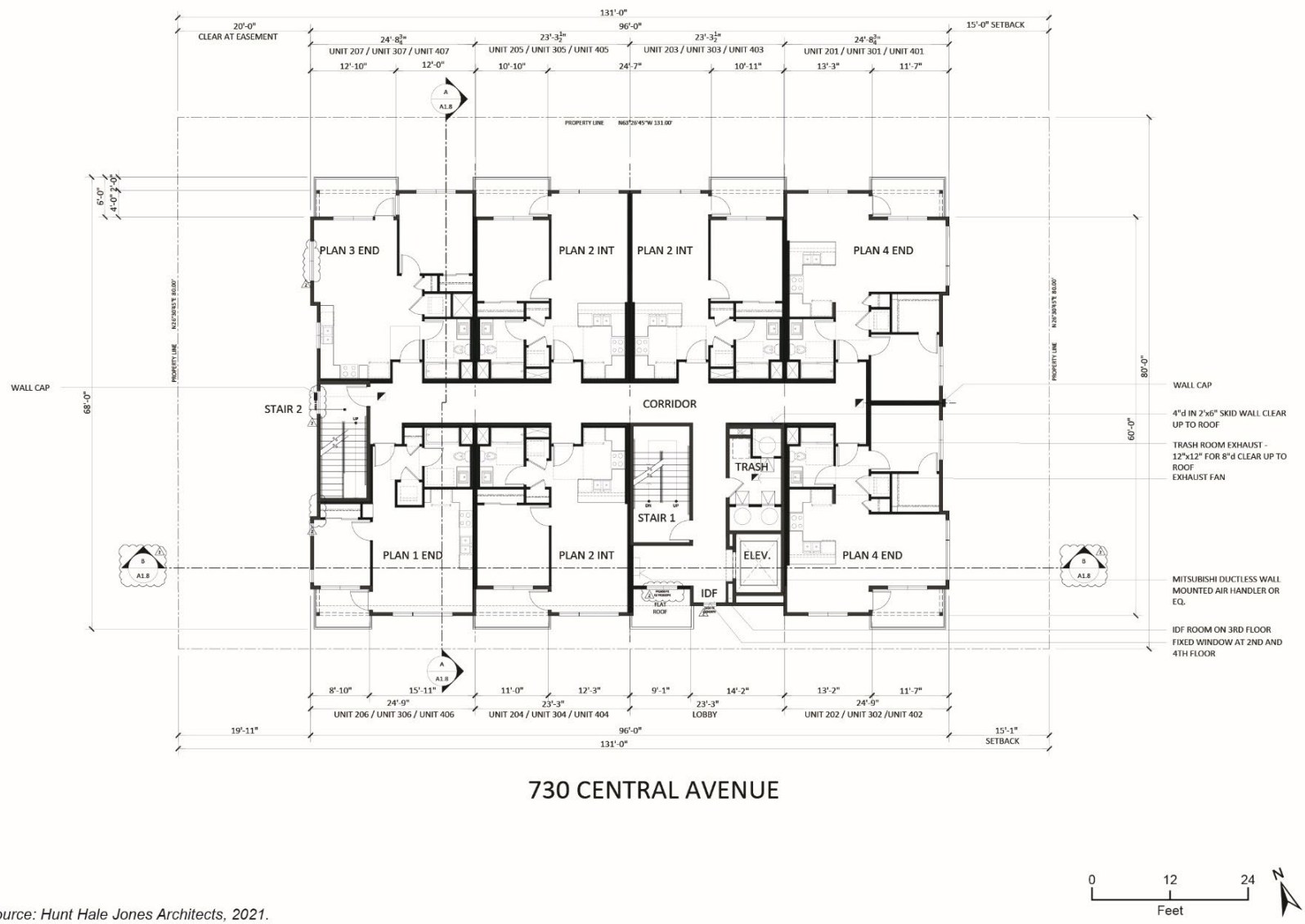
Source: Hunt Hale Jones Architects, 2021.

Figure 4 Proposed Ground Level Plan



Source: Hunt Hale Jones Architects, 2021.

Figure 5 Proposed Upper Levels Floor Plan



Source: Hunt Hale Jones Architects, 2021.

The exterior of the building would be finished with divided stucco panels, a flat roof highlighted with metal elements, vinyl windows, and a balcony for each unit. The flat roof would include spaces that are designed for solar panels. The project applicant has requested a 42.5 percent density bonus to accommodate the proposed density, which would allow 21 units instead of the 15 units normally allowed in the Mixed-Use Corridor land use designation. The requested density bonus would allow the project applicant to exceed density and building height allowed under current City zoning allowances and would offer two units at 50 percent area median income and one unit at 95 percent area median income. Table 1 includes a summary of the proposed units, the lot coverage, and building dimensions. All units would be one-bedroom units, ranging from 559 to 679 square feet each. There are four different floor plans with minor differences, such as location and size of the kitchen, dining space, living space, bedroom, bathroom, laundry, and private balcony deck. Each unit would also include a 52 square foot to 75 square foot private balcony deck.

Table 1 Project Summary

Unit Breakdown	
Plan 1	3 units totaling 1,677 sf
Plan 2	9 units totaling 5,535 sf
Plan 3	6 units totaling 3,774 sf
Plan 4	3 units totaling 2,037 sf
Total	**21 units totaling 13,023 sf**
Private Balcony Decks	
Plan 1	52 sf
Plan 2	62 sf
Plan 3	75 sf
Plan 4	67 sf
Lot Coverage	
Lot Area	10,480 sf
Gross Square Footage	23,543 sf
Open Space Area (Landscaping and Pavement)	2,516 sf
Parking / Garage Area	4,240 sf
Building Dimensions	
Height (top of roof)	43 feet 6 inches or 4 stories
Total Lot Coverage	56%
Floor-Area Ratio	2.25
Dwelling Units per Acre (DUA)	81

Vehicle Access and Parking

Vehicle access to the garage would be via a single ingress and egress driveway located on Central Avenue. The internal drive aisle would be 24 feet wide, providing space for two vehicles to drive in different directions. There would be a stop sign for vehicles entering the garage ahead of a pedestrian accessible route within the garage. Pursuant to the 42.5 percent density bonus (found in California Government Code Sections 65915 through 65918), which dictates that eligible projects within 0.5 mile of a major transit stop can provide 0.5 parking spaces per one bedroom unit, 11 total vehicle parking spaces would be required, as the project site is within 0.25 mile of the Mountain View Transit Center. The parking lot would be an open-air garage on the first floor of the proposed building, whereby 40 percent of the perimeter walls (108 feet) would be open to the open space on the east and west sides of the proposed structure. Parking within the garage would include one wheelchair accessible stall and one electric vehicle charger.

Bicycle Access and Parking

The proposed structure would provide a bicycle room with spaces for 21 bicycles. The bicycle room would be located adjacent to the first-floor garage and would have a separate entrance located on Central Avenue. The bicycle room would also be accessible through the main pedestrian lobby entrance on Central Avenue. There would be four additional bicycle storage units between parking stalls located within the garage. A summary of vehicle and bicycle parking spaces can be found in Table 2.

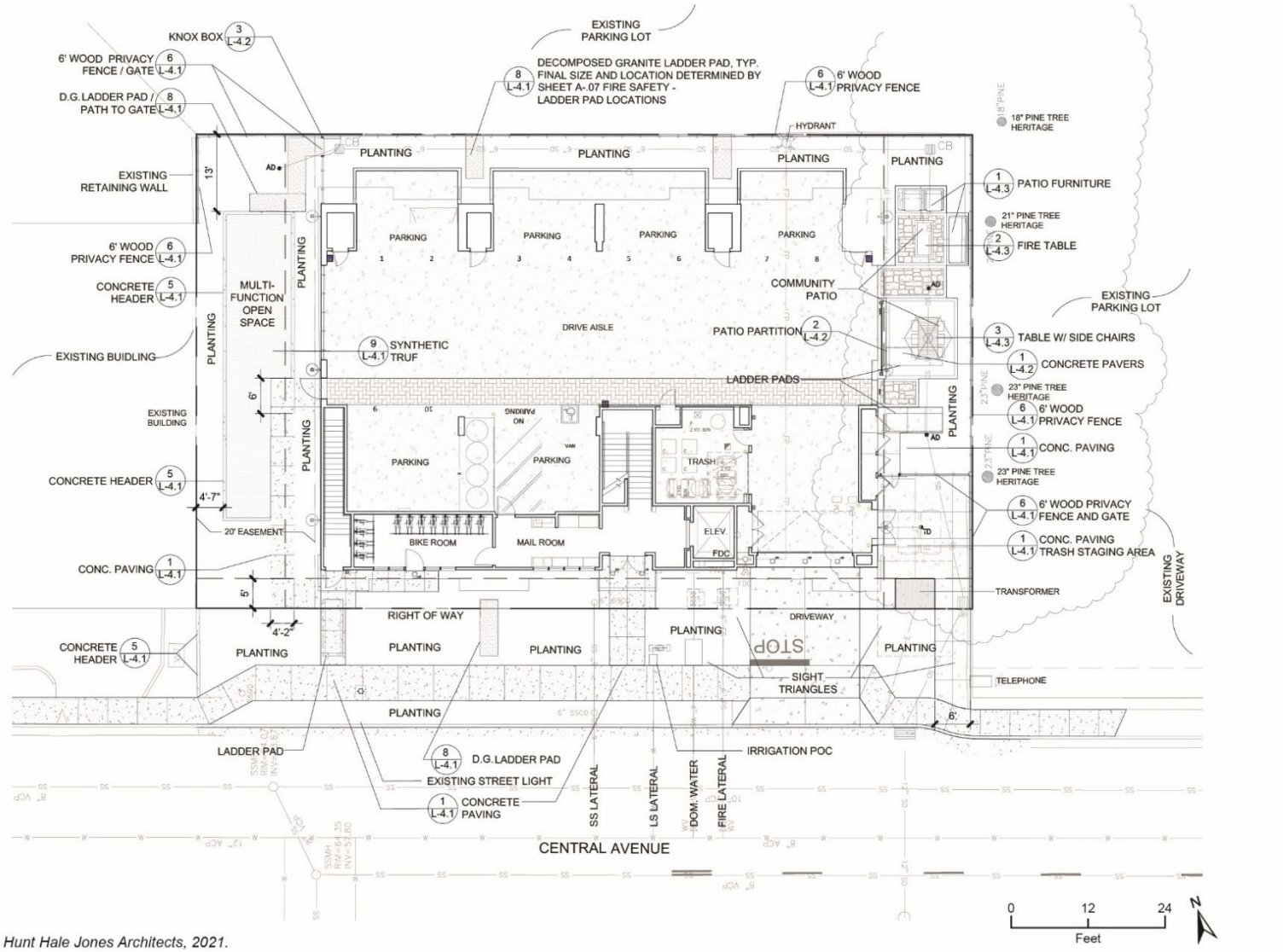
Table 2 Vehicle and Bicycle Parking

Vehicle and Bicycle Parking	
Standard Vehicle	10 stalls
Handicap Accessible	1 stall
Total Vehicle Parking	**11 stalls**
Bicycle Room	21 spots
Total Bicycle Parking	**21 spots**

Landscaping and Open Space

Landscaping of the proposed project, shown in Figure 6, would utilize 3,451 square feet of the area outside of the building footprint and public right-of-way. Landscaping would include planting 16 trees around the perimeter of the project. Trees would include autumn blaze maples, marina strawberry tree, red-pink crape myrtle, regent Japanese pagoda tree, and holly oak. Of the 3,451 square foot landscaped area, 81 percent would be low water use and 19 percent would be moderate water use. The front of the building would include trees and various shrubbery situated on pervious surfaces around two pedestrian paths to the building and the garage driveway. The western and eastern sides of the building would be landscaped with trees, shrubs, and communal open areas. A path on the western portion of the site would lead from the garage to the sidewalk on Central Avenue. The rear of the building would contain small shrub plantings. The eastern, western, and southern perimeter of the building would be surrounded with a six-foot tall wood privacy fence.

Figure 6 Proposed Landscaping Plan



Source: Hunt Hale Jones Architects, 2021.

Communal areas would be located on the east and west sides of the proposed structure. The western side would contain a multi-function synthetic turf surface and a concrete paver suitable for a portable grill or moveable table and chairs. A decomposed granite path would lead from the western open space to the sidewalk in the front of the proposed structure. The communal area on the eastern side would contain a community patio with patio furniture and a fire table.

Utilities

Water and wastewater treatment would be provided via existing municipal connections to the site. Water would be provided by City of Mountain View municipal water service systems and wastewater would be collected by the City's wastewater division of the Public Works Department. Recology Mountain View would provide solid waste collection and recycling services. Other utilities, such as electricity and telecommunications, exist adjacent to the project site and would serve the proposed project.

Construction

Pending planning and building approvals, construction would begin in August 2022 and the structure is estimated to be ready for occupancy in September 2023. The estimated construction schedule is shown in Table 3. Approximately 25 cubic yards of soil would be exported, while no soil would be imported. Construction would occur six days a week, Monday through Saturday pending approvals pursuant to Mountain View Municipal Code (MVMC) Section 8.70. Demolition would include demolition of the existing building, which is approximately 15-foot-tall building that is 47 feet wide and 109 feet long. Demolition would include collection and analysis of suspect materials and removal of materials found to contain asbestos or lead-based paint by a qualified abatement contractor.

Table 3 Projected Construction Schedule

Phase	Start Date	End Date
Demolition	August 2022	September 2022
Site Preparation	August 2022	October 2022
Grading	September 2022	October 2022
Building Construction	October 2022	September 2023
Paving	June 2023	September 2023
Architectural Coating	June 2023	September 2023

Mountain View Green Building and Reach Codes

The Mountain View City Council adopted Mountain View Green Building Code (MVGBC) in 2019, which amends the State-mandated California Green Building Code (CalGreen) to include local building standards and requirements for private developments. The code amendments include energy efficient standards that exceed CalGreen, otherwise known as Reach Codes. MVGBC mandates multi-family projects to include only electric heat/cooling, water heater, clothes dryer, fireplaces, and cooking appliances (City of Mountain View 2019a). The proposed project would comply with the MVGBC and implement additional energy saving features including water efficiency that exceeds required conditions by 15 percent pursuant to MVGBC, zero or low VOC paints and stains, well insulated walls, and enhanced ventilation for better indoor air quality. Energy star rated dishwasher and potentially refrigerator appliances would also be included in each unit. The

proposed project would include other energy saving features such as Energy Star rated appliances, water conserving plumbing fixtures, efficient LED. Furthermore, 50 percent of the roof area must be used for photovoltaic (PV) solar panels. The project would not include fireplaces and would be in compliance with MVGBC in terms of electric appliances. Initial construction would not include instillation of solar panels, but solar hookups would be included on at least 50 percent of the roof. Additionally, the project would include water efficient practices that are 15 percent above required conditions. Energy efficiency would be further improved by including windows that allow for well-lit and ventilated units, as well as well insulated walls.

9. Surrounding Land Uses and Existing Setting

The rectangular-shaped, generally level project site comprises a single parcel of approximately 0.24 acre (10,455 square feet). It is currently developed with a vacant one-story automotive repair building, asphalt paved parking and yard space, and minimal landscaping, as shown in Figure 7.

The property to the west is developed with a strip mall building including Shan Thai Restaurant located along Moffett Boulevard. The property to the north and east is a continuation of the strip mall and includes restaurants, a grocery store, a laundromat, medical services, and a beauty salon. On the other side of the strip mall to the east is a multi-family residential complex called Cypress Lakes Condominiums. To the south of the site across Central Avenue are a mix of residential properties including, Shoreline Village Apartments, and single-family residential units along Central Avenue, as shown in Figure 8 and Figure 9. Parking for the strip mall directly abuts the project site to the north and east, as shown in Figure 10. Surrounding land uses are shown in Figure 2.

The site was previously developed with industrial and commercial uses including the following:

- Machine shop 1960's (Manco Precision Machining and possibly others).
- Motor Car Tune Up from the 1960's through 2014.
- Whalstrom's Wood Turning & Cabinet Shop from the 1960's through the 1970's.
- Reed Distributing from the 1980's through at least 2001.
- Around the Clock Services Inc. from at least 2006 through 2014.

10. Other Public Agencies Whose Approval is Required

The City of The project requires review and approval by the City's the Zoning Administrator and the Development Review Committee. Multi-family housing in CRA zones require a conditional use permit. The City would also need to approve the applicant's request for a 42.5 percent Density Bonus.

Figure 7 Vacant Auto Repair Shop on Project Site

Figure 8 Looking Southwest Across Central Avenue from Project Site

Figure 9 Looking Southeast Across Central Avenue from Project Site

Figure 10 Strip Mall Parking Lot North of Project Site

11. The Santa Clara County Department of Environmental Health would also be required to provide case closure and deem the site appropriate for residential use. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On May 28, 2021, the Tamien Nation requested formal notice and information on proposed projects for which the City of Mountain View serves as a lead agency. No tribes responded during the 30-day period to request consultation. However, the City of Mountain View did receive a request for formal Tribal Consultation from the Tamien Nation on November 14, 2021. A meeting with Tamien Nation Chairwoman Quirina Luna Geary was conducted on February 8, 2022. Consultation with the Tamien Nation was concluded on February 10, 2022.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	■	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

☐ 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 to 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 "less than significant with mitigation incorporated" 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 potential 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.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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. 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 a 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 that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

Setting

The project site is in a developed neighborhood in Mountain View of one-to four-story commercial and residential buildings. To the east of the project site is a driveway and parking lot for the adjacent strip mall, which is separated from the existing vacant building by minimal landscaping and four trees. The rear of the project site (to the north) is a short wooden fence that separates the site from the parking lot for the strip mall. Directly to the west is a grocery store and restaurant. Across Central Avenue from the project site are residences, including both single family residences and multi-family buildings.

The City is named after its views of the Santa Cruz Mountains, which lie more than 5 miles southwest of the project site. Due to intervening trees and buildings, views of the mountains are not available from the project site and immediate surroundings, although they are visible looking southwest along Moffett Boulevard. Existing development and vegetation also block views from the immediate project site vicinity of other natural features such as 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 Mountain View.

Regulatory Setting

Mountain View 2030 General Plan

The Mountain View 2030 General Plan was adopted by the City Council in July 2012 and provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances. The Land Use and Design Element includes the following goal and policies related to aesthetics:

- **LUD 6.1: Neighborhood character.** Ensure that new development in or near residential neighborhoods is compatible with neighborhood character
- **LUD 9.1: Height and setback transitions.** Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods
- **LUD 9.3: Enhanced public space.** Ensure that development enhances public spaces through these measures:
  - Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street
  - Encourage pedestrian-scaled design elements such as stoops, canopies and porches
  - Encourage connections to pedestrian and bicycle facilities
  - Locate buildings near the edge of the sidewalk
  - Encourage design compatibility with surrounding uses
  - Locate parking lots to the rear or side of buildings
  - Encourage building articulation and use of special materials to provide visual interest
  - Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design
  - Encourage attractive water-efficient landscaping on the ground level
- **LUD 9.5: View preservation.** Preserve significant views throughout the community
- **LUD 9.6: Light and glare.** Minimize light and glare from new development

Mountain View City Code

In the Mountain View City Code (MVCC), the Zoning Ordinance (Title 36) sets forth design guidelines, height limits, building density, building design and landscaping standards, architectural features, sign regulations, and open space and setback requirements. The Zoning Ordinance promotes good design and careful planning of development projects so they enhance the visual environment. The City's development review process includes the review of preliminary plans, the consideration of public input at the Development Review Committee, Zoning Administrator, Environmental Planning Commission and the City Council. The City's Planning Division reviews private and public development applications for conformance with City plans, ordinances, and policies related to zoning, urban design, subdivision, and CEQA. The Zoning Administrator makes recommendations to the City Council for large development projects and makes final decisions for permits and variances, and the Development Review Committee reviews the architecture and site design of new development, and provides project applicants with appropriate design comments. The development review process ensures that the architecture and urban design of new developments protect the City's visual environment.

Other MVCC sections regulate exterior lighting at buildings and protected trees. Title 8 of the MVCC sets exterior lighting standards for multiple-family dwellings. Section 8.242 requires that perimeter lighting devices at multiple-family dwellings are designed and shielded so they do not cause off-site glare or nuisance. Chapter 32, Article 2 of the MVCC protects trees designated as "Heritage" trees, which are discussed further in Section 4, *Biological Resources*.

Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

Views from and through the project site from public viewpoints such as streets and sidewalks are of surrounding development; vistas classified as significant or scenic are not available through the project site (City of Mountain View 2012a). The proposed project would not have a substantial adverse effect on a scenic vista. There would be no impact.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no state scenic highways within the City of Mountain View, as designated by Caltrans (Caltrans 2021). Further, the City's General Plan does not designate the only state highway (Highway 101) that runs through the City as scenic (City of Mountain View 2012a). Therefore, the proposed project would have no impact on scenic resources within a state scenic highway.

NO IMPACT

c. Would the project 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 a 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?

The area surrounding the project site is characterized by one-to three-story buildings with a mixture of architectural styles and ornamental landscaping, as shown in Figure 8 and Figure 9. The visual character of the project site is dominated by the one-story vacant stucco and flat-roofed building that was previously used as an auto repair shop, shown in Figure 7. The building is fronted by an asphalt parking lot.

The proposed project would increase the massing and intensity of development on the project site and would introduce a building with a contemporary multi-story residential building with a flat roof and balconies that interrupt the uniformity of the building mass. The contemporary nature of the project would blend into the neighborhood, complying with General Plan policy LUD 6.1. Further, the height of the proposed structure would complement the other multi-story residential complexes on Central Avenue, complying with General Plan policy LUD 9.1.

Although the project would increase the massing and height of development compared to the existing building, CRA zoning, as described in section 36.180.50 of the City's municipal code, allows for 43 DUA, a FAR of 1.35, and a maximum height of 45 feet. The project's proposed DUA of 81, FAR of 2.25, and top of ridge height of 54 feet and one-half inch would exceed those limits; however, assuming City approval of the requested 42.5 percent density bonus, the exceedances would be waived. In addition, there are several multi-story buildings along Central Avenue, including two- and three-story multi-family structures, within 150 feet project site. Furthermore, the project would

introduce additional landscaping that would reduce the visual impact of the project and soften the appearance of the new building, in compliance with General Plan policy LUD 9.3.

The project would also require Development Review Committee (DRC) approval, whereby professional architects and the Deputy Zoning Administrator reviews planning applications. The DRC would review site and architectural design to determine if they are in compliance with the City General Plan, specific plans, the Zoning Ordinance, and other MVMC sections that dictate lighting and trees, as discussed under *Regulatory Setting*.

The proposed project would not significantly degrade the existing visual character or quality of the site and its surroundings. As discussed, the contemporary nature of the architecture and existing multi-story residential buildings on Central Avenue would fit the proposed structure adequately into the existing visual character. Further, the project would comply with CRA zoning and would be required to pass DRC review. Therefore, impacts related to visual character and quality would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project site is in an urbanized area with relatively moderate levels of existing lighting. The adjacent uses generate light and glare along all sides of the property. Primary sources of light adjacent to the project site are lighting associated with the existing residential and commercial buildings, including building-mounted and perimeter lighting, as well as interior lighting visible through windows; streetlights; and headlights from vehicles on nearby streets. The project site currently does not generate light, as it is a vacant building. The primary source of glare adjacent to the project site is the sun's reflection from metallic and glass surfaces on buildings and on vehicles parked on adjacent streets and in adjacent parking areas.

The proposed project would incorporate exterior lighting around the entrance and sides of the building to ensure resident safety in accordance with MVMC Section 8.242. Additionally, interior lighting would be visible through the proposed building's windows. These light sources would not have a significant impact on the night sky, as they would only incrementally add to the existing background light levels already present from the surrounding street lighting and urban development. Because of the existing, relatively moderate ambient lighting levels near the project site, project development would not substantially alter this condition. Finally, Section 8.242 of the MVMC requires that perimeter lighting for multi-family dwellings be designed and shielded as to not cause off-site glare or nuisance. Therefore, impacts related to lighting would be less than significant.

General Plan policy LU 9.6 aims to minimize light and glare from new development (City of Mountain View 2012a). The proposed project would include building materials such as windows that would create new sources of glare, but this glare would be minimal compared with surrounding buildings and would also be reduced by use of landscaping. Approximately 16 new trees would be planted along the frontage and east and west sides of the proposed structure, which would provide canopied coverage of the project. Additionally, five existing street and neighboring trees would provide further screening of light and glare. The rooftop solar panels that could be installed in the future would also produce glare, but there would be few sightlines in the vicinity of the project to the roof of the proposed building. Because parking areas would be contained within a covered garage, there would be no additional glare from vehicles onsite. Overall, the proposed project

would not create a substantial source of glare that would adversely affect day or nighttime views. Impacts related to glare would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

c. Would the project 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))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project 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?

The project is located on Urban and Built-Up Land, pursuant to the Department of Conservation's (DOC) Important Farmland Finder (DOC 2014). The project site is not identified as prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, or grazing land. The project site is not enrolled in a Williamson Act contract, nor does it support forest land or resources; the site does not meet the definition of forest land, timberland, or timberland zoned Timberland Production in Public Resources Code (PRC) 12220(g), 4526, and 51104(g). The project site is not located on or adjacent to agricultural land or forest land and the proposed project would not involve development that could result in the conversion of farmland to non-agricultural uses. The project site is occupied currently by a commercial building and parking area. Therefore, the project would have no impact with respect to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflict with existing agricultural zoning or Williamson Act contracts; result in the loss of forest land or conversion of forest land to non-forest use; or other conversion of farmland to non-agricultural use.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	■	☐

Air Quality Standards and Attainment

The project site is located within the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the state and federal ozone standards, the state and federal $PM_{2.5}$ (particulate matter up to 2.5 microns in size) standards and the state PM_{10} (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement (BAAQMD2017a)

The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 4.

Table 4 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[1]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a]

[1] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: United States Environmental Protection Agency (USEPA), Air Quality Criteria for Particulate Matter, 2004.
Source: USEPA 2018

Air Quality Management

The Bay Area 2017 Clean Air Plan provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress has been made toward reducing ozone levels in the Bay Area, the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the Clean Air Plan to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins (BAAQMD 2017b).

In 2006, the United States Environmental Protection Agency (USEPA) tightened the national 24-hour $PM_{2.5}$ standard regarding short-term exposure to fine particulate matter from 65 µg/m^3 (micro-grams per cubic meter) to 35 µg/m^3. Based on air quality monitoring data for years 2006-2008 showing that the region was slightly above the standard, the USEPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that Bay Area $PM_{2.5}$ levels currently meet the standard. On October 29, 2012, the USEPA issued a proposed rule to determine that the Bay Area has attained the 24-hour $PM_{2.5}$ national standard. Based on this, the Bay Area is required to prepare an abbreviated SIP submittal that includes an emission inventory for primary (directly emitted) $PM_{2.5,}$ as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere and amendments to the BAAQMD New

Source Review to address $PM_{2.5}$ (adopted December 2012).[1] However, key SIP requirements to demonstrate how a region will achieve the standard (i.e., the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

In addition to preparing the "abbreviated" SIP submittal, the BAAQMD has prepared a report entitled *Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area* (BAAQMD 2012). The report will help guide the BAAQMD's ongoing efforts to analyze and reduce PM in the Bay Area to protect public health better. The Bay Area will continue to be designated as "non-attainment" for the national 24-hour $PM_{2.5}$ standard until the district elects to submit a "redesignation request" and a "maintenance plan" to the USEPA, and the agency approves the proposed redesignation.

Air Emission Thresholds

This analysis uses the BAAQMD's May 2017 CEQA Air Quality Guidelines to evaluate air quality. The May 2017 Guidelines include revisions made to the 2010 Guidelines, addressing the California Supreme Court's 2015 opinion in the *Cal. Bldg. Indus. Ass'n vs. Bay Area Air Quality Mgmt. Dist., 62 Cal. 4th 369* (BAAQMD 2017c). Therefore, the numeric thresholds in the May 2017 BAAQMD CEQA Air Quality Thresholds were used for this analysis to determine whether the impacts of the project exceed the thresholds identified in Appendix G of the CEQA Guidelines.

The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts. If all the screening criteria are met by a project, the lead agency or applicant would not need to perform a detailed air quality assessment of their project's air pollutant emissions and air quality impacts would be considered less than significant. These screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. For infill projects, such as this one, emissions would be less than the greenfield-type project on which the screening criteria are based (BAAQMD 2017c). The BAAQMD's screening level sizes for mid-rise apartments is 494 dwelling units for operational criteria pollutant emissions and 240 dwelling units for construction-related emissions (BAAQMD 2017c).

For construction-related emissions to be considered less than significant, projects must meet the following criteria in addition to being below the applicable screening level:

1. All *Basic Construction Mitigation Measures* would be included in the project design and implemented during construction; and
2. Construction-related activities would not include any of the following:
    a. Demolition
    b. Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would not occur simultaneously)
    c. Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development)
    d. Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement)

[1] PM is made up of particles emitted directly, such as soot and fugitive dust, as well as secondary particles formed in the atmosphere from chemical reactions involving precursor pollutants such as oxides of nitrogen (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOC), and ammonia (NH_3).

e. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity

The proposed project would involve demolition and therefore does not meet all of the screening criteria for construction emissions. For projects that do not meet the screening criteria, BAAQMD provides numeric significance thresholds. Table 5 presents the significance thresholds for construction and operational-related criteria air pollutant and precursor emissions used for the purposes of this analysis. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. For the purposes of this analysis, the proposed project would result in a significant impact if construction or operational emissions would exceed any of the thresholds shown in Table 5.[2]

Table 5 Air Quality Thresholds of Significance

	Construction-Related Thresholds	Operation-Related Thresholds	
Pollutant/ Precursor	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)	Average Daily Emissions (lbs/day)
ROG	54	10	54
NO_X	54	10	54
PM_{10}	82 (exhaust)	15	82
$PM_{2.5}$	54 (exhaust)	10	54

Notes: tpy = tons per year; lbs/day = pounds per day; NOX = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year.
Source: Table 2-1, BAAQMD 2017c.

To ensure safe levels of local carbon monoxide (CO) emissions, California ambient air quality standards (CAAQS) set the following thresholds for CO:

- 9.0 ppm (8-hour average)
- 20.0 ppm (1-hour average)

BAAQMD provides a preliminary screening methodology to conservatively determine whether a proposed project would exceed CO thresholds. If the following criteria are met, a project would result in a less than significant impact related to local CO concentrations:

1. 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.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. 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).

[2] Note the thresholds for PM_{10} and $PM_{2.5}$ apply to construction exhaust emissions only.

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The California Clean Air Act requires that air districts create a Clean Air Plan that describes how the jurisdiction will meet air quality standards. The most recently adopted air quality plan is the BAAQMD 2017 Plan. The 2017 Plan updates the most recent Bay Area plan, the 2010 Clean Air Plan, pursuant to air quality planning requirements defined in the California Health and Safety Code. To fulfill state ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors—ROG and NO_X—and reduce transport of ozone and its precursors to neighboring air basins. The CAP builds upon and enhances the BAAQMD's efforts to reduce emissions of fine particulate matter and TACs. The 2017 Plan does not include control measures that apply directly to individual development projects. Instead, the control strategy includes control measures related to stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants.

The 2017 CAP focuses on two paramount goals:

- Protect air quality and health at the regional and local scale by attaining all national and state air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TACs
- Protect the climate by reducing Bay Area GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050

Under BAAQMD's methodology, a determination of consistency with the 2017 Plan should demonstrate that a project:

- Supports the primary goals of the air quality plan
- Includes applicable control measures from the air quality plan
- Does not disrupt or hinder implementation of any air quality plan control measures

A project that would not support the 2017 Plan's goals would not be considered consistent with the 2017 Plan. On an individual project basis, consistency with BAAQMD quantitative thresholds is interpreted as demonstrating support for the clean air plan's goals. As discussed under criterion (b) below, the project would not exceed BAAQMD significance thresholds related to air quality emission), the project would not result in exceedances of BAAQMD thresholds for criteria air pollutants and thus would not conflict with the 2017 Plan's goal to attain air quality standards. The 2017 Clean Air Plan includes goals and measures to increase the use of electric vehicles, promote the use of on-site renewable energy, and encourage energy efficiency. The project includes features that are consistent with these goals and measures, including meeting California Green Building Standards, having rooftop space dedicated for solar panels, providing 21 spaces of bicycle parking, and being located approximately 0.2 miles from the Mountain View Transit Center, which offers connections to Caltrain service and the VTA light rail, and half a block from Santa Clara Valley Transportation Authority (VTA) bus stops on Moffett Avenue. . Therefore, the project would not conflict with or obstruct the implementation of an applicable air quality plan and the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

b. Would the project 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?

Construction of the project would generate temporary construction emissions (direct emissions) and long-term operational emissions (indirect emissions). Project construction generated temporary air pollutant emissions are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase following application of architectural coatings. Long-term emissions associated with project operation would include emissions from vehicle trips (mobile sources); natural gas and electricity use (energy sources); and landscape maintenance equipment, consumer products and architectural coating associated with on-site development (area sources).

Construction and operational emissions associated with the project were quantified using the California Emissions Estimator Model (CalEEMod) version 2020.4.0. Complete CalEEMod results and assumptions are provided in Appendix AQ.

Construction Emissions

Construction would occur over approximately 13 months. Approximately 25 cubic yards of earth material would be exported off site, requiring approximately 2 round-trip hauling truck trips, assuming a standard load of 16 cubic yards per truck trip. The construction equipment used to model emissions is subject to change, but the analysis herein used conservative estimates both in terms of the amount of equipment used and duration of its use during construction hours.

Table 6 summarizes the estimated maximum daily emissions of pollutants during construction on the project site. As shown in the table, the BAAQMD thresholds would not be exceeded.

Table 6 Construction Emissions (pounds/day)

Pollutant	Maximum Daily Emissions	BAAQMD Significance Threshold	Significant Impact?
ROG	7	54	No
NO_x	48	54	No
CO	57	N/A	No
SO_x	<1	N/A	No
PM_{10}	4	82	No
$PM_{2.5}$	3	54	No

See Appendix AQ for CalEEMod worksheets.
N/A = not applicable; no BAAQMD threshold for CO or SO_x

Operational Emissions

As shown in Table 7 and Table 8, daily and annual operational emissions would not exceed BAAQMD criteria pollutant thresholds. The operational emissions shown do not include mitigation measures that would be implemented with the project related to density, proximity to transit, and reduced water use. Operational impacts would be less than significant.

Table 7 Daily Operational Emissions (pounds/day)

Pollutant	Maximum Daily Emissions	BAAQMD Significance Threshold	Significant Impact?
ROG	1	54	No
NO_x	<1	54	No
CO	4	N/A	No
SO_x	<0.1	N/A	No
PM_{10}	<1	82	No
$PM_{2.5}$	<1	54	No

See Appendix AQ for CalEEMod worksheets.
N/A = not applicable; no BAAQMD threshold for CO or SO_x,

Table 8 Annual Operational Emissions (tons/year)

Pollutant	Total Emissions	BAAQMD Significance Threshold	Significant Impact?
ROG	<1	10	No
NO_x	<0.1	10	No
CO	<1	N/A	No
SO_x	<0.1	N/A	No
PM_{10}	<0.1	15	No
$PM_{2.5}$	<0.1	10	No

See Appendix AQ for CalEEMod worksheets.
N/A = not applicable; no BAAQMD threshold for CO or SO_x,

Carbon Monoxide Emissions

In terms of CO emissions, analysis of the proposed project's traffic impacts (see Section 17, *Transportation*) indicates that the proposed project would meet all three criteria listed above under "Air Emissions Thresholds." The project would be consistent with the County Congestion Management Program and would have minimal impacts on intersections. As a result, the project would have a less than significant impact on local CO concentrations.

As construction and operational emissions would not exceed BAAQMD thresholds for criteria pollutants and would comply with BAAQMD criteria pollutant thresholds and CAAQS CO thresholds, the project would not result in individually or cumulatively significant impacts to air quality.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receivers to substantial pollutant concentrations?

The sensitive receiver nearest to the project site is a single-family residence located approximately 100 feet from the project site. The California Air Resources Board (CARB) has identified diesel particulate matter ($PM_{2.5}$) as the primary airborne carcinogen in the state (CARB 2021). In addition, Toxic Air Contaminants (TAC) comprise a defined set of air pollutants that may pose a present or potential hazard to human health. Common sources of TACs and $PM_{2.5}$ include gasoline stations, dry cleaners, diesel backup generators, truck distribution centers, freeways, and other major roadways (BAAQMD 2017c). The proposed project does not include construction of new gas stations, dry cleaners, highways, roadways, or other sources that could be considered a new permitted or non-permitted source of TAC or $PM_{2.5}$ in proximity to receivers. In addition, the proposed project would not introduce a stationary source of emissions, nor would it result in particulate matter emissions greater than the BAAQMD threshold. Therefore, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Table 3-3 in the BAAQMD's 2017 *CEQA Air Quality Guidelines* provides odor-screening distances for land uses that have the potential to generate substantial odor complaints. The uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017c). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed residential development would not generate objectionable odors that would affect a substantial number of people. Therefore, impacts related to odor are less than significant.

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion. Overall, the proposed project would not generate objectionable odors affecting a substantial number of people. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 Wildlife 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, or regulations, or by the California Department of Fish and Wildlife or U.S. 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 interruption, or other 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?	☐	☐	■	☐
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?	☐	☐	☐	■

Existing Setting

The project site experiences extensive human disturbance, including regular vehicle movement on the paved area and around the perimeter. Consistent traffic, fencing around the perimeter of the project site, and human-made barriers in the area minimize potential wildlife access to and from the site. Existing site trees include two privets (*Ligustrum lucidum*) that have been pruned repeatedly and no longer have the prospect of becoming a mature-sized tree. A Certified Arborist's Tree Inventory and Pre-Construction Report, conducted by Ray Morneau in February 2021 (see Appendix ARB), recommends that the privets are removed. There are four overhanging neighbor's trees (Canary Island pines [*Pinus canariensis*]) that are at least 17 feet from the proposed structure, such that the root zones would not be affected by the proposed foundation. There is one street tree, a Norway maple (*Acer platanoides*), that is beyond the property line. The two privets are not Heritage trees, while the five adjacent trees are Heritage trees, as defined below in *Regulatory Setting*.

Regulatory Setting

Mountain View 2030 General Plan

The species and habitat policies in the Infrastructure and Conservation Element of the City's General Plan aim to protect and sustainably manage the unique biological resources in the city. The goal and policies related to biological resources are shown below:

> **Goal INC-16:**Rich and biologically diverse ecological resources which are protected and enhanced.
>
> > **INC 16.1: Natural areas.** Work with regional agencies to protect and enhance natural areas.
> >
> > **INC 16.2: Shoreline at Mountain View.** Manage Shoreline at Mountain View Regional Park to balance the needs of recreational, open space, habitat, commercial and other uses.
> >
> > **INC 16.3: Habitat.** Protect and enhance nesting, foraging and other habitat for special-status species and other wildlife.
> >
> > **INC 16.4: Invasive species.** Contain and reduce the amount of invasive species.
> >
> > **INC 16.5: Wetland habitat.** Collaborate with and support regional efforts to restore and protect wetlands, creeks, tidal marshes and open-water habitats adjacent to San Francisco Bay.
> >
> > **INC 16.6: Built environment habitat.** Integrate biological resources, such as green roofs and native landscaping, into the built environment.

Mountain View Tree Preservation Ordinance

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

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

- A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.

A tree removal permit is required from the City of Mountain View for the removal of Heritage trees. It is unlawful to willfully injure, damage, destroy, move, or remove a Heritage tree without a tree removal permit.

Impact Analysis

a. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

d. Would the project 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?

The site does not contain riparian habitat and is not located within a known regional wildlife movement corridor or other sensitive biological area as indicated by the USFWS Critical Habitat portal or CDFW BIOS (USFWS 2020; CDFW 2020). Moreover, according to the Mountain View General Plan, the only areas in the City that have sensitive habitat and special-status species are close to the Bay or around creeks (City of Mountain View 2010a). The project site is 0.4 miles from Stevens Creek; neither construction nor operation would impact Stevens Creek. Based on the developed nature of the area and lack of native or riparian habitat located on the project site, no federal-or state-listed endangered, threatened, rare, or otherwise sensitive flora or fauna are anticipated to be located within the project site.

Existing trees on and around the project site could contain bird nests and birds that are protected under the Migratory Bird Treaty Act (MBTA). Protected birds include all common songbirds, waterfowl, shorebirds, hawks, owls, eagles, ravens, crows, native doves and pigeons, swifts, martins, swallows, and others, including their body parts (feathers, plumes etc.), nests, and eggs. The proposed project would involve removal of the privets on the site but would not require removal of the five other surrounding trees. General demolition and construction activity associated with the project may affect protected nesting birds in existing trees. The City's Standard Condition of Approval PL-198 would be required, which would avoid potential impacts to nesting birds.

PL-198 Preconstruction Nesting Bird Survey

To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet 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 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 CDFW (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present. Compliance with the above Standard Condition of Approval would ensure protection of nesting birds and impacts to special status species would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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 interruption, or other means?

The National Wetlands Inventory (NWI) was reviewed to determine if wetland and/or non-wetland waters had been previously documented and mapped on or in the vicinity of the project site (U.S. Fish and Wildlife Service 2021). No such features occur on or adjacent to the project site. There is one potential jurisdictional water or wetland that is in the vicinity of the site. Stevens Creek, a riverine wetland resource, is located approximately 0.4-mile east of the site. However, construction and operation of the proposed project would not involve or require the direct removal, filling, hydrological interruption, or other effects to the bed, bank, channel, or adjacent upland area of Stevens Creek. No impact would occur.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Implementation of the proposed project would involve the removal of two privets that never fully developed into trees. No Heritage trees would be removed. Therefore, the project would not conflict with local policies or ordinances protecting biological resources, including the City's Heritage tree protection policies. Surrounding trees that would not be removed should be protected during construction activities to ensure no impacts to preserved Heritage trees would occur. Adherence to the Tree Preservation Guidelines in the Arborist's Report would ensure impacts to the surrounding Heritage trees are less than significant. No other local policies or ordinances related to environmental resources would conflict with the project. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (CDFW 2021). Therefore, the project would not conflict with such a plan and no impact would occur.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §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 formal cemeteries?	☐	☐	■	☐

This section analyzes the proposed project's potential impacts related to cultural resources, including historical and archeological resources as well as human remains. The analysis in this section is based, in part, on a Cultural Resources Assessment prepared for the 730 Central Avenue Project by Rincon Consultants in September 2021. The investigation consisted of a California Historical Resources Information System (CHRIS) records search of the project site as well as a 0.5-mile radius around the project site at the Northwest Information Center (NWIC), a search of the Sacred Lands File (SLF) through the Native American Heritage Commission, a historic evaluation of 730 Central Avenue, and a pedestrian field survey.

The NWIC records search identified 26 previously recorded cultural resources within a 0.5-mile radius of the project site, none of which are directly located within the project site. On October 10, 2021, the NAHC responded to Rincon's SLF request, stating that the results of the SLF search were negative.

Rincon conducted a built-environment survey of the project site on September 15, 2021. The built environment resources within the project site, including buildings, structures and landscape elements, were visually inspected. Pursuant to Office of Historic Preservation (OHP) Guidelines (California OHP 1995:2), properties over 45 years of age were evaluated for inclusion in the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and local listing and recorded on California Department of Parks (DPR) 523 series forms. Overall condition and integrity of these resources were documented and assessed. Due to the project site being paved and having little to no ground exposure, an archaeological pedestrian survey was not conducted. However, areas of exposed ground and landscaping were inspected for evidence of archaeological materials and photographs were taken of the exposed soils within the planters which were then inspected by a Rincon archaeologist.

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Rincon Consultants evaluated the building at 730 Central Avenue for listing in the NRHP, the CRHR, and the City of Mountain View Historic Register (MVHR). Due to a lack of historical or architectural associations, it is recommended ineligible for the NRHP, CRHR, and local designation, and is therefore not a historical resource pursuant to CEQA. The demolition of the existing building would not result in a substantial adverse change to a historical resource. There would be no impact.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The cultural resources records search results, SLF search results, and field survey did not identify archaeological resources within the project site. The project site has been heavily disturbed due to the construction of the existing building, paving around the building, and the installation of landscaping (trees, shrubs, and bushes). The lack of surface evidence of archaeological materials does not preclude their subsurface existence. However, the absence of substantial prehistoric or historic-period archaeological remains within the immediate vicinity, along with the existing level of disturbance in the project site, suggest there is a low potential for encountering intact subsurface archaeological deposits. The City's Standard Condition of Approval PL-194 would be required and would address potential impacts to unanticipated discoveries during construction.

PL-194 Discovery of Archaeological Resources

If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and 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. By adhering to Standard Condition of Approval PL-194, the City would evaluate and protect significant archaeological resources if unexpectedly encountered during implementation of the proposed project, resulting in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No human remains are known to be present within the project site; however, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that "…no further

disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98". In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner would be required to notify the NAHC, which would determine and notify a MLD. The MLD would have 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner would be required to reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a 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?	☐	☐	☐	■

Electricity

In 2020, California's total electric generation was 272,576 gigawatt-hours (GWh), of which 190,913 GWh was produced in-state (California Energy Commission [CEC] 2020). California's non-CO_2 emitting electric generation sources accounted for more than 51 percent of the total in-state generation, which was down from about 53 percent in 2019. Santa Clara County, the location of the proposed project, consumed approximately 16,665 GWh of electricity, or 6 percent of the electricity generated in California, in 2019 (CEC 2019a). The project would be served by Silicon Valley Clean Energy (SVCE) or Pacific Gas and Electric (PG&E). Residents are enrolled automatically in SVCE's 50 percent renewable energy and have the option to switch to SVCE's 100 percent renewable energy option or PG&E's 30 percent option. 100 percent of SVCE energy is carbon-free (City of Mountain View 2021a). Considering that residents have the option to use either PG&E or SVCE, this analysis conservatively assumed that 100 percent of residents would use PG&E service at 30 percent renewable.

Natural Gas

Natural gas forms about a third of energy commodities consumed in California and consumers fall into four sectors: residential, commercial, industrial, and electric power generation (U.S. Energy Information Administration [USEIA] 2020). In 2019, California consumed about 13,158 million U.S. therms (Mthm), or about 1,223 trillion Btu, of natural gas (CEC 2019b). The proposed project would be provided natural gas by PG&E. Table 9 details the natural gas consumption by sector in PG&E service area. In 2019, PG&E provided approximately 38 percent of the total natural gas generated in California (CEC 2019b).

Table 9 Natural Gas Consumption in PG&E Service Area in 2019

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
34	927	62	1,847	170	1,903	**4,942**

Notes: Usage expressed in MMThm

Source: CEC 2019b

Petroleum

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline (CaRFG), a cleaner formulation of gasoline that results in lower emissions of ozone, CO and other air pollutants when burned. Californians consumed approximately 1.8 billion gallons of diesel fuel and 15.4 billion gallons of gasoline in 2019 (CEC 2019c). Gasoline is the most used transportation fuel in California and is used by light-duty cars, pickup trucks, and sport utility vehicles (CEC 2018). Diesel is the second most used fuel in California and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2018). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including carbon dioxide (CO_2) and NO_X.

In 2019, approximately 39.4 percent of the state's energy consumption was used for transportation activities (USEIA 2020). Californians presently consume over 19 billion gallons of motor vehicle fuels per year (CEC 2018). Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.6 billion gallons in 2017 to between 12.1 billion and 12.6 billion gallons in 2030, a 19 percent to 22 percent reduction. This decline comes in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles (CEC 2018).

Impact Analysis

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod (Appendix AQ). Table 10 presents the estimated construction energy consumption, indicating construction equipment, hauling and vendor trips, and worker trips would consume approximately 3,425 gallons of gasoline and 74,608 gallons of diesel fuel over the project construction period. Fuel consumption calculations can be found in Appendix AQ.

Table 10 Estimated Fuel Consumption During Construction

Fuel Type	Gallons of Fuel
Diesel Fuel (Construction Equipment)	74,567
Diesel Fuel (Hauling & Vendor Trips)	41
Other Petroleum Fuel (Worker Trips)	3,425
Total	**78,034**

The construction energy estimates are conservative because the equipment used in each phase of construction was assumed to be operating eight hours of every construction day in the phase the equipment would be used. In reality, not all equipment would be used on every construction day nor all day. Construction of the project would be temporary and typical of similar projects. Construction equipment would be maintained to all applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. In addition, construction contractors would be required to comply with the provisions of 13 California Code of Regulations (CCR) Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency Construction Equipment Fuel Efficiency Standard (40 Code of Federal Regulations Parts 1039, 1065, and 1068), which would minimize inefficient fuel consumption. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Project operation would increase energy demand in the form of gasoline consumption, electricity, and natural gas. Increased gasoline consumption would be associated with new trips to and from the site. The estimated of number of daily trips that would be generated by the project (Appendix AQ) is used to calculate operational gasoline consumption. Table 11 shows the estimated total annual fuel consumption of the project using the estimated VMT and the assumed vehicle fleet mix (Appendix AQ). The project would be located close to high quality transit (approximately 0.2 miles from the Mountain View Transit Center, which offers connections to Caltrain service and the VTA light rail, and half a block from Santa Clara Valley Transportation Authority (VTA) bus stops on Moffett Avenue), which would reduce transportation energy consumption.

Table 11 Estimated Project Annual Transportation Energy Consumption

Source	Energy Consumption[1]	
Transportation Fuels[2]		
Gasoline	11,138 gallons	1,223 MMBtu
Diesel	1,732 gallons	220 MMBtu
Electricity	0.08 GWh	11,602 MMBtu
Natural Gas Usage[3]	1,600 U.S. therms	160 MMBtu
Total Project Energy Consumption		**12,608 MMBtu**

MMBtu = million metric British thermal units; GWh = gigawatt hours

[1] Energy consumption is converted to MMBtu for each source.

[2] The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with fuel use from operation of the project. According to CalEEMod calculations (see Appendix AQ), the project would result in approximately 250,823 annual VMT.

[3] Assumed no mitigation.

Appendix AQ for fuel consumption worksheet and CalEEMod output results for electricity and natural gas usage.

In addition to fuel consumption, operation of the proposed project would consume approximately 0.08 GWh of electricity per year, or less than one percent of total electricity use in Santa Clara County in 2019 (CEC 2019a). Estimated natural gas consumption for the project would be approximately 160 MMBtu per year, or less than one percent of total natural gas use in Santa Clara County in 2019 (CEC 2019c).

The project would be required to comply with all standards set in the current California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. MVGBC amends CalGreen to include energy efficient standards called Reach Codes, which exceed those in CalGreen and mandate multi-family projects to include only electric appliances and 50 percent of the roof area must be used for PV solar panels.

Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The project would further reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SVCE and PGE continues to increase to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030, and 100 percent by 2045. Therefore, project operation would not result in wasteful or unnecessary energy consumption.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed above, SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this regulation. The project would be required to comply with California's Green Building Standards Code and the Building Energy Efficiency Standards, which contain energy efficiency requirements.

The City of Mountain View maintains a Climate Protection Roadmap (CPR) that identifies strategies and mechanisms to reduce community-wide greenhouse gas emissions 80 percent by 2050 (City of Mountain View 2015). CPR includes strategies that address renewable energy or energy efficiency, which are relevant to the proposed project and included in Table 12. Strategies relevant for multi-unit developments such as the proposed project include mandatory solar photovoltaic requirements and energy efficiency in new construction.

Table 12 Project Compliance with CPR Strategies and Mechanisms

Energy Efficiency Goal or Policy	Is the Project Consistent?
City of Mountain View CPR	
Strategy A: Lower-Carbon Electricity ▪ A.1: Community Choice Energy Policy	**Yes.** Residents of the project would automatically be enrolled in SVCE's 50 percent renewable service, with the option to enroll in SVCE's 100 percent renewable service.
Strategy B: Renewable Energy Generation – Solar Photovoltaic ▪ B.1: Mandatory Solar Photovoltaic Requirements for New Construction ▪ B.2: Solar Power Districts Policy and Program	**Yes.** The project would pre-wire for a solar PV system on the rooftop.
Strategy D: Fuel Switch – Heating and Hot Water: From Natural Gas to Electric Heat Pumps ▪ D.3: Mandatory Electric Heat Pump Policy	**Yes.** Four heat pumps would be located in the garage of the building.
Strategy F: Energy Efficiency – New Construction ▪ F.1: Zero-Energy Building Code	**Yes.** The proposed project would be constructed in compliance with Title 24 building standards, which is the precedent for establishing the strategy. Project construction would be required to comply with adopted City energy codes, such as those found in CBC.

The proposed project would be consistent with these strategies, considering the rooftop would be constructed to accommodate a future solar PV system and compliance with Title 24. Therefore, the project would not conflict with or obstruct a local plan for renewable energy or energy efficiency and no impacts would occur.

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	☐	■
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

Setting

The project area is situated in the northernmost area of the Santa Clara Valley, between the Santa Cruz Mountains to the west and the San Francisco Bay and Diablo Range to the east in the Coast Ranges geomorphic province of California (California Geological Survey 2002). The Coast Ranges extend about 600 miles from the Oregon border to the Santa Ynez River in Santa Barbara County and are characterized by numerous north-south–trending peaks and valleys that range in elevation from approximately 500 feet above mean sea level to 7,581 feet above mean sea level (Norris and Webb 1990). The Coast Ranges are composed of a complex assemblage of geologic units, including Mesozoic metasedimentary rocks and ophiolite rocks of the Franciscan Assemblage, granitic and metamorphic rocks of the Mesozoic Salinian Block, and younger Cenozoic marine and nonmarine shale, sandstone, and conglomerate (Bartow and Nilsen 1990).

A Phase II Subsurface Investigation conducted by ERAS in May 2020 found that the site is underlain by a series of coalescing alluvial fan sediments that have been derived from the nearby upland surfaces. Near the project area, the Coast Ranges are transected by several major active or recently active faults. The San Andreas Fault system, including the Monte Vista-Shannon Fault, exists within the Santa Cruz mountains to the southwest. The Hayward and Calaveras Fault systems exist within the Diablo Range to the east. The northwest-trending San Andreas Fault approximately 8 miles southwest of Mountain View (Helley et al. 1979).

The paleontological sensitivity of the geologic units underlying the project site was evaluated based on a desktop review of existing data, including geologic maps, published literature, and online fossil locality and collections databases. Fossil collections records from the Paleobiology Database and University of California Museum of Paleontology (UCMP) online database were reviewed for known fossil localities in Santa Clara County (Paleobiology Database 2021; UCMP 2021). Based on the available information contained within existing scientific literature and the UCMP database, paleontological sensitivities were assigned to the geologic units underlying the project site. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The Society of Vertebrate Paleontology (SVP) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources (SVP 2010). This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present

Regulatory Setting

Mountain View 2030 General Plan

There are several emergency preparedness policies in the Public Safety Element of the City's General Plan that aims to protect life and property from seismic hazards (Goal PSA-5). Those policies include:

PSA 5.1: New development. Ensure new development addresses seismically induced geologic hazards.

PSA 5.2: Alquist-Priolo zones. Development shall comply with the Alquist-Priolo Earthquake Fault Zoning Act.

PSA 5.3: Technology. Use effective technologies to inform the community about potential hazards and emergency response.

PSA 5.4: Utility design. Ensure new underground utilities, particularly water and natural gas lines, are designed to meet current seismic standards.

Impact Analysis

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The project site is not located within an identified earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (DOC 2020). No known fault lines are located on the site. The closest active fault is the San Andreas Fault, located approximately 8 miles southwest of the site. Thus, the likelihood of surface rupture occurring from active faulting at the site is remote. The project site would not likely be subject to ground rupture. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

As with any site in the San Francisco Bay Area region, the project site would be susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the Northern San Andreas Fault (10 miles west), the Monte Vista-Shannon Fault (miles southwest), the Silver Creek Fault (10 miles east), the Calaveras Fault (15 miles east), the San Gregorio Fault (18 miles west), and the Hayward-Rogers Creek Fault (15 miles east) (United States Geological Survey [USGS] 2016). These are capable of producing strong seismic ground shaking at the project site.

The structure would be required to be constructed to meet current seismic standards in the 2019 California Building Code (CBC) intended to ensure that buildings could withstand the adverse effects of strong ground shaking. The City of Mountain View has adopted the CBC by reference pursuant to MVMC Section 8.10.1. Chapter 38 of the CBC contains specific requirements for structural design, including seismic loads. The CBC requires that structures be designed and constructed to resist seismic hazards, including through foundation design and the completion of soil investigations prior to construction. The City of Mountain View would ensure that the project would be designed and constructed consistent with the current CBC, thereby ensuring that appropriate investigations and design measures have been employed to effectively minimize or avoid potential hazards associated with redevelopment and/or new building construction.

Additionally, the City has a Standard Condition of Approval (PL-48) requiring a design-level geotechnical investigation that includes recommendations to address and mitigate geologic hazards and that the recommendations be implemented as part of the project.

PL-48 Geotechnical Report.

The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, *Guidelines for Evaluating and Mitigating*

Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City during building plan check, and the recommendations made in the geotechnical report will be implemented as part of the project and included in building permit drawings and civil drawings as needed. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for backdraining walls to prevent the build-up of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

With required compliance with all applicable City building and fire code standards, as well as the CBC (CBC, Title 24 of the California Code of Regulations), regarding seismic safety, design and construction of the proposed project would be engineered to withstand the expected ground acceleration that may occur at the project site. Project construction would also be subject to review and approval by City building and safety officials prior to project approval. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during ground shaking. The project site is located in an identified liquefaction zone, according to Figure 8.2 in the City's General Plan. The majority of land in Mountain View is underlain by materials that have moderate to very high liquefaction potential. However, the proposed building would be constructed in compliance with the CBC, which requires structures to be designed and constructed to resist liquefaction potential from seismic-related ground failure. Furthermore, the City has a Standard Condition of Approval (PL-48, discussed under criteria [a.2]) requiring that the applicant have a design-level geotechnical investigation prepared that includes recommendations to address and mitigate geologic hazards and that the recommendations made be implemented as part of the project. With adherence to this Standard Condition of Approval and implementation of recommendations in the design-level geotechnical investigation, and compliance with CBC requirements, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

A landslide is a movement of surface material down a slope. Lateral spread and liquefaction are processes in which material flows in a fluid-like movement and lateral spread refers to this movement over a gentle slope during a landslide. Landslides are typically a hazard on or near slopes or hillside areas, rather than generally level areas such as the project site and vicinity. According to the California Earthquake Hazards Zone map, the project site is not located in an earthquake-induced landslide hazard zone (DOC 2020). The project site is generally flat and is not surrounded by hillsides. Therefore, the project has a low potential for slope instability occurring at the site and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The proposed project would include construction activities that could potentially result in soil erosion. The project would be required to follow applicable California Building Code and MVCC requirements to reduce soil erosion, including MVCC Section 35.32.10, which requires all construction projects extending into the rainy season (October 15 through April 15) to submit and implement an erosion control plan to the City. Where appropriate, the plan must include silt fences around the site perimeter, gravel bags surrounding catch basins, filter fabric over catch basins, covering exposed stockpiles, concrete washout areas, stabilized rock/gravel driveways at points of egress from site, and vegetation, hydroseeding, or other soil stabilization methods for high erosion areas. Compliance with federal, State, and City regulations would reduce impacts related to soil erosion and the loss of topsoil to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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. Would the project 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?

Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations or pavements. The project site is located on urban land that is underlain by silt loam, silty clay loam, and silty clay as depths of up to 80 inches and the soil is classified as moderately well drained (NRCS 2021). Further, the project site is not within an area mapped as having landslides (USGS 2021). The City has a Standard Condition of Approval (PL-48, discussed under criteria [a.2]) requiring that the applicant have a design-level geotechnical investigation prepared that includes recommendations to address and mitigate geologic hazards and that the recommendations made be implemented as part of the project. The project site was previously developed and the structure would not be constructed on expansive soils that would become unstable and result in landslide, lateral spreading, subsidence, liquefaction, collapse, or create a substantial risk to life or property. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would not include components that would require the use of septic tanks or alternative wastewater disposal systems. The proposed project would connect to the City of Mountain View's municipal sewer system. There would be no impact.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is situated in the San Jose Plain within the Coast Ranges geomorphic province of California (California Geological Survey 2002). The surface geology of the project site is entirely mapped as Quaternary young (Holocene) alluvial-fan deposits (Qya), derived from the nearby

upland surfaces, and were deposited in a series of coalescing alluvial fans (Dibblee and Minch 2007). Based on the findings of the site-specific Phase II subsurface investigation, discontinuous deposits of undocumented fill overlie Quaternary young (Holocene) alluvial-fan deposits to depths of approximately one foot below ground surface within the project site. Quaternary young alluvial deposits consist of unconsolidated, yellowish brown silty sand with subangular gravel (ERAS Environmental, Inc. 2020).

Due to the disturbed nature of undocumented fill, these fill sediments have a low paleontological sensitivity. Quaternary young (Holocene) alluvial sediments within the project site (e.g., Qya) are typically too young (i.e., less than 5,000 years old) to preserve paleontological resources and are also determined to have a low paleontological sensitivity at or near the surface, in accordance with SVP guidelines (SVP 2010). However, Quaternary young (Holocene) alluvial fan deposits (Qya) may grade downward into older Quaternary (Pleistocene) alluvial deposits (e.g., Qoa) with the potential to preserve paleontological resources at unknown depths.

A review of the UCMP online database resulted in at least eight Pleistocene vertebrate fossil localities (V4916, V6561, V79134, V91128, V91248, V99597, V99891, V99893) from Santa Clara County (UCMP 2021). These UCMP localities produced fossil specimens of dwarf pronghorn (*Capromeryx*), horse (*Equus*), proboscidean (Proboscidea), camel (*Camelops*), bison (*Bison*), mammoth (*Mammuthus*), ground sloth (*Paramylodon harlani*), and other mammals. Therefore, Quaternary old (Pleistocene) alluvial deposits are assigned a high paleontological sensitivity, in accordance with SVP guidelines.

Quaternary old (Pleistocene) alluvial deposits would be expected to occur at shallow depths near the margins of the basin; however, the depth at which Quaternary old (Pleistocene) alluvial deposits occurs may vary throughout a basin, ranging from shallow to more than 100 feet depending on the local topography. In the absence of some form of radiometric dating or fossil analysis, the depth to Quaternary old (Pleistocene) alluvial deposits cannot be reliably estimated; however, sensitive older alluvial deposits are unlikely to occur at depths of less than 10 feet within the project site based on the location of the project site within the basin. In addition, the site-specific Phase II report did not report any major changes in lithology during subsurface explorations, suggesting that older (Pleistocene) deposits were not encountered at depths less than five feet.

Based on the paleontological locality searches, literature review, and Phase II subsurface evaluation prepared for the project, the mapped geologic unit within the project site (i.e., Quaternary young alluvial-fan deposits [Qya]) was assigned a low paleontological sensitivity at or near the surface, increasing to high below depths of 10 feet (ERAS Environmental, Inc. 2020; Paleobiology Database 2021; UCMP 2021; SVP 2010).

Given the nature of the proposed improvements and existing site conditions, project-related ground disturbance (i.e., excavations) is not anticipated to extend to greater than 10 feet in previously undisturbed areas or younger Quaternary (Holocene) alluvial fan deposits (Qya) and is thus unlikely to impact fossiliferous deposits. Although project implementation is not expected to uncover paleontological resources, a remote possibility for such resources to be uncovered exists, and therefore the potential for impacts that would be potentially significant cannot be excluded.

The City's Standard Condition of Approval PL-196 would be required, which would avoid impacts to paleontological resources in the event of unanticipated fossil discoveries. Standard Condition of Approval PL-196 would apply to ground-disturbing phases of project construction and would reduce the potential for impacts to unanticipated fossils present on site by providing for the recovery, identification, and curation of paleontological resources.

PL-196 Discovery of Paleontological Resources

In the event that a fossil is discovered during construction of the project, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. By adhering to Standard Condition of Approval PL-196, the City would evaluate and protect significant paleontological resources if unexpectedly encountered during implementation of the proposed project, resulting in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	■	☐

Climate Change and Greenhouse Gas (GHG) Emissions

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHG), gases that trap heat in the atmosphere, analogous to the way in which a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases, and ozone (O_3). GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Anthropogenic GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6) (National Aeronautics and Space Administration [NASA] 2018).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the average temperature of the Earth would be about 15° C cooler (NASA 1998). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Thresholds

The vast majority of individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines*, Section 15064[h][1]).

According to the *CEQA Guidelines*, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP) in their white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions (AEP 2016). Mountain View lays out emission reduction strategies and mechanisms in the City's Climate Protection Roadmap, which is discussed below, under *Mountain View Climate Protection Roadmap*.

To evaluate whether a project may generate a quantity of GHG emissions that may have a significant impact on the environment, state agencies have developed a number of operational bright-line significance thresholds. Significance thresholds are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. Projects that attain the significance target, with or without mitigation, would result in less than significant GHG emissions. Many significance thresholds have been developed to reflect a 90 percent capture rate tied to the 2020 reduction target established in AB 32. Numerous lead agencies (including the City of Mountain View) have identified as appropriate significance screening tools for residential, commercial, industrial, and public land uses and facilities projects with horizon years before 2020.

In the 2017 BAAQMD *CEQA Air Quality Guidelines*, the BAAQMD outlines an approach to determine the significance of projects. For residential, commercial, industrial, and public land use development projects, the thresholds of significance for operational-related GHG emissions are as follows:

- Compliance with a qualified GHG Reduction Strategy
- Annual emissions less than 1,100 metric tons (MT) per year (MT/yr) of carbon dioxide equivalent (CO2e)
- Service person threshold of 4.6 MT CO_2e/SP/yr (residents + employees)

The BAAQMD annual emissions threshold of 1,100 MT of CO_2e per year was designed to capture 90 percent of all emissions associated with projects in the Basin and require implementation of mitigation so that a considerable reduction in emissions from new projects would be achieved. According to the California Air Pollution Control Officers Association (CAPCOA) white paper, *CEQA & Climate Change*, a quantitative threshold based on a 90 percent market capture rate is generally consistent with AB 32 (CAPCOA 2008). SB 32, codified in 2016, sets a more conservative emission reduction target of 40 percent below the 1990 level by 2030. Because the previously established threshold of 1,100 MT CO_2e was not developed to meet the targets established by SB 32, it must be adjusted to meet the new, more conservative, emission reduction target of 40 percent below the 1990 level by 2030. As such, to be consistent with SB 32, the project would need to emit no more than 660 MT CO_2e in 2030to be consistent with the 2030 reduction established by SB 32. Therefore, the threshold for this project is 660 MT of CO_2e per year.

Mountain View Greenhouse Gas Reduction Program

The City of Mountain View adopted the Greenhouse Gas Reduction Program (GGRP) in conjunction with the General Plan, designed to implement policies laid out in the General Plan (City of Mountain View 2012c). The GGRP examines activities that create GHG emissions and sets forth strategies and mitigation measures for future development. Strategies are grouped into five areas: energy, solid waste, water, transportation, and carbon sequestration. The strategies were developed in relation to 2020 and 2030 GHG reduction goals.

Mountain View Climate Protection Roadmap

The Climate Protection Roadmap (CPR) was adopted to complement the GHG reduction goals in the GGRP and the City used a per-capita and longer-term emissions reduction strategy. The CPR sets out an intermediary reduction targets for every five years on the way to the City's adopted target to reduce emissions 80 percent below 2005 levels by 2050 (City of Mountain View 2015). The CPR includes building energy, transportation, and solid waste strategies.

Methodology

As discussed under Section 3, *Air Quality*, the BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant GHG impacts. If all of the screening criteria are met by a project, then the lead agency or applicant would not need to perform a detailed GHG assessment of their project's GHG emissions (BAAQMD 2017c). The BAAQMD's screening level size for operational GHG emissions for mid-rise apartments is 87 dwelling units.

While the project would not exceed the screening threshold for dwelling units, it would include demolition, which means the screening criteria would not apply. Therefore, CalEEMod version 2020.4.0 was used to calculate total project emissions. This methodology is recommended by the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change white paper (CAPCOA 2008). The analysis focuses on CO_2, N_2O, and CH_4 as these are the GHG emissions that on-site development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, the proposed project is not expected to be a significant contributor of fluorinated gases since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

Operational Emissions

Operational emissions for the proposed project were modeled using CalEEMod and compared to BAAQMD thresholds.

CalEEMod provides operational emissions of CO_2, N_2O, and CH_4. Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (Compilation of Air Pollutant Emissions Factors) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2016). The default electricity consumption values in CalEEMod include the California Energy Commission-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies. CalEEMod incorporates 2019 Title 24 CALGreen Building Standards, which are the most recent and thus would apply to the proposed project.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and emission factor values provided by the local air district (CAPCOA 2021).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA 2021). Waste disposal rates by land use and overall composition of municipal solid waste in California was based primarily on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the California Energy Commission's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, GHG emissions were quantified in CalEEMod using default trip rates for the proposed land uses.

Although the project would comply with 2019 CALGreen Building Standards, the specific sustainability features that would be applied to the project are not known to the level of detail required for applying reductions in CalEEMod. Thus, the analysis excludes these sustainability features and is thus a conservative analysis of operational emissions.

Construction Emissions

Construction of the development would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the CEQA and Climate Change white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA 2008). Additionally, the BAAQMD does not have specific quantitative thresholds for construction activity. Therefore, although estimated in CalEEMod and provided for informational purposes, construction activity is not included in the total emissions calculations.

Impact Analysis

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Emissions

Emissions generated by construction of the proposed project are estimated at 756 MT of CO_2e without mitigation over the 13 months of construction. However, as the BAAQMD does not have a recommended threshold for construction related GHG emissions, emissions associated with construction are not included in Table 13 and compared to BAAQMD significance thresholds.

Operational Emissions

Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of the operational sources of emissions are discussed below.

AREA SOURCE EMISSIONS

CalEEMod was used to calculate direct sources of air emissions associated with the proposed project. These include consumer product use and landscape maintenance equipment. Area emissions are estimated at less than 1 MT of CO_2e per year.

ENERGY USE EMISSIONS

Operation of the residence would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels emits CO_2, and to a smaller extent, N_2O and CH_4. The

proposed project would generate approximately 16.1 MT of CO_2e per year associated with overall energy use, of which 7.6 MT of CO_2e per year is due to electricity consumption and approximately 8.5 MT of CO_2e per year is due to natural gas use.

SOLID WASTE EMISSIONS

Based on the estimate of GHG emissions from project-generated solid waste as it decomposes, solid waste associated with the proposed project would generate approximately 4.9 MT of CO_2e per year.

WATER USE EMISSIONS

Based on the amount of electricity generated to supply and convey water for the project, the proposed project would generate an estimated at 1.8 MT of CO_2e per year.

TRANSPORTATION EMISSIONS

As calculated by CalEEMod, the proposed project would generate an estimated 250,823 annual VMT without mitigation. The proposed project would emit an estimated 84 MT of CO_2e per year from mobile sources.

COMBINED STATIONARY AND MOBILE SOURCE EMISSIONS

Table 13 shows the project's annual operational emissions, which would total approximately 107 MT of CO_2e per year. These emissions do not exceed the 660 MT of CO_2e per year threshold for compliance with BAAQMD thresholds as adjusted for SB 32 targets. Since GHG emissions would not exceed the adjusted BAAQMD threshold, the project would not generate a substantial increase in GHG emissions and would not conflict with AB 32 or SB 32. This impact would be less than significant.

Table 13 Operational GHG Emissions

Emissions Source	Annual Emissions (MT of CO2e/year)
Operational	
Area	<1
Energy	16
Waste	5
Water	2
Mobile	84
Total	**107**
BAAQMD Threshold (Adjusted for SB 32)	660
Exceeds Threshold?	**No**

See Table 2.2 "Overall Operational" emissions. CalEEMod worksheets in Appendix AQ.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Consistency with the GGRP

The City developed its GGRP to reduce community GHG emissions, consistent with the BAAQMD *CEQA Air Quality Guidelines*. The GGRP provides certain criteria a project must meet to evaluate its significance. Pursuant to the City's GGRP requirements, Table 14 provides the evaluation of the project's consistency to applicable GHG reduction measures outlined in the GGRP, and shows the proposed project would be consistent with the applicable mandatory measures in the GGRP. The GGRP includes specific measures and actions to meet estimated reductions for compliance with AB 32 in 2020 and SB 32 in 2030. Therefore, the project would be consistent with applicable state and local policies to reduce GHG emissions.

Table 14 Project Consistency with GGRP

GGRP Measure	Description	Project Consistency
Mandatory Measures		
Measure E-1.6 Exceed State Energy Standards in New Residential Development	New residential development must comply with the Mountain View Green Building Code (MVGBC), which stipulates that new residential projects (single and multi-family) must exceed Title 24 standards by 15 percent.	**Consistent.** The proposed project would comply with the MVGBC and implement additional energy saving features including water efficiency that exceeds required conditions by 15 percent pursuant to MVGBC, zero or low VOC paints and stains, well insulated walls, and enhanced ventilation for better indoor air quality.
Measure E-1.8 Building Shade Trees in Residential Development	Require the planting of one building shade tree on a parcel to accompany each new single-family residential unit	**Consistent.** The proposed project would not include the development of single-family residences. However, the project would include landscaping throughout the project site. Landscaping would consist of street trees, planted screenings, and trees on the project site.
Voluntary Measures		
Measure E-1.4 Residential Energy Star Appliances	Promotes Energy Star appliances and electronics in new and existing residential developments.	**Consistent.** The proposed project would include energy star rated dishwashers and potentially refrigerators.
Measure E-2.3 Residential Solar Photovoltaic Systems	Promotes installation of solar photovoltaic systems.	**Consistent**. The proposed project would include an area and wiring for a rooftop PV system.

Source: City of Mountain View 2012c

Consistency with the CPR

Mountain View adopted the CPR in September 2015 to address climate change through 2050 and the feasibility of achieving the adopted targets in the GGRP. The CPR evaluates mechanisms by which the City may achieve the 2050 emissions reduction target of 80 percent below 2005 levels and provides an analysis that City officials can use to evaluate the potential for long-term community emission reduction initiatives. The CRP does not direct implementation of any specific actions; it outlines viable options for future City programs, policies, and actions that could be pursued.

Table 15 outlines strategies applicable to the project and the project's consistency with these strategies and shows that the proposed project would be consistent with the applicable measures in the City's CRP.

Table 15 Project Consistency with CRP

CRP Strategy	Project Consistency
Renewable Energy Generation – Solar Photovoltaic	**Consistent**. The proposed project would include an area and wiring for a rooftop PV system.
Energy Efficiency – New construction	**Consistent.** The proposed project would include energy saving features such as energy star rated appliances, water conserving plumbing fixtures, efficient LED lighting, low VOC paints and stains, and enhanced ventilation for better indoor air quality.
Fuel Switching – Electric Vehicles	**Consistent.** The proposed project would include capacity in the garage for electric vehicle charging.
Reduce Landfill Waste	**Consistent.** Project construction would be required to comply with the sections in Chapter 16, Article III of the MVMC, which dictate the submittal of a Construction and Demolition Debris Management Plan. The plan must identify expected waste materials and plans for the diversion of at least 50 percent of waste materials generated.
Transportation Demand Management	**Consistent.** The proximity of the project to public transit (approximately 0.2 miles from the Mountain View Transit Center, which offers connections to Caltrain service and the VTA light rail, and half a block from Santa Clara Valley Transportation Authority (VTA) bus stops on Moffett Avenue), reduced personal vehicle spaces, and proposed bicycle storage space would incentivize walking, biking, and reduced automobile usage. See Section 17, *Transportation*, for a discussion on transit, pedestrian, and bicycle facilities in the area.

Source: City of Mountain View 2015

The proposed project would not conflict with state regulations intended to reduce GHG emissions statewide, including AB 32 and SB 32, and would be consistent with applicable plans, such as the GGRP and the CRP, designed to reduce GHG emissions. Therefore, the proposed project would not conflict with a plan, policy, or legislation related to GHG emissions. Impacts related to GHG emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 0.25 mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material 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 in 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?	☐	☐	☐	■

This section evaluates the proposed project's potential impacts relating to hazardous materials in soil and groundwater and other hazards. The information presented in this section is based on a Phase I Environmental Site Assessment from November 25, 2019 and a Phase II Subsurface Investigation from May 25, 2020, both of which were conducted by Eras Environmental, Inc., as well as an Additional Investigation Report from October 6, 2021 completed by PANGEA. Copies of these reports are included in Appendix HAZ.

Setting

The site is associated with an open – site assessment unauthorized release case (Loc Case #2020-13s) and an Informational Item (RB Case #43S0485) in the State Water Resource Control Board (SWRCB) GeoTracker database. Rincon Consultants completed a reconnaissance of the project site on September 15, 2021. A summary of onsite observations is included below.

The following resources were also reviewed to determine if hazardous materials may be present at the project site:

- **United States Environmental Protection Agency (U.S. EPA)**
  - Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)/Superfund Enterprise Management System (SEMS)/Envirofacts database search (U.S. EPA 2021)
- **Department of Toxic Substances Control (DTSC)**
  - Online EnviroStor database for hazardous waste facilities or known contamination sites (DTSC 2021a)
  - Online Cortese List of Hazardous Waste and Substances Sites (DTSC 2021b)
- **California State Water Resources Control Board (SWRCB)**
  - Online GeoTracker database search for leaking underground storage tanks (LUST) and other cleanup sites (SWRCB 2021a)
  - Per- and polyfluoroalkyl substances (PFAS) Investigation online Public Map Viewer (SWRCB 2021b)
  - 2019 Statewide Drinking Water System Quarterly Testing Results online Public Map Viewer/GeoTracker PFAS Map (SWRCB 2021c)
- **Nationwide Environmental Title Research (NETR)**
  - Online historical aerial photographs and topographic maps dated from 1897 through 2018 (NETR 2021)
- **California Department of Conservation Geologic Energy Management Division (CalGEM)**
  - Online Mapping System
- **U.S. Department of Transportation (USDOT)**
  - National Pipeline Mapping System (NPMS) online Public Map Viewer (USDOT 2021)

The information obtained from these resources is described below.

Online Database Reviews

SEMS Database Review

The project site at 730 Central Avenue in Mountain View, California is not listed in the SEMS database.

DTSC EnviroStor and SWRCB GeoTracker Database Review

PROJECT SITE

A review of the SWRCB GeoTracker databases found that the project site is associated with an unauthorized release case as follows:

MCZ-Central Development – 730 Central Avenue, Mountain View, California.

The project site is reported as a Cleanup Program Site (CPS) with status reported as "Open – Site assessment as of July 14, 2020." A November 2019 Phase I Environmental Site Assessment (ESA) and subsequent May 2020 Phase II ESA were completed at the project site (Eras Environmental, Inc. [Eras] 2019, 2020). Copies of both reports were available for review through GeoTracker.

According to the Phase II Subsurface Investigation (Eras 2020), soil gas beneath the project site has been impacted by an offsite source. The north-northeastern adjacent property located at 327 Moffett Boulevard is associated with a closed unauthorized release case (case closed as of April 23, 2013). The property was formerly used for research, development, and manufacturing of electronic components, and in 1985, elevated concentrations of metals along with volatile organic compounds (VOCs) were discovered to have impacted soil and or groundwater beneath the property. Three groundwater monitoring wells (TW-1 through TW-3) were installed on the project site in 1994 and five additional borings were advanced on the project site in 1996. During a Phase II ESA conducted in April 2020, tetrachloroethene (PCE) was reported in soil gas samples collected from beneath the project site at concentrations exceeding the environmental screening levels (ESLs) set forth by the RWQCB (Eras 2020).

Based on groundwater monitoring at 327 Moffett Boulevard, the groundwater flow direction in the vicinity of the project site "was estimated to be north-northeasterly [downgradient with respect to the subject property] and the depth to groundwater was reported to vary from approximately 10.5 to 31.5 feet below ground surface (bgs)."

Eras reported that PCE is present beneath the project site at concentrations which have the potential to impact indoor air above acceptable cancer risk for both commercial and residential uses (Eras 2020). The source of this contamination appears to be due to a regional plume. The RWQCB is aware of the presence of this contamination and has elected not to open the project site as a leak case (Eras 2020).

However, according to the Remedial Action Agreement issued by the County of Santa Clara Department of Environmental Health (SCCDEH) on July 14, 2020, McZ-Central, LLC voluntarily requested to be the Responsible Party for remedial action at the project site under the oversight of the SCCDEH (SCCDEH 2020).

According to the *Written notification pursuant to H&SC, Section 101480- Local cleanup oversight* letter issued by the SCCDEH to McZ-Central, LLC dated June 29, 2020, "A former automotive repair facility will be redeveloped into residential housing. The property is located adjacent to known

cleanup cases involving VOCs in groundwater and soil gas. Due to the former site use and the proximity to known contamination, the property owner has requested DEH oversight."

Other documents available online indicate that a *Workplan for Additional Investigation*, prepared by Pangea, dated February 4, 2021 (Pangea 2021), was issued to the SCCDEH on February 4, 2021. The SCCDEH issued a conditional approval letter of the workplan on March 18, 2021. The conditional approval provided technical comments and additional sampling requirements for the project site.

The *Additional Investigation Report*, dated October 6, 2021, documents the implementation of the *Workplan for Additional Investigation* dated February 4, 2021, as conditionally approved by the SCCDEH on March 18, 2021. Development plans as reported by PANGEA included "a 4-story, multi-unit residential building. The ground floor would consist of podium parking, a mail room, bike room, and lobby with elevator." The PANGEA report states that all residences would be contained to the second through fourth floors. Shallow grading would be completed to a depth of approximately 5 feet near the elevator, as well as at excavations for utility corridors.

PANGEA indicated the objectives of the additional investigation were to:

- "more fully assess the nature and extent of contamination in soil, groundwater, and soil gas to develop a site-specific conceptual model (CSM)"
- "Assess shallow soil for organochlorine pesticides and metals impacts"
- "Obtain data to evaluate associated risks and facilitate preparation of a site-specific management plan and potential mitigation plan with respect to planned development"

Soil samples were collected from three borings, and soil gas well installation and sampling were completed from three clustered soil gas wells (a total of six soil gas wells were installed). Existing onsite groundwater monitoring wells (TMW-1, -2, and -3) were inspected, redeveloped, and sampled.

Soil Results

Soil encountered during drilling generally consisted of stiff silty clay to the total depth explored (15 feet). Analytical results were compared to the RWQCB residential direct exposure ESLs (RWQCB 2019). VOCs, petroleum hydrocarbons, and pesticides were not detected above direct exposure ESLs for residential soil. Although arsenic was detected at concentrations above its residential ESL (0.067 milligrams per kilogram [mg/kg]), the concentrations reported were within background concentrations of arsenic in California soil (0.6-11 mg/kg).

Groundwater Results

VOCs and petroleum hydrocarbons were not detected in the groundwater samples collected as part of this assessment. The calculated groundwater flow direction for the April 2021 sampling event was to the west.

Soil Gas Results

Soil gas results were compared to the RWQCB residential vapor intrusion ESLs for subslab/soil gas (RWQCB 2019). Benzene, PCE, and total petroleum hydrocarbons in the gasoline range (TPH-g) were detected in all of the soil gas samples collected. The benzene concentrations exceeded the residential ESL (3.2 micrograms per cubic meter [$\mu g/m^3$]); concentrations ranged from 5.4 $\mu g/m^3$ to 41.2 $\mu g/m^3$. PCE concentrations in five of the six samples exceeded the residential ESL (15 $\mu g/m^3$), with concentrations of PCE ranging from 10 $\mu g/m^3$ to 693 $\mu g/m^3$. TPH-g was detected in one sample

at a concentration of 20,900 µg/m^3, which is above the ESL of 20,000 µg/m^3. Trichloroethene (TCE) was detected at a concentration of 29.2 µg/m^3 in one sample, which is above the residential ESL (16 µg/m^3).

Based on historical and current soil gas analytical results, PANGEA reported, "soil gas well data indicates that PCE concentrations are highest in shallow soil gas (5 ft depth) than in deeper (15 ft) soil gas." PANGEA additionally states, "The PCE source is unknown. PCE could source from former automotive repair operations, as PCE was a common parts degreaser. The former waste oil storage area is located near soil gas probe SV-1 where PCE was detected at 570 µg/m^3."

Based on the results of PANGEA's additional investigation, they concluded the following:

- Site assessment confirmed concentrations of PCE in soil gas were above residential screening levels, which "merits vapor intrusion mitigation measures for the planned development."
- Subsurface conditions at site have been "adequately characterized to facilitate preparation of appropriate corrective action or mitigation plans in conjunction with the planned development."
- The shallow, stiff, clayey soil beneath the site, would not be amenable to *insitu* remediation by soil gas extraction. Additionally, soil impacts were not identified above Tier I ESLs and no groundwater impacts were observed. Therefore, "PANGEA concludes that site remediation is not merited for this site."
- "PANGEA recommends preparation of a vapor intrusion mitigation plan due to vapor intrusion concerns from PCE in soil gas. The mitigation plan will account for vapor attenuation provided by the planned ground level parking and the planned unoccupied use for the ground floor. Given the ground level parking and unoccupied use, mitigation is primarily merited for the subgrade elevator pit and any ground floor slab penetrations for conduits or otherwise."
- PANGEA also recommends preparation of a soil management plan.

Based on the information provided by PANGEA, it appears the site has been adequately evaluated and the responsible party would be required to complete site assessment/mitigation under the continued oversight and direction of the SCCDEH.

ADJACENT SITES

The following adjacent properties were reported on either the DTSC EnviroStor or SWRCB GeoTracker databases:

Union Bank – 327 Moffett Boulevard, Mountain View, California

This site is located adjacent to the north-northeast of the project site. This adjacent property is associated with a closed (as of April 23,2013) unauthorized release case involving chlorinated hydrocarbons (1,1,1-trichloroethane [TCA] and trichloroethylene [TCE]). There is a Land Use Covenant (LUC) recorded for the site. The LUC restricts the use of the property as follows: no residential development at the ground level without RWQCB approval; no use as single-family homes, hospitals, schools for persons under 21, or day care centers for children or senior citizens; all uses and development must be consistent with applicable Board Order or Risk Management Plan; no use of groundwater for any use unless permitted by RWQCB; and no excavation work unless permitted by RWQCB, This property was also reported on the DTSC EnviroStor online database for VOCs including methylene chloride, dichloroethane (DCA), TCE and benzene that were detected in groundwater onsite above action levels, and copper was detected at 3,000 and 7,500 parts per million (ppm) and lead at 1100 ppm in soil." Although the San Francisco Bay Regional Water Quality

Control Board (SFB RWQCB) issued a No Further Action Letter for this site in 2013, impacts to groundwater were documented at the time of closure and a LUC is recorded for the property. The groundwater flow direction beneath this site was reported to be to the north-northeast (downgradient with respect to the project site). It is possible impacted groundwater associated with this north-northeastern adjacent site may be present beneath the project site.

Engelhard – 333 (Formerly 341) Moffett Boulevard, Mountain View, California

This site is located approximately 225 feet northeast of the project site. According to the SWRCB GeoTracker database, the site is a CPS and case status is reported as "Completed – case closed as of July 21,2011. The contaminants of concern were reported as chlorinated hydrocarbons (PCE and TCE) and there is a LUC recorded for the site.

A LUC was recorded for the 333 Moffett Boulevard property on April 20, 2004. The LUC prohibits any excavation work on the site below 5 feet bgs unless permitted by the RWQCB; requires all uses and development be consistent with applicable Board Order or Risk Management Plan; and prohibits the use of groundwater for any use unless permitted by the RWQCB.

Gas & Shop Car Wash – 340 Moffett Boulevard, Mountain View, California

This site is located approximately 200 feet to the north-northwest of the project site. According to the SWRCB GeoTracker database, the site is a Leaking Underground Storage Tank (LUST) site and case status is reported as "Completed – case closed as of August 9,1999." The contaminant of concern is reported as gasoline. According to the July 29, 1999 Case Closure Summary, three 10,000-gallon gasoline underground storage tanks (USTs) were removed on July 14, 1992.

PFAS Database Review

Beginning in 2019, the California SWRCB sent assessment requirements to property owners of sites that may be potential sources of PFAS. These sites currently include select landfills, airports, chrome plating facilities, publicly owned treatment works facilities, Department of Defense (DoD) sites, and bulk fuel storage terminals and refineries. According to the SWRCB, "PFAS are a large group of human-made substances that do not occur naturally in the environment and are resistant to heat, water, and oil" (SWRCB 2021). Our June 8, 2021 review of the California Statewide PFAS Investigation online Public Map Viewer indicates that there are no current chrome plating, airport, landfill, publicly owned treatment works, bulk fuel storage terminals and refineries, or DoD orders at any facilities listed as located within one-half mile of the project site.

Our September 1, 2021 review of the California 2019 Statewide Drinking Water System Quarterly Testing Results online Public Map Viewer indicates that perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS) were not detected in the closest public drinking water well (City of Mountain View - Well 22) located at 231 North Whisman Road, which is tested annually.

Well Finder Database Review

A review of the CalGEM Online Mapping System indicates that no oil wells are located on the project site, adjacent properties, or within 0.25 mile of the project site.

Pipeline Database Review

The NPMS online Public Map Viewer indicates that there are no hazardous liquid or natural gas transmission pipelines located on or adjacent to project site. The nearest underground hazardous

material pipeline is a natural gas transmission line which runs along West Middlefield Road, located at least 0.25 mile from the project site.

Site Reconnaissance

Rincon completed a site reconnaissance on September 15, 2021, accompanied by Mr. Soroush Aboutalebi, Assistant Planner for the City of Mountain View. Four groundwater monitoring wells are located on the project site, outside of the existing building.

Although the structure is currently vacant, residual operational trash remains present onsite. Used tires, engines, and other car parts reside inside the building, with fluid leaking onto the ground. Ground surface staining was observed throughout the inside of the structure primarily at the main entrance on Central Avenue, behind the service bay doors, and from the engines/car parts. The stained surfaces are likely from the previous onsite automotive operations. One hydraulic lift was observed inside the service bay area of the building. Two 55-gallon drums labeled "Nonhazardous Waste" (contents, date, and generator details not provided) were also observed on site. It is possible that the drums are associated with recent Phase II ESA work completed by Pangea, as referenced in the *Workplan for Additional Investigation* (Pangea 2021). Other hazardous materials observed onsite included one bucket of mineral-spirits petroleum distillates, a container of Pennzoil, and propane tanks.

Regulatory Setting

Federal and State

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

As a department of the California Environmental Protection Agency, the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of Resource Conservation and Recovery Act and the California Health and Safety Code.

DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes. While the California Hazardous Waste Control Law is generally more stringent than Resource Conservation and Recovery Act, until the USEPA approves the California program, both state and federal laws apply in California. The California Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for a development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

GOVERNMENT CODE SECTION 65962.5 (CORTESE LIST)

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by DTSC, SWRCB, and CalRecycle.

Mountain View 2030 General Plan

The Mountain View 2030 General Plan was adopted in July 2012, and provides the City with goals and policies that reflect shared community values, potential change areas, and compliance with state law and local ordinances. The 2030 General Plan provides a guide for future land use decisions in the City. Key policies related to hazards and hazardous materials and applicable to the proposed project include:

- **Policy INC 18.1: Contamination prevention.** Protect human and environmental health from environmental contamination
- **Policy INC 18.2: Contamination clean-up.** Cooperate with local, state and federal agencies that oversee environmental contamination and clean-up
- **Policy PSA 3.2: Protection from hazardous materials.** Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through prevention and enforcement of fire and life safety codes
- **Policy PSA 3.4: Oversight agencies.** Work with local, state and federal oversight agencies to encourage remediation of contamination and protection of public and environmental health and safety

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project 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?

d. Would the project be located on a site that is included on a list of hazardous material 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?

Construction

The proposed project would involve demolition of an existing vacant commercial structure on the project site. Construction activities may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, or contaminated soils. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation (DOT) regulations (U.S. DOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through the Resources Conservation and Recovery Act (RCRA). The California Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program, as well as California's own hazardous waste laws. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. It does this primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Compliance with existing regulations would reduce the risk of potential release of hazardous materials during construction.

The existing building to be demolished may contain asbestos and/or lead-based paint (LBP). The existing building was partially constructed in 1956 and added onto by 1960. Structures built before the 1970s were typically constructed with asbestos containing materials (ACM). Because the building was constructed before the time of the federal ban on the manufacture of PCBs, it is possible that light ballasts in the onsite building contain PCB. Demolition of the existing structure could result in health hazard impacts to workers if not remediated prior to construction activities. However, demolition and construction activities would be required to adhere to BAAQMD Regulation 11, Rule 2, which governs the proper handling and disposal of ACM for demolition, renovation, and manufacturing activities in the Bay Area, and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, Section1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. DTSC has classified PCBs as a hazardous waste when concentrations exceed 50 parts per million in non-liquids, and the DTSC requires that materials containing those concentrations of PCBs be transported and disposed of as hazardous waste. Light ballasts to be removed would be evaluated for the presence of PCBs and managed appropriately. With required adherence to BAAQMD, CalOSHA, and DTSC regulations regarding ACM, LBP, and PCBs impacts would be less than significant. Based on the potential for ACM, LBP, and PCB impacts to be present onsite, project construction/excavation and operation could potentially create a significant hazard to the public, construction workers, future project site residents, or the environment.

Hazardous material soil gas impacts are also present onsite. Although the project site is not specifically listed as a DTSC Cortese hazardous material site compiled pursuant to Government Code Section 65962.5 (DTSC 2021), the site is reported as an open CPS site (assessment as of July 14, 2020) under the regulatory oversight of the SCCDEH, which is identified as meeting the "Cortese List" requirements, as determined by the CalEPA. Soil gas beneath the project site has been impacted by VOCs (PANGEA 2021). Based on the concentrations of PCE reported, the potential for

vapor intrusion to indoor air exists at the project site. Additional assessment of the project site was required by the SCCDEH and was completed by PANGEA in October 2021.

As reported by PANGEA, soil and groundwater beneath the project site do not appear to be impacted by TPH, VOCs, organochlorine pesticides, or metals. However, based on the results of PANGEA's *Additional Investigation Report*, soil gas beneath the project site is impacted with VOCs at levels which could pose a vapor intrusion risk and project construction and operation could potentially create a significant hazard to the public, construction workers, future project site residents, or the environment. During grading, workers and the environment could be exposed to VOCs in soil gas. During operation, soil gas could volatilize to indoor air. However, the planned ground level parking and the planned unoccupied use for the ground floor would mitigate the potential for indoor air intrusion during site operation. As outlined by PANGEA, "Given the ground level parking and unoccupied first floor use, mitigation is primarily merited for the subgrade elevator pit and any ground floor slab penetrations for conduits or otherwise."

The project applicant has voluntarily elected and agreed to comply with regulatory requirements set forth by the SCCDEH (SCCDEH 2020). Pursuant to PANGEA's recommendation, minimally, the SCCDEH would require the project applicant to prepare a vapor intrusion mitigation plan to account for vapor attenuation provided by the planned ground level parking and the planned unoccupied use for the ground floor (PANGEA 2021). It appears the site has been adequately evaluated and the responsible party would be required to complete site assessment/mitigation under the continued oversight and direction of the SCCDEH with the goal of achieving case closure. It is the decision of the SCCDEH whether case closure should be obtained prior to the proposed construction of the project site or if it can be achieved during or after construction. Because the project site is an open Cleanup Program case (case #T10000015287), the responsible party would be required to remain under the continued oversight and direction of the SCCDEH and if requested by SCCDEH, complete additional site assessment and mitigation. Should the case be transferred to SFB RWQCB or DTSC, this and other regulatory requirements would still apply to these agencies.

The project applicant would be required to notify the SCCDEH caseworker of the following:

- Current development plan and any future modifications to the development plan
- All former environmental documents completed for the project site, including this EIR

Upon notification of the information above, SCCDEH could require actions such as:

- Abandonment and documentation of existing onsite soil gas wells and groundwater monitoring wells under permit from the Santa Clara Valley Water District
- Removal of the existing hydraulic lift
- Inventory and offsite disposal of the onsite drums and containers of hazardous substances (if contents are unknown, then sampling and profiling would be required before disposal)
- Development of subsurface investigation workplans and completion of additional subsurface investigations and reporting
- Installation of soil gas or groundwater monitoring wells and reporting
- Soil excavation and offsite disposal
- Completion of a human health risk assessment
- Preparation of a vapor intrusion mitigation plan (see MM HAZ-1)
- Preparation of a soil management plan (see MM HAZ-2)

- Completion of a remedial action plan (see MM HAZ-3)
- Preparation of case closure documents, including a site closure report
- Potential that a LUC could be recorded

The project applicant would also be required to retain a qualified environmental consultant (PG or PE) to prepare the assessments/documents required by SCCDEH. Additionally, the consultant prepared assessments/documents would be reviewed by the City of Mountain View and project applicant prior to submittal to SCCDEH.

Mitigation Measures HAZ-1, HAZ- 2 and HAZ-3 would be required, which would reduce potential impacts resulting from the elevated soil gas PCE concentrations on the project site. Compliance with federal, state, and local hazardous material regulations and implementation of mitigation measures would reduce impacts associated with onsite contamination and vapor intrusion impacts to less than significant levels.

Operation

Residential uses typically do not use or store large quantities of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. Therefore, project operation would not involve the use, storage, transportation, or disposal of substantial quantities of hazardous materials and would not result in the release of such materials into the environment. Impacts would be less than significant.

Mitigation Measures

HAZ-1 Vapor Intrusion Mitigation Work Plan

Due to the potential for vapor intrusion associated with PCE in soil gas on the project site, the City in coordination with SCCDEH shall require the project applicant to retain a qualified environmental consultant (PG or PE) to prepare a Vapor Intrusion Mitigation (VIM) Work Plan prior to construction.

The project applicant shall implement the recommendations of the SCCDEH-approved VIM Work Plan. The VIM Work Plan may include, but is not limited to:

- Vapor barrier placement
- Passive or active vapor venting system
- Performance monitoring infrastructure
- Indoor air and sub-slab vapor performance monitoring
- Present procedures and protocols to evaluate the performance of soil gas mitigation measures installed at the project

The VIM Work Plan shall be updated if it requires modification for reasons including, but not limited to, the following:

- A change in proposed project uses,
- Receipt of additional information pertaining to proposed project environmental conditions,
- Updated chemical toxicity information for contaminants detected at the proposed project based on revised regulatory screening levels, and
- New legal or regulatory requirements applicable to the proposed project.

The VIM plan shall be submitted to the SCCDEH for review and approval prior to submittal to the City of Mountain View. The City of Mountain View shall review and approve the VIM Work Plan prior to issuance of a permit for demolition, grading or building. A qualified environmental consultant (PG or PE) shall oversee VIM Work Plan implementation during demolition and grading activities.

HAZ-2 Soil Management Plan and Implementation for Impacted Soil

The City in coordination with SCCDEH shall require the project applicant to retain a qualified environmental consultant (PG or PE) to prepare a Soil Management Plan (SMP) prior to construction. The SMP shall be prepared to establish procedures for managing impacted soil or other impacted waste present at the project site, for the proper characterization and disposal from construction activities, and to reduce hazards to construction workers and offsite receptors during construction. The plan shall establish remedial measures and/or soil management practices to ensure construction worker safety, the health of future workers and visitors, and the off-site migration of contaminants from the site. These measures and practices may include, but are not limited to:

- Stockpile management including stormwater pollution prevention and the installation of Best Management Practices (BMPs)
- Proper disposal procedures of impacted materials
- Monitoring and reporting
- A site-specific health and safety plan for contractors working at the site that addresses the hazards of each phase of site construction activities with the requirements and procedures for employee protection
- The site-specific health and safety plan will also outline proper soil handling procedures and requirements to minimize worker and public exposure to hazardous materials during construction.

The City of Mountain View shall review and approve the project site SMP prior to issuance of a permit for demolition, grading or building. A qualified environmental consultant (PG or PE) shall oversee soils work during demolition and grading activities.

HAZ-3 Remediation, if Warranted

If soil remediation within the construction envelope is required as determined through preparation of the site-specific Soil Management Plan, then soil containing chemicals at concentrations exceeding hazardous waste screening thresholds for contaminants in soil (California Code of Regulations [CCR] Title 22, Section 66261.24) shall be addressed. The project applicant shall retain a qualified environmental consultant (PG or PE) to conduct additional analytical testing and recommend soil disposal recommendations, or consider other remedial engineering controls, as necessary.

The qualified environmental consultant shall utilize the analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soil or other impacted waste. The qualified environmental consultant shall provide further disposal recommendations and arrange for proper disposal of the waste soil or other impacted waste (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.

Remediation of impacted soil and/or implementation of remedial engineering controls, if needed, shall require additional delineation of impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and offsite disposal or recycling.

The City of Mountain View and the project applicant shall review the disposal recommendations prior to transportation of waste soil or other impacted waste offsite, and review and approve remedial engineering controls, prior to construction.

Compliance with federal, state, and local hazardous material regulations and with implementation of Mitigation Measures HAZ-1 through HAZ-3, hazardous material impacts associated with onsite contamination and vapor intrusion impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

There are no existing or proposed schools within 0.25 miles from the proposed project. The closest school to the project site is the Yew Chung International School of Silicon Valley, which is approximately 0.4 miles northeast. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The closest airport to the project site is Moffett Federal Airfield, approximately 1.6 miles from the project site, on the border of Sunnyvale and Mountain View. Moffett Federal Airfield is a facility used by NASA, who prepared a Comprehensive Land Use Plan in September 1994 (NASA 1994). The plan contains a small Ordnance Safety Zone in the northern section of the airfield that is managed in compliance with US Air Force regulations, and the zone does not encroach on the proposed project site. Noise impacts related to the airfield are discussed in Section 13, *Noise,* and would be less than significant. Access to the federal airfield is restricted to personnel, authorized visitors, and residents of the on-site active military Moffett Community Housing (Military Bases 2021). The nearest public airport is Palo Alto Airport, located about 4.5 miles northwest of the project site. Therefore, impacts related to safety hazard or excessive noise due to proximity to an airport land use plan would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City of Mountain View has established emergency preparedness procedures and programs for the preparation and response to a variety of natural and manmade disasters that could affect the City. The City's Emergency Operations Plan (EOP) establishes policy direction for emergency planning, mitigation, response, and recovery activities in Mountain View. The EOP addresses interagency coordination, procedures to maintain communication with County and State emergency response teams, and methods to assess the extent of damage and management of volunteers (City of Mountain View 2021b).

The proposed project would not include characteristics (e.g., permanent road closures or alterations) that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity. The City's Standard Conditions of Approval related to construction staging and parking would ensure that potential temporary road closures during construction would not impair or otherwise interference with emergency response or evacuation. The proposed project would be required to adhere to current and future requirements by the City of Mountain View's EOP and Public Safety Element of the General Plan once operational. Accordingly, impacts related to interference with an adopted emergency response plan or emergency evacuation plan during operations would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As described below in Section 20, *Wildfire*, the project site is in a developed urban area and is not within or adjacent to a designated very high wildland fire hazard area. Therefore, the project would not expose people or structures to a significant risk involving wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 off-site;	☐	☐	■	☐
(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; or	☐	☐	■	☐
(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?	☐	☐	■	☐

Information in this section is based on a Hydrology Study and Storm Water Management Plan prepared by Lea & Braze Engineering, Inc. in November 2020, which can be found in Appendix HYD.

Setting

Surface Water Resources

The project site is located in the San Francisco Bay hydrologic region that extends from southern Santa Clara County north to San Pablo Bay in Sonoma County, and inland to the confluence of the Sacramento and San Joaquin rivers. The water in the region flows to the San Francisco Bay estuary or directly to the Pacific Ocean.

Mountain View overlies five watersheds: Adobe Creek, Calabazas Creek, Permanente Creek, Stevens Creek, and the San Francisco Bay Estuary. The project site is located in the Permanente Creek watershed, which includes portions of unincorporated Santa Clara County and the cities of Los Altos and Mountain View. The creek originates on Black Mountain in Santa Clara County and receives runoff from open space areas and urban and suburban development, including industrial areas.

The Permanente Creek watershed is located east of the Adobe Creek watershed and west of the Stevens Creek watershed. Permanente Creek drains an area of approximately 17 square miles on the northeast-facing slopes of the Santa Cruz Mountains. Permanente Creek is approximately 13 miles in length. The creek flows through the cities of Los Altos and Mountain View and discharges into the South Bay via the Mountain View Slough. Peak flows are diverted to Stevens Creek via the Permanente Creek Diversion. Much of Permanente Creek's streambank in Mountain View has been treated with artificial materials for bank stabilization and flood control. The major tributaries to Permanente Creek are Hale Creek, West Branch Permanente Creek, and Ohlone Creek. Tributaries to Hale Creek include Magdalena Creek, Loyola Creek, and Summerhill Channel (City of Mountain View 2012b).

Groundwater Resources

The project site overlies the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin. The Santa Clara Subbasin extends from the northern border of Santa Clara County to the groundwater divide near the town of Morgan Hill, covering approximately 240 square miles (California Department of Water Resources [DWR] 2004). The Santa Clara Subbasin provides municipal, domestic, industrial, and agricultural water supply. The Santa Clara Valley Water District (SCVWD) conducts an artificial groundwater recharge program that entails releasing locally conserved or imported water to in-stream and off-stream facilities.

Water Quality

The San Francisco Bay Regional Water Quality Control Board (RWQCB) produces the *Water Quality Control Plan for the San Francisco Bay Region* (Basin Plan) (San Francisco Bay RWQCB 2017). The Basin Plan contains water quality criteria for groundwater. Groundwater in the Santa Clara Subbasin is generally of a bicarbonate type, with sodium and calcium as the principal cations[3]. In the northern portion of the Santa Clara Subbasin, historical saltwater intrusion may be to blame for elevated mineral levels. In the southern portion, wells with elevated nitrate concentrations have been identified (DWR 2004).

[3] A positively charged ion.

The SCVWD monitors the quality of groundwater aquifers in the county; both principal (deeper, drinking water aquifers) and upper (shallower, nondrinking water aquifers are monitored. Based on data collected in 2002-2003, the mineral character of the groundwater subbasins in the county is dominated by calcium, magnesium, and bicarbonate. Secondary maximum contaminant levels (MCL) were exceeded in some wells in the subbasin for specific conductance, total dissolved solids, manganese, iron, aluminum (only one well in the subbasin exceeded the primary MCL in 2002) and chloride (City of Mountain View 2012b). A zone of saltwater intrusion has been observed along the Bay in the northern portion of the subbasin less than 100 feet below ground surface, and the affected area appears to be stable based on monitoring conducted by the SCVWD. The agricultural water quality objectives were exceeded in some wells for chloride, boron, and selenium. Nitrate and volatile organic compound concentrations in wells in the subbasin were detected below MCLs (City of Mountain View 2012b).

Regulatory Setting

Numerous federal, state, and local laws, regulations, and policies define the framework for regulating hydrology and water quality in the project area. Water quality in California is regulated through the federal Clean Water Act, which is managed by the USEPA, with implementation largely delegated to the SWRCB and nine RWQCBs. Water quality at the project site is regulated primarily by the San Francisco Bay RWQCB.

Sustainable Groundwater Management Act

In September 2014, California Governor Jerry Brown signed a three-bill package known as the Sustainable Groundwater Management Act (SGMA) into law. SGMA establishes a framework for local groundwater management and requires local agencies to bring overdrafted basins into balanced levels of pumping and recharge. The California Statewide Groundwater Elevation Model Priority List ranks groundwater basins across the state with assessment rankings of High, Medium, Low, or Very Low. In unmanaged groundwater basins, SGMA requires the formation of locally controlled Groundwater Sustainability Agencies (GSA). GSAs are responsible for developing and implementing Groundwater Sustainability Plans (GSP) to guide groundwater management decisions and ensure long-term sustainability in their basins. In adjudicated basins, the court-identified Watermaster serves the purpose of the GSA, and the adjudication Judgment serves as the GSP.

City of Mountain View 2030 General Plan

The Mountain View 2030 General Plan provides policies related to hydrology and water quality that are applicable to the proposed project, which include:

- **Policy INC 8.2: National Pollutant Discharge Elimination System Permit.** Comply with requirements in the Municipal Regional Stormwater NPDES Permit
- **Policy INC 8.4: Runoff pollution prevention.** Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.
- **Policy INC 8.5: Site-specific stormwater treatment.** Require post-construction stormwater treatment controls consistent with the Municipal Regional Storm water NPDES Permit requirements for both new development and redevelopment projects.

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Development of the proposed project would introduce heavy equipment to the site during construction and increase traffic to and from the site during operation. This increase in heavy construction equipment and operational traffic could result in an increase in fuel, oil, and lubricants in the stormwater runoff due to leaks or accidental releases.

The Clean Water Act and other regulations govern water quality of stormwater runoff. As part of Section 402 of the Clean Water Act, the USEPA has established regulations under the NPDES program to control both construction and operation (occupancy) stormwater discharges. In California, the SWRCB administers the NPDES permitting program and is responsible for developing permitting requirements. Under the conditions of the County's NPDES Municipal Regional Stormwater Permit (Order No. R2-2015-0049), the City of Mountain View must implement a stormwater management plan to control polluted discharges to the stormwater drainage system. The City of Mountain View is a participating agency in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). The City must meet the provisions of the Municipal Regional Stormwater Permit by ensuring that new development and redevelopment mitigate water quality impacts to stormwater runoff during the construction and operation of projects. SCVURPPP's Permit Provision C.3 contains requirements for controlling the potential impacts of land development on stormwater quality and flow. Projects that create or replace 10,000 square feet or more of impervious surface must include appropriate site design measures, pollutant source controls, and treatment control measures. The project would not involve the replacement or creation of 10,000 square feet or more of impervious surfaces and would not be subject to these requirements.

However, the project would be required to comply with standard City of Mountain View Condition of Approval FEP-27 (Environmental Safety), *Site Design Measures for Small Projects and Detached Single-Family Homes*, Stormwater site design measures are required for the following project types: (1) residential and nonresidential projects that create or replace greater than 2,500 square feet of impervious surface and less than 10,000 square feet of impervious surface; and (2) detached single-family homes that create or replace greater than 2,500 square feet of impervious surface. Projects that meet either of these criteria are required to install one or more of the stormwater site design measures listed below:

- Direct roof runoff to cisterns or rain barrels for reuse.
- Direct roof runoff onto vegetated areas.
- Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
- Construct sidewalks, walkways, and/or patios with permeable paving materials.
- Construct bike lanes, driveways, and/or uncovered parking lots with permeable paving materials.

The project would also be required to comply with MVMC Chapter 35.34, which requires that permanent stormwater pollution prevention measures be incorporated into projects within the city that develop, redevelop, construct, rebuild, alter, modify, or expand any structure. In compliance

with Condition of Approval FEP-27 and MVMC Chapter 35.34, the proposed project would include swales and catch basins around the perimeter of the site and introduce landscaped areas to a site that is currently almost entirely impermeable. According to Appendix HYD, the project would reduce the amount of impervious surfaces on the project site by approximately 36.2 percent. Impervious surfaces on the site would be reduced from 10,391 square feet under existing conditions to 7,630 square feet with project implementation. The project would also increase pervious surfaces about 3,000 percent from 89 square feet to 2,850 square feet. This reduction in impervious surfaces and added landscaping and mechanisms for rainwater capture through a series of swales and catch basins around the perimeter of the site would reduce the potential for polluted stormwater to enter the storm drain system.

Water for construction and operation of the project would be supplied by SFPUC, which draws groundwater from the Westside Basin. Groundwater use increased in 2020 to 4,752 acre-feet, a 17 percent increase from 2019, but an overall decrease from the annual average on 6,723 acre-feet of the preceding ten years (SFPUC 2021). Groundwater levels remained stable or trended higher in 2020, as compared with 2019. Groundwater drawn for use by the proposed project would not substantially increase SFPUC demand and SFPUC would continue to have the capacity to serve the proposed project. Further, it is likely that new residents already reside in the SFPUC's service area, which extends within San Francisco, San Mateo, Alameda, and Santa Clara counties. Any groundwater recharge that occurs on the project site would not be hindered, considering that pervious surface square footage would be increased.

Therefore, with adherence to requirements listed above, the project would not violate water quality standards, waste discharge requirements, degrade water quality, or substantially decrease groundwater supplies. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project 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 result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project 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 that would 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?

c.(iv) Would the project 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 impede or redirect flood flows?

Stevens Creek is approximately 0.4 miles east of the project site and does not flow through or adjacent to the site. The project site is currently developed, and construction of the proposed project would not alter the course of this creek or other stream or river (no other surface water features are identified in the project area). The project site is connected to an existing stormwater

drainage system that feeds into the Lower Peninsula Watershed Area, which drains into San Francisco Bay (City of Mountain View 2012a).

Existing impervious surfaces on the project site total approximately 10,391 square feet. The project site is generally level and the project would involve the redevelopment of an automotive business that previously serviced vehicles prone to leave behind oils and solvents that could have entered drainage systems. Because the proposed project would introduce pervious pavers and additional landscaping, after development the impervious area of the site would decrease by approximately 36.2 percent to a total of 7,630 square feet of impervious surface area, allowing for more on-site stormwater infiltration than under existing conditions. The project would also increase pervious surfaces about 3,000 percent from 89 square feet to 2,850 square feet. The project would not substantially increase runoff from the project site such that new or increased erosion, siltation, or flooding would occur on- or off-site. Stormwater leaving the project site would enter the City's existing stormwater conveyance system, as it does under existing conditions, and would not directly affect a stream or river. The proposed project would not substantially alter the existing drainage pattern of the site or area, create or contribute runoff that would exceed the capacity of the existing stormwater conveyance infrastructure, add new sources of polluted runoff, or otherwise result in flooding on or near the project site. Therefore, a less than significant impact would occur.

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is located in Flood Zone X (Federal Emergency Management Agency [FEMA] 2009, Map #06085C0039H). Zone X includes areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from one-percent annual chance flood. Therefore, the project is not located within a Special Flood Hazard Area and would not place housing in a flood zone. In addition, the project would not impede or redirect flood flows in a 100-year flood hazard area. The project site is located on relatively flat topography, and there is little likelihood of a mudflow occurring as a result of project construction and operation. In addition, the Department of Conservation's tsunami inundation map shows that the project site is not located in a tsunami inundation zone (DOC 2009). The project site is not adjacent to a large body of water that could create a seiche. No impacts related to seiche, tsunami, or mudflow would occur.

NO IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Groundwater

The project site overlies the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin. The Santa Clara Subbasin extends from the northern border of Santa Clara County to the groundwater divide near the town of Morgan Hill, covering approximately 240 square DWR 2004). The Santa Clara Subbasin provides municipal, domestic, industrial, and agricultural water supply. The Santa Clara Valley Water District (SCVWD) conducts an artificial groundwater recharge program that entails releasing locally conserved or imported water to in-stream and off-stream facilities.

The Santa Clara subbasin is considered a high prioritization basin under the Sustainable Groundwater Management Act (SGMA) (Department of Water Resources [DWR] 2021). Under SGMA, the Local Groundwater Sustainability Agency (GSA) must prepare a Groundwater Sustainability Plan (GSP) or an alternative for any medium or high priority basin. Santa Clara Valley Water District (SCVWD) is the GSA for the Santa Clara Subbasin and they submitted the 2016 Groundwater Management Plan for the Santa Clara and Llagas Subbasins in December 2016 in lieu of preparing a GSP. The GSP alternative calls for groundwater supplies to be "managed to optimize water supply reliability and minimize land subsidence" and to be "protected from contamination, including salt water intrusion" (Valley Water 2016). The proposed project would not use considerable water resources, and as discussed in impact a., the proposed project would be served by SFPUC, which draws groundwater from the Westside subbasin, not the Santa Clara subbasin. The Westside subbasin is classified as very low prioritization by DWR and does not require the preparation of a GSP. Therefore, the project would not conflict with a GSP.

Water Quality

The San Francisco Bay Regional Water Quality Control Board (RWQCB) has designated water quality objectives in the county in the *Water Quality Control Plan for the San Francisco Bay Region* (Basin Plan) (San Francisco Bay RWQCB 2017). As discussed under criteria (a) and (b). the project would be required to comply with NPDES requirements, and the SCVURPPP and MVCC. As discussed under criteria (a) and (b) above, the project would not use substantial groundwater, violate water quality standards, or degrade water quality during construction or operation. Additionally, adherence to state and local policies would further maintain water quality. Further, the project would be consistent with the site's General Plan land use designation.

The proposed project would not interfere with water quality control plans or sustainable groundwater management plans. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	■

Setting

As stated in the *Project Description*, the project site currently has a land use designation of Mixed-Use Corridor in the City's General Plan. The Mixed-Use Corridor allows for commercial, office, and residential uses, as well as public spaces. The project site is located within the CRA zoning district. CRA zoning has a wide range of permitted or conditional use land uses, including residential, offices, services, retail trade, recycling, recreation, education, public assembly, and transportation.

Regulatory Setting

Mountain View 2030 General Plan

The General Plan provides a guide for future land use decisions in the city. Key policies related to land use and applicable to the proposed project include:

- **Policy LUD 3.1: Land use and transportation.** Focus higher land use intensities and densities within a half-mile radius of public transit service, and along major commute corridors
- **Policy LUD 3.9: Parcel assembly.** Support the assembly of smaller parcels to encourage infill development that meets City standards and spurs neighborhood reinvestment
- **Policy LUD 6.1: Neighborhood character.** Ensure that new development in or near residential neighborhoods is compatible with neighborhood character
- **Policy LUD 8.5: Pedestrian and bicycle amenities.** Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists
- **Policy LUD 9.1: Height and setback transitions.** Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods
- **Policy LUD 10.2: Low-impact development.** Encourage development to minimize or avoid disturbing natural resources and ecologically significant land features
- **Policy LUD 10.5: Building energy efficiency.** Incorporate energy-efficient design features and materials into new and remodeled buildings

- **Policy LUD 15.2: Sustainable development focus.** Require sustainable site planning, building and design strategies
- **Policy INC 1.3: Utilities for new development.** Ensure adequate utility service levels before approving new development
- **Policy INC 5.5: Landscape efficiency.** Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient irrigation techniques
- **Policy INC 5.6: Indoor efficiency.** Promote the use of water-efficient fixtures and appliances
- **Policy INC 10.4: Construction waste reuse.** Encourage building deconstruction and reuse and construction waste recycling
- **Policy POS 1.2: Recreation facilities in new residential developments.** Require new development to provide park and recreation facilities
- **Policy POS 12.4: Drought-tolerant landscaping.** Increase water-efficient, drought-tolerant and native landscaping where appropriate on public and private property

Impact Analysis

a. Would the project physically divide an established community?

The project would involve the construction of a multi-family residential building on an existing parcel in a fully urbanized area of Mountain View. The project would not separate connected neighborhoods or land uses from each other. No new roads, linear infrastructure, or other development features are proposed that would divide an established community or limit movement, travel, or social interaction between established land uses. No impact would occur.

NO IMPACT

b. Would the project 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?

Consistency with the General Plan

The project site has a General Plan land use designation of Mixed-Use Corridor. As described in the Land Use and Design Element of the General Plan (City of Mountain View 2012a), the Mixed-Use Corridor "allows a broad range of commercial, office and residential uses and public spaces serving both surrounding neighborhoods and visitors from nearby areas." Multi-family residences are allowed with a FAR of up to 1.85 (approximately 60 DUA) and a height of up to four stories. The proposed project would involve the construction of a four-story multi-family residential building with a FAR of 1.8 and a DUA of 81 . The higher DUA would be allowed provided that the requested 50 percent density bonus is approved. Therefore, the project would be consistent with land uses envisioned for Mixed-Use Corridor areas under the 2030 General Plan. The project would not conflict with the City's General Plan.

Consistency with the Zoning Ordinance

The project site is zoned CRA, pursuant to the provisions of MVCC Section 36.18.50.

In the CRA zone, the maximum residential FAR is 1.35 and the maximum standard height is 45 feet to the ridge. The project would have a FAR of 2.25 and a height of 54 feet and one-half inches,

measured to the top of the ridge. As discussed under *Consistency with General Plan*, the project would be exempted from the FAR and height requirement, assuming approval of a 42.5 percent density bonus. The project would comply with other development requirements of CRA zone in the MVCC, including setbacks, assuming approval of the density bonus, as shown in Table 16. Therefore, the project would not conflict with the City's zoning ordinance.

Table 16 CRA Required and Proposed Setbacks

Setbacks	Required	Proposed
Front	5 feet behind sidewalk minimum	5 feet
Side	15 feet minimum	20 feet and 15 feet
Rear	15 feet minimum	11 feet
DUA	60 DUA maximum	81 DUA
Auto Pavement Coverage	25 percent minimum	5 percent
Open Area	45 percent minimum	37 percent

Other Land Use Conflicts

The project would increase the massing and intensity of development on the project site and change its use. However, the project would generally be within the range of development intensity of the surrounding area, which includes multi-story residential and commercial development. Therefore, the change in intensity on the site would not substantially affect the land use and development patterns in the area; the land use pattern would be generally maintained. The proposed residential use is similar to other residential properties near the project site and therefore generally compatible in use. The project would not conflict with surrounding land uses, and this impact would be less than significant.

The project site is located in an entirely urbanized area of Mountain View and is zoned for urban uses. There are no natural communities or habitats located on the project site, and no habitat/natural community conservation plans are applicable to the site. Therefore, the project would not conflict with a habitat/natural community conservation plan and no impact would occur.

LESS THAN SIGNIFICANT IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	■

Setting

A small area within the southern boundary of Mountain View along Stevens Creek is classified MRZ-3, which are "areas containing mineral deposits the significance of which cannot be evaluated from the available data" (California Division of Mines and Geology 1987). However, based on subsequent mapping by the State of California for suitability of use as construction materials, it was determined that no minerals or aggregate resources of statewide importance are located within Mountain View (California Department of Conservation 1996). In addition, there are no natural gas, oil, or geothermal resources identified in or adjacent to Mountain View.

Regulatory Setting

Surface Mining and Reclamation Act of 1975

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975, the State Mining and Geology Board requires all cities to incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board.

Impact Analysis

a. *Would the project 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. *Would the project 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?*

The project site and surrounding properties are part of an urbanized area with no current oil or gas extraction. Mountain View's General Plan does not identify mineral deposits of regional significance within the city (City of Mountain View 2012a). No mineral resource activities would be altered or displaced by the proposed project. There would be no impact.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
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?	☐	☐	■	☐

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a "sound power level" or a "sound pressure level," which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), Day-Night Average Level (DNL; may also be symbolized as L_{dn}), and the community noise equivalent level (CNEL; may also be symbolized as L_{den}).

L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (DNL or L_{DN}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL or L_{DEN}), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).[4] The relationship between the peak-hour L_{eq} value and the L_{DN}/CNEL depends on the distribution of noise during the day, evening, and night; however noise levels described by L_{DN} and CNEL usually differ by 1 dBA or less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table 17.

Table 17 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

[4] Because DNL and CNEL are typically used to assess human exposure to noise, the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of DNL or CNEL, the dBA unit is not included.

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the general human response to different levels of groundborne vibration velocity levels, are described in Table 18.

Table 18 Vibration Annoyance Potential Criteria

	Vibration Level (in/sec PPV)	
Human Response	**Transient Sources**	**Continuous/Frequent Intermittent Sources[1]**
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity

[1] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2020

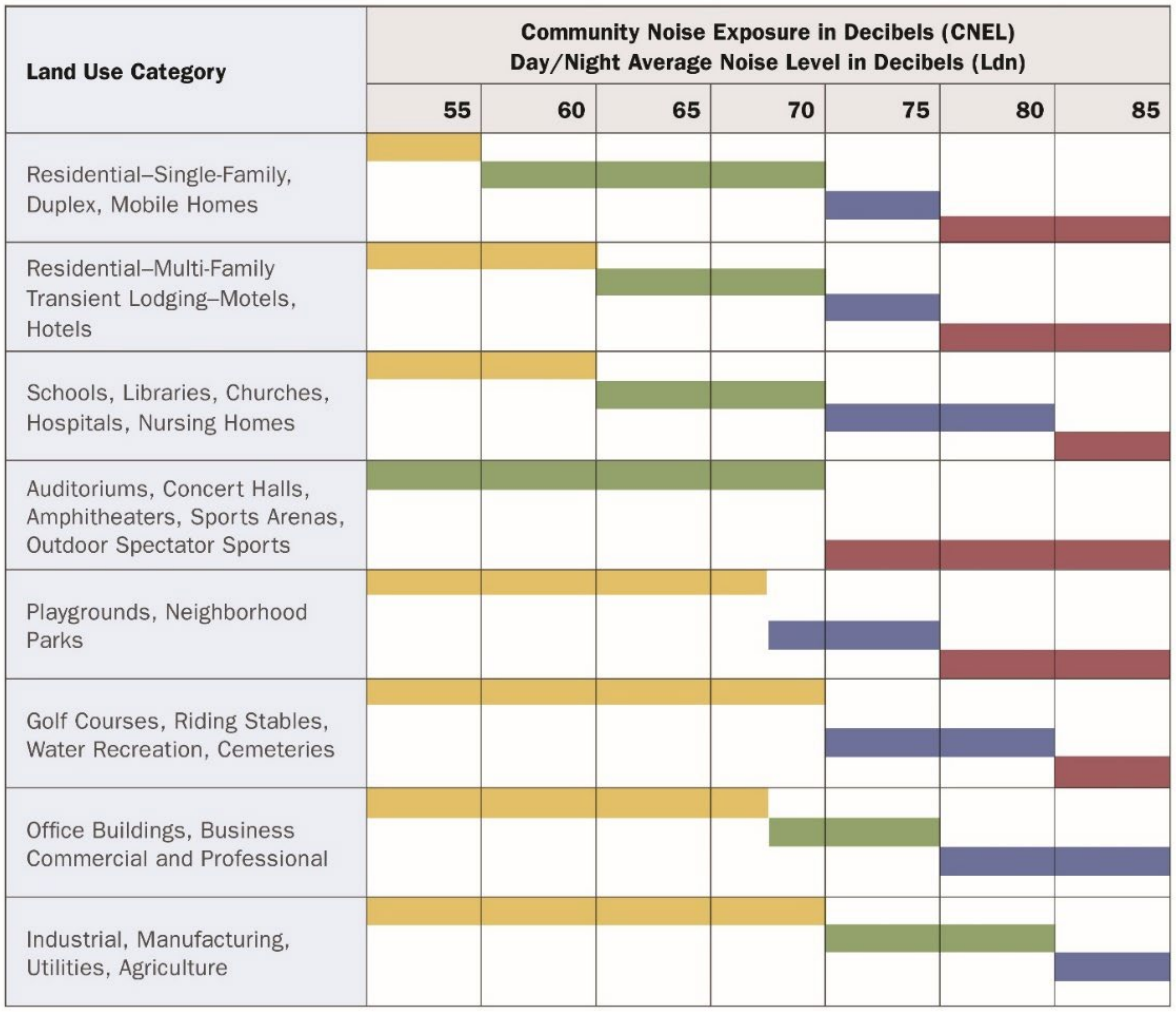
Regulatory Setting

Mountain View 2030 General Plan

The Noise Element of the City's General Plan is intended to protect the community from excessive or harmful noise. The Noise Element outlines policies to decrease noise in Mountain View and reduce its effects. Noise policies relevant to the proposed project include:

- **Policy NOI 1.1: Land Use Compatibility.** Use the Outdoor Noise Environment Guidelines as a guide for planning and development decisions (Figure 11)
- **Policy NOI 1:2: Noise-sensitive Land Uses.** Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:
  - New single-family developments shall maintain a standard of 65 dBA Ldn for exterior noise in private outdoor active use areas.
  - New multi-family residential developments shall maintain a standard of 65 dBA Ldn for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.
  - Interior noise levels shall not exceed 45 dBA Ldn in all new single-family and multi-family residential units.
  - Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.

Figure 11 Outdoor Noise Environment Guidelines



Source: State of California General Plan Guidelines, 2003.

- **Policy NOI 1.3: Exceeding Acceptable Noise Thresholds.** If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.
- **Policy NOI 1.4: Site Planning.** Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.
- **Policy NOI 1.5: Major Roadways.** Reduce the noise impacts from major arterials and freeways.
- **Policy NOI 1.6: Sensitive Uses.** Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals, and child-care facilities.
- **Policy NOI 1.7: Stationary Sources.** Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.
- **Policy NOI 1.9: Rail.** Reduce the effects of noise and vibration impacts from rail corridors.

Mountain View Municipal Code

The City's codes address noise issues and protect the community from exposure to excessive noise from sources such as construction activity, animals, amplified sound, and stationary equipment. These codes specify how noise is measured and regulated. The City's Zoning Ordinance also includes noise regulations and standards for uses such as drive-in and drive-through sales, commercial, and industrial land uses and sensitive uses, such as child-care centers. In addition, noise is regulated through project conditions of approval. The Mountain View Police Department and the City Attorney's office enforce noise violations.

Section 8.70.1 of the MVMC restricts the hours of construction activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City. The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems; delivery truck idling, loading/ unloading activities; air compressors; and parking lot operations) in Section 21.26 of the MVMC. The maximum allowable noise level for stationary equipment is 55 dBA during the day and 50 dBA at night unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator.

Project Noise Setting

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Mountain View General Plan Noise Element identifies noise-sensitive land uses as housing, schools, and hospitals (City of Mountain View 2012a). The nearest noise-sensitive receivers are single-family residences located approximately 85 feet south of the project site, across Central Avenue. Additional sensitive receivers include multi-family residences approximately 200 feet east of the project site.

Existing Noise Levels

Noise-monitoring results from the General Plan indicate existing noise levels through the city range from 51.2 to 72.1 dBA_{leq} (City of Mountain View 2012a). This noise level range is typical for an urbanized setting that is not near a busy street and is primarily driven by roadway traffic, aircrafts, landscaping, construction, load and unloading, commercial activities, and general neighborhood activities. A projected noise contour map for Mountain View in 2030, estimates that existing noise on the project site would be within a 60 dBA CNEL/LDN contour.

Impact Analysis

a. Would the project result in 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?

The proposed project would generate temporary noise increases during construction and long-term increases during operation.

Construction

The MVMC Section 8.70.1 restricts construction activities between the hours of 7:00 a.m. to 6:00 p.m. on weekdays. Construction is not allowed on City-recognized holidays or weekends without written approval from the City. The MVMC does not establish noise level limits for construction occurring during allowed hours. In the absence of applicable local noise level limits, this analysis references guidance from the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* to establish a quantified threshold against which to assess the impact of construction noise (FTA 2018); FTA recommends that reasonable construction noise criteria may include those shown in Table 19. Construction would occur only during allowable hours under MVMC section 8.70.1; therefore, daytime noise criteria would be appropriate.

Table 19 Construction Noise Criteria

Land Use	Daytime L_{eq} (8-hour)	Nighttime L_{eq} (8-hour)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: FTA 2018.

Construction activity would result in temporary noise in the project site vicinity, exposing nearby receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used for demolition of existing structures, earthworks, loading, unloading, and placing materials and paving. Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some would have higher continuous noise levels than others, and some have high-impact noise levels. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving).

During construction, equipment goes through varying load cycles and is operated intermittently to allow for non-equipment tasks such as measurement. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FTA 2018). Reference noise levels for heavy-duty construction equipment were estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006).

The nearest sensitive noise receivers in the project vicinity are the residences directly across Central Avenue to the south. Construction equipment such as bulldozers, graders, and loaders and excavators would operate as close as 85 feet to adjacent residences; however, over the course of a typical construction day, the equipment would move around the project site. For example, during a typical construction day, the equipment may operate at an average distance of 125 feet north of the residences. A likely construction scenario includes simultaneous operation of a backhoe and excavator during demolition to remove debris from the project site. At a distance of 85 feet, a backhoe and an excavator would generate a noise level of 73.8 dBA L_{eq} and at a distance of 125 feet a backhoe and an excavator would generate a noise level of 70.5 dBA L_{eq} (RCNM calculations are included in Appendix NOI). Therefore, construction noise would not exceed the applicable threshold of 80 dBA L_{eq}. Impacts would be less than significant.

Operation

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of a residential complex, such as vehicles arriving and leaving, children at play, landscape maintenance machinery, and heating, ventilation, and air conditioning (HVAC) units. Noise sources such as vehicles arriving and leaving, children at play, and landscape maintenance equipment would be consistent with the existing noise environment and would not exceed applicable noise level limits from the Municipal Code.

Specifications for the future HVAC systems are not available at this stage of project design; however, analysis using a typical to larger-sized (2-ton) residential condenser provides a reasonable basis for analysis. The unit used in this analysis is a Carrier 38HDR024 Performance Series. The manufacturer's noise data is provided below in Table 20 (see Appendix NOI for specification sheets). For a conservative scenario, the units were assumed to operate at 100 percent of an hour for 24 hours.

Table 20 HVAC Noise Levels

Noise Levels in dB[1] Measured at Octave Frequencies							Overall Noise Level in A-weighted Scale (dBA)[1]
125 Hz	250 Hz	500 Hz	1 KHz	2 KHz	4 KHz	8 KHz	
57.5	61.5	63.0	61.0	60.0	56.0	45.0	61

[1] Noise Levels for a Carrier 38HDR024 Performance Series (see Appendix NOI for specification sheets).

Hz = Hertz; KHz = kilohertz

An HVAC unit with a sound power level of 61 dBA would generate a noise level of approximately 25 dBA at 85 feet, the distance to the closest residential uses to a possible HVAC location on the southern edge of the project site. This would be well below the maximum allowable noise level for stationary equipment of 55 dBA during the day and 50 dBA at night. Therefore, operational noise impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Project construction would intermittently generate vibration on and adjacent to the project site. Vibration-generating equipment may include bulldozers and loaded trucks to move materials and debris, and vibratory rollers for paving. It is assumed that pile drivers, which generate strong ground borne vibration, would not be used during construction. Vibration-generating equipment on the project site would be used as close as approximately 85 feet from the nearest sensitive receivers to the south.

Unlike construction noise, vibration levels are not averaged over time to determine their impact. The most important factors are the maximum vibration level and the frequency of vibratory activity. Therefore, it is appropriate to estimate vibration levels at the nearest distance to sensitive receivers that equipment could be used, even though this equipment would typically be located farther from receivers. As shown in Table 21, construction activity would generate vibration levels reaching an estimated 0.055 PPV at a distance of 85 feet, if vibratory rollers are used to pave asphalt.

Table 21 Vibration Levels for Construction Equipment at Noise-Sensitive Receivers

	PPV (in/sec)
Equipment	**85 feet**
Vibratory Roller	0.055
Large Bulldozer	0.023
Loaded Trucks	0.020
Jackhammer	0.009

Source: Caltrans 2020, equation 12

A maximum vibration level of 0.055 PPV during the potential use of vibratory rollers would not exceed 0.25 PPV, Caltrans' recommended criterion for distinctly perceptible vibration from transient sources. Construction activity that generates loud noises (and therefore vibration) also would be limited to daytime hours on weekdays and Saturdays, which would prevent the exposure of sensitive receivers to vibration during evening, nighttime, and weekend hours. As a result, it would not result in substantial annoyance to people of normal sensitivity. In addition, the vibration level would not exceed the Caltrans' recommended criterion of 0.5 PPV for potential damage of historic and old buildings from transient vibration sources. Therefore, the impacts of vibration on people and structures would be less than significant.

The proposed project would not generate significant sources of vibration during operation, based on the nature of the proposed use. Therefore, operational vibration impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

As discussed in Section 9, *Hazards and Hazardous Materials,* the closest airport is Moffett Federal Airfield, approximately 1.6 miles from the project site, on the border of Sunnyvale and Mountain View. Moffett Federal Airfield is a facility used by NASA, who prepared a Comprehensive Land Use Plan in September 1994 (NASA 1994). The plan maps an area around the airfield with a 65 Community Noise Equivalent Level (CNEL) or higher where development should not occur without noise mitigation measures. The proposed project is outside of the CNEL contour and would not be required to integrate mitigation measures. Therefore, the excessive noise level exposure to people residing or working in the project area would be less than significant.

LESS THAN SIGNIFICANT IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Setting

According to the most recent (2021) estimates from the California Department of Finance (DOF), the current population of Mountain View is approximately 82,814. In addition, the city has approximately 37,820 housing units and the average persons per household is approximately 2.35 (DOF 2021).

Impact Analysis

a. Would the project 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)?

The proposed project would involve the construction of 21 new housing units, all of which would be one-bedroom units. This analysis conservatively assumes that all units would be occupied by 2.35 people, the average household size in the City, and that the project could therefore accommodate approximately 50 new residents. This increase would not result in an increase in population outside of the Association of Bay Area Governments (ABAG) 2040 growth projections, which project an increase in population in Mountain View from 47,760 households in 2020 to 48,315 households in 2025 (the closest year to the proposed operational year of the project in 2023) (ABAG 2017). Further, it is reasonable to assume that many of the residents of the project would be relocating from elsewhere within the ABAG region. No new businesses or roads and infrastructure are proposed under the project. Therefore, the project would not induce substantial unplanned population growth. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site currently contains a single-story vacant commercial building, surface parking lot, and perimeter landscaping. There are no existing housing units on the project site or people residing on the project site in temporary housing, nor does the existing site provide jobs. Therefore, the project would not displace existing housing units or people. No impact would occur.

NO IMPACT

15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	■	☐
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

Setting

The City of Mountain View Fire Department (MVFD) provides fire protection and emergency medical services. The MVFD has five engine companies, one rescue unit, one ladder truck, and one HAZMAT unit spread throughout five stations in the City (MVFD 2021). MVFD employs 86 full-time personnel that fall into three divisions: Suppression, Fire and Environmental Protection, and Administration (City of Mountain View 2021e). Minimum on-duty daily staffing is 21 personnel per shift. Out of approximately 8,500 annual emergency calls, only 5 percent were related to fires (MVFD 2021). In addition to participating in state-wide and mutual aid programs, the MVFD also participates in an automatic aid program with the cities of Palo Alto, Los Altos, and Sunnyvale.

The Mountain View Police Department (MVPD) provides police protection. The MVPD has a staff of 143 full-time, regular, and limited personnel MVPD 2020). In 2020 MVPD received 1,126 emergency calls, responding in less than four minutes to 63 percent of all calls (MVPD 2020). The MVPD is headquartered at 1000 Villa Street. MVPD's goal is to respond to high-priority calls in less than four minutes. Calls for police service, the majority for property crimes, are generally spread evenly throughout the city

Landels Elementary School, Crittenden Middle School, and Mountain View High School are the nearest schools for each age group to the project site. The elementary and middle school are within the Mountain View Whisman School District (MVWSD) and the high school is under the jurisdiction

of Mountain View Los Altos High School District (MVLA). As of 2020, Landels Elementary School has an enrollment of 443 students, Crittenden Middle School has an enrollment of 647, and Mountain View High School has an enrollment of 2,138 students (California Department of Education 2020).

The Mountain View Public Library is the only library in Mountain View. The library is located at 585 Franklin Street. The library provides reference and reader assistance, library, programming, internet access, and print and media materials (City of Mountain View 2012b).

Impact Analysis

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

MVFD Fire Station 1 is closest to the project site at 251 South Shoreline Boulevard, approximately 0.5 miles southwest of the site. The site is within the existing service area of the MVFD. The project would not create excessive demand for emergency services or introduce development to areas outside of normal service range that would necessitate new fire protection facilities, as the existing commercial building is served by MVFD in this location.

On-site construction of the proposed project would be required to comply with applicable Fire Code requirements. The proposed project would also be required to adhere to the conditions of approval set forth by the MVFD based on its review of the project plans. With the continued implementation of existing practices, including compliance with the California Fire Code, the proposed project would not significantly affect community fire protection services and would not result in the need for construction of fire protection facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

MVPD headquarters is located approximately 0.3 miles southwest of the project site. The project site is in the MVPD's service area and is currently serviced by the MVPD. The project would increase MVPD's service population by approximately 50 new residents, but would not create excessive demand for police services, or introduce development to areas outside of normal service range that would necessitate new police protection facilities, considering that the added population would not exceed the planned 2030 General Plan population predictions upon which police facilities are planned. The existing vacant commercial building is served by MVPD in this location, and the proposed project would not create the need for new or expanded police protection facilities and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The proposed project would introduce new residences, which could potentially be occupied with school-age children.

The proposed project would add 21 residential units with school-aged children to the area. Students residing at the project site would be served by the following public schools: Landels Elementary School, Crittedon Middle School, and Mountain View High School, assuming students would attend the nearest public school. Table 22 shows the estimated number of students generated by the proposed project that would attend these schools.

Table 22 Estimated Student Generation

Land Use	Size	Elementary School Students[1]	Middle School Students[1]	High School Students[2]	Total Students
Multi-Family	21 du	4	1	1	7

du: dwelling unit

[1]MVWSD student generation rates for market rate multi-family residential units are: 0.15 students per unit for elementary (grades K-5) and 0.039 students per unit middle (grades 6-8).

[2]MVLA student generation rate for market rate multi-family residential units is 0.038 high school students per unit.

Note: Decimals are rounded up to the nearest whole number.

Sources: MVWSD 2017; MVLA 2017

Table 22 shows that the proposed project would generate an estimated four elementary school students, one middle school student, and one high school student, for a total of an estimated seven students. These estimates are conservative because it is likely that some of the students generated by the proposed project already reside in areas served by the MVWSD and MVLA, and would already be enrolled in MVWSD and MVLA schools. Furthermore, for a conservative analysis, the conservative student generation rates were used and it is assumed that all students generated by the proposed project would be new to the MVWSD and MVLA.

The additional seven students would represent less than a one percent increase in enrollment at the surrounding schools and would not require additional resources. Further, pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the proposed project's impacts under CEQA and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, public facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Refer to Section 16, *Recreation*.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Mountain View Public Library at 585 Franklin Street provides service to the project site, which is located about 0.6 miles south. The library offers both in-person facilities and a digital library. The proposed project would conservatively add 50 residents that would use the library and other public facilities, but it is likely that some residents already reside within the City or surrounding region. Construction of new library facilities would not be required. Therefore, impacts to public facilities, such as libraries, would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	■	☐

Setting

The City has nearly 1,000 acres of parks and open space and an interconnected system of trails that links neighborhoods to parks and other community facilities, including recreational facilities (City of Mountain View 2012b). The City has approximately 2.61 acres of open space per 1,000 residents, which is below the City's goal of three acres of open space per 1,000 residents.

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?

Residents of the proposed project would use neighborhood or regional parks and recreational facilities in the city. However, this use would not result in substantially increased demand or significant deterioration of recreation facilities, given the maximum increase in population of 50 residents, some of whom could already be using local recreational facilities. Further, residents would have communal open space on the eastern and western sides of the proposed buildings and each unit would have a private balcony. Therefore, the project would not substantially alter citywide demand for parks or accelerate deterioration.

The proposed project would include recreational facilities in the form of communal open space on the eastern and western sides of the proposed building. These amenities would be for use of residents and their guests only, and the impacts involved in their construction are addressed throughout this Initial Study as part of the overall project. The park closest to the project site is Creekside Park approximately 0.4 miles to the east, which is about 0.75 acres and includes green space and a playground. Stevenson Park is approximately 0.7 miles to the northwest of the project site and is approximately 7.2 acres and includes sports fields, a playground, and green space. Eagle Park is approximately 0.8 miles to the south of the project site and is approximately 7.4 acres and includes an outdoor pool, a playground, and green space. The project would not involve off-site

improvements or construction that would directly affect these parks. Impacts to parks and recreational facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. 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 use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

Setting

Roadway, Bicycle, and Pedestrian Facilities

Highway 101, State Route (SR) 85, SR 237, Central Expressway, and El Camino Real provide regional roadway access to the project site, and Moffett Boulevard, East Middlefield Road, Castro Street, and Central Avenue offer local access to the site.

The VTA, the City of Mountain View, and the Mountain View Transportation Management Association (MTA) provide existing public transit services in the project vicinity. VTA operates bus service in Santa Clara County; in partnership with Google, Mountain View provides free community shuttle service in the city; and MTA provides free shuttle service (called MVgo) between the Mountain View Transit Center and corporate campuses in the North Bayshore and Whisman areas. The project site is approximately 0.2 miles from the Mountain View Transit Center, which offers connections to Caltrain service and the VTA light rail.

The project site is located in proximity to downtown Mountain View and is served by existing pedestrian facilities, including sidewalks on both sides of nearby roads and crosswalks. Central Avenue has a Class III bike route, which connects to other Class III bike routes leading to Mountain View Transit Center and several bikeways in the project vicinity, including a Class I multi-use trail along Stevens Creek.

Regulatory Setting

City of Mountain View 2030 General Plan

The City of Mountain View General Plan Mobility Element reinforces the City's long-term strategy to improve access for all means of travel and streets designed for all users. The Mobility Element contains adopted policies that apply to the City's mobility network. The following goals and policies apply to the proposed project:

Goal MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities.

Goal MOB 2: Transportation networks, facilities and services accessible to all people.

- **Policy MOB 2.1: Broad accessibility**. Improve universal access within private developments and public and transit facilities, programs and services.

Goal MOB 3: A safe and comfortable pedestrian network for people of all ages and abilities at all times.

- **Policy MOB 3.3: Pedestrian connections**. Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Goal MOB-4: A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels.

- **Policy MOB 4.4: Bicycle parking standards**. Maintain bicycle parking standards and guidelines for bicycle parking and storage in convenient places in private development to enhance the bicycle network.

Goal MOB-5: Local and regional transit that is efficient, frequent, convenient and safe.

Impact Analysis

a. Would the project 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)?

The proposed residential development would be within 0.25 mile of a major transit center, as discussed under *Trip Generation and Screening Criteria*, which would allow for the broad accessibility desired under Policy MOB 2.1. The project would also be with 0.25 mile of the City's downtown area, accessible by walking and bicycling, in accordance with Policy MOB 3.3. The development would also include a bicycle storage area that provides one storage space per unit, in accordance with Policy MOB 4.4. Therefore, the proposed project would be consistent with mobility policies in the General Plan.

Trip Generation and Screening Criteria

Using the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 10th Edition the weekday trip rate for ITE 220 (Multi-family low density) is 7.32 per dwelling unit (ITE 2017). This trip rate is based on an average of 2.72 residents per occupied dwelling unit, which were assumed to be

occupied at a rate of 96.2 percent (ITE 2017). Given that the project would involve the construction of 21 dwelling units, the overall weekday trip rate would be 153.72.

The City of Mountain View adopted screening criteria and thresholds of significance related to vehicle miles traveled (VMT) on June 30, 2020, after the California Governor's Office of Planning and Research (OPR) determined that VMT is the best way to analyze transportation impacts. VMT screening is a process related to reviewing the location and operating parameters of land use projects and programs to determine if a project or program does not need to perform a VMT analysis because it is presumed to generate a low amount of VMT. The screening criteria for the City of Mountain View are as follows (City of Mountain View 2020):

- Small Project Screening: Single-family residential developments of 12 units or fewer, multi-family residential development of 20 units or fewer, and office developments of 10,000 square feet or less.
- Map-Based Screening: Residential and employment land use projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing Nine-County Bay Area regional reference average VMT. Reference average VMT per capita or per employee baseline values are obtained from Valley Transportation Authority (VTA) and may be amended periodically to reflect the best available data and most relevant base year.
- Transit Screening: All land-use project located within one-half mile of a major transit stop, or a stop along a high-quality transit corridor, pursuant to State definitions for such facilities, unless any of the following factors are exhibited by the project:
  - Floor Area Ratio (FAR) of less than 0.75;
  - Inconsistent with the applicable Sustainable Communities Strategy (SCS);
  - Provides more parking than required by the jurisdiction; or
  - Replaces affordable housing with a fewer number of moderate- or high- income residential units.
- Affordable Housing Screening: Projects with 100 percent affordable housing.

The proposed project falls under the transit screening threshold. The project site is less than 0.25 mile to Mountain View Transit Center (Valley Transportation Authority 2021). Caltrain stops at the Mountain View Transit Center, connecting residents to the greater Bay Area, from Gilroy in Southern Santa Clara County and up to San Francisco. Caltrain also offers connections to San Francisco International Airport and San Jose International Airport, as well as connections to rail lines such as SF Muni Metro, Bay Area Rapid Transit, VTA light rail, Amtrak and Altamont Corridor Express. The Transit Center also offers connections to the Orange Line of the VTA light rail and VTA bus routes 21, 40, 51, 51H, and 52.

The proposed project must meet all factors of the transit screening threshold to qualify for a less than significant impact. The project's consistency with the screening factors is shown in Table 23.

Table 23 Consistency with Transit Screening Factors

Factor	Consistency
Floor Area Ratio (FAR) greater than 0.75	**Consistent.** The FAR of the project would be 2.25.
Consistent with the applicable Sustainable Communities Strategy (SCS)	**Consistent**. The project would be consistent with the Draft Plan Bay Area 2050 Sustainable Communities Strategy, a draft of which was released in May 2021 (ABAG 2021). The housing strategies in the plan include protecting and preserving affordable housing, spurring housing production, and creating inclusive communities. The proposed project would include affordable units, would replace a vacant building into a multi-unit housing development, and would create mixed income housing.
Provides less parking than required by the jurisdiction	**Consistent**. The project would provide only 11 parking spaces, which is fewer than the 35 spaces that would be required if the project had been sited further from public transit and the minimum amount given the density bonus.
Does not replace affordable housing with a fewer number of moderate- or high-income residential units.	**Consistent**. The project would not replace existing residential units.

As shown above, the project would not exhibit any factors that would exempt it from the transit screening criteria. Thus, the project's VMT impact would be less than significant considering the transit screening criteria.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project site would be accessible from Central Avenue both for pedestrian and bicycle traffic and vehicle traffic. The vehicle entryway to the open garage would be 18 feet and 6 inches wide, allowing drivers a full vision triangle of the sidewalk and road. The parking lot would have a stop sign in front of the pedestrian route in the garage and an adequately wide drive aisle (24 feet) to allow for safe turns. There are existing driveways on Central Avenue that serve both adjacent buildings and the access drive for the proposed project would not substantially differ from surrounding driveways. Therefore, impacts related to hazards from geometric design feature or incompatible use are less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

The project would have ample access, as there would be three access points along Central Avenue. One of the access points, the garage, would be vehicle compatible. The other two access points, the main lobby and the bicycle room, would be pedestrian accessible and would lead to the open space on the west and east sides of the project. The City's Department of Public Works and the Mountain View Fire Department would review the project as part of the plan check process to ensure the project would provide adequate emergency access. Adherence to existing state and federal regulations and City of Mountain View requirements would reduce impacts related to emergency access. The project would not result in inadequate emergency access. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:				
a. 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)?	☐	☐	■	☐
b. 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	■	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. 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), or
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

The City of Mountain View prepared and mailed letters to local Native Americans who have requested notification under AB 52 on October 7, 2021. Under AB 52, tribes have 30 days to respond and request consultation. The 30-day window for requesting consultation on the project elapsed in mid-October. No tribes responded during the 30-day period to request consultation. However, the City of Mountain View did receive a request for formal Tribal Consultation from the Tamien Nation on November 14, 2021. A meeting was conducted on February 8, 2022. Consultation with the Tamien Nation was concluded on February 10, 2022.

Impact Analysis

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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?*

Based on the AB 52 consultation with the Tamien Nation in regard to the proposed project,, the City assumes that no known tribal cultural resources are present within the project site. However, it is possible that ground disturbance during construction of the proposed project would encounter unknown tribal cultural resources or known cultural resources that may be identified as tribal cultural resources especially considering the project site's location within one-half mile of Steven's Creek and previously identified Village Sites. Therefore, the proposed project would have the potential to significantly impact tribal cultural resources through ground disturbance and looting or vandalism of encountered resources. The City's Standard Conditions of Approval PL-202 and PL-204 would ensure that construction crews are familiar with the history of indigenous peoples in the project vicinity and that unanticipated discoveries of tribal cultural resources are avoided or, where avoidance is infeasible, mitigated to a less than significant level.

PL-202 Cultural Sensitivity Training

As requested during the Tribal Consultation process for the project, Cultural Sensitivity Training shall be provided to the construction crews at the beginning of the project to aid those involved in the project to become more familiar with the indigenous history of peoples in the vicinity of the project site.

PL-204 Discovery of Tribal Cultural Resources

If indigenous or historic-era archaeological resources are encountered during construction activities, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archaeology, and a Native American representative shall be immediately informed of the discovery. The qualified archaeologist and the Native American representative shall inspect the find within 24 hours of discovery and notify the City of their initial assessment. Indigenous archaeological materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (midden) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, hand stones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include building or structure footings and walls, 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 from the, will develop a treatment plan that could include site avoidance, capping, or data recovery.

Additionally, consistent with how this Standard Condition is typically applied to projects, the appropriate radius from a find in which all work must stop if resources are encountered was determined to be 50 feet for this project based on the Tribal consultation with Tamien Nation representatives. The Tamien Nation also requests that any finds must immediately be properly secured and protected using a tarp, plywood or other appropriate securing mechanism. Further, all Native American representatives discussed in PL-204 would be from the Tamien Nation.

Standard Conditions of Approval PL-202 and PL-204 would protect tribal cultural resources in the event of their discovery during implementation of the proposed project, and impacts on such resources would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	■

On October 22, 2021, Schaaf & Wheeler prepared a Utility Impact Study referenced throughout this section analyzing the proposed project's impacts on the City's water and sanitary sewer systems using hydraulic models simulating pre- and post-project development scenarios to identify hydraulic deficiencies. The full report is attached as Appendix UIS.

On July 20, 2021, the project applicant submitted a trash management plan to the City detailing the solid waste collection infrastructure and estimated solid waste generation associated with the project. The full plan is attached as Appendix TMP.

Existing Setting

Water Supply

The City of Mountain View owns and operates its own water utility. The municipal water system services approximately 98 percent of Mountain View, including the area in which the project site is located. The remaining two percent of Mountain View's population is served by the California Water Service Company. Mountain View purchases the majority of its drinking water from SFPUC and SCVWD. These sources are supplemented by water pumped from seven active groundwater wells owned and operated by the City (City of Mountain View 2012b). Beginning in 2009, Mountain View also began receiving nonpotable recycled water from the Palo Alto Regional Water Quality Control Plant (RWQCP). In 2020, water supplies used by the City (both potable and recycled) included 84 percent SFPUC water, ten percent SCVWD treated water, four percent recycled water, and two percent groundwater (City of Mountain View 2021c). Table 24 summarizes Mountain View's water supply portfolio.

Table 24 Mountain View Water Supply Portfolio

Water Source	Acre-Feet Delivered in 2020	Percentage of Total Supply
SFPUC	8,747	84%
SCVWD	1,099	10%
Local groundwater wells	190	4%
Recycled water[1]	420	2%
Total	**10,456**	**100%**

SFPUC: San Francisco Public Utilities Commission; SCVWD: Santa Clara Valley Water District

[1] Delivered for non-potable irrigation purposes

Source: City of Mountain View 2021c

Water purchased from SFPUC originates primarily in the Sierra Nevada and is transported via the Hetch-Hetchy Water System, but also includes treated water from facilities in Alameda and San Mateo Counties. SCVWD supplies are sourced from natural groundwater recharge, local surface water, imported surface water from the State Water Project (SWP) and Central Valley Project, recycled and purified water, and transfers from other water agencies (City of Mountain View 2012a).

Mountain View owns and operates groundwater supply wells that extract water from the Santa Clara Plain subarea of the Santa Clara Subbasin. Annual groundwater production varies based on a number of factors, including the availability of imported supplies. The City anticipates that groundwater production in future years would continue at similar volumes as in recent years (City of Mountain View 2012b).

The City's water system is divided into three pressure zones to maintain reasonable pressures throughout the City in response to the City's rising topography moving south, further from the San Francisco Bay. The project site itself is located in Pressure Zone 1 which is supplied by one San Francisco Public Utilities Commission (SFPUC) turnout, Turnout #5.

The maximum active water storage volume in the City is 17 million gallons (MG). Of the 17 MG available, the City currently operates with 14.3 MG of active water storage (Appendix UIS).

The City's 2020 Urban Water Management Plan projected that the City would be able to meet current and future water needs during normal years through 2045 but would experience 20 percent potable water supply shortfalls during single and multiple dry years. These shortfalls would be addressed through implementation of demand reduction strategies consistent with the City's Water Shortage Contingency Plan (City of Mountain View 2021c).

Wastewater Treatment

The City owns and maintains its own wastewater collection system, which is operated by the Wastewater Section of the Public Works Department. The City's sanitary sewer system includes 159 miles of mains and two pump stations to transport wastewater from the City to the RWQCP in Palo Alto for treatment (City of Mountain View 2012a).

The City's sanitary sewer system is a gravity system that consists of gravity pipelines, pressure pipelines, and pump stations. The Shoreline Sewage Wastewater Lift Station, located in the North Bayshore area, conveys the majority of sanitary sewer flow generated in the City to the RWQCP. The remaining flow is conveyed to the RWQCP through City of Los Altos sewer infrastructure, with the largest portion conveyed through a meter on Alma Road. The City's sanitary sewer system also receives flow from groundwater pumping stations at six locations in the City boundary and sanitary sewer flow from neighboring municipalities (City of Mountain View 2012b).

The City entered into a joint agreement, referred to as the Basic Agreement, with the cities of Palo Alto and Los Altos in 1968 for the construction and maintenance of the joint sewer system addressing the need for conveyance, treatment, and disposal of wastewater to meet Regional Board requirements. In accordance with the Basic Agreement, Palo Alto owns the RWQCP and administers the Basic Agreement with the partnering agencies purchasing individual capacity rights in terms of an average annual flow that can be discharged to the RWQCP. Capacity rights of the three cities can be rented or purchased from other neighboring agencies and each partnering agency can sell their capacity to others. Contractual capacity is based upon the 1985 Addendum No. 3 of the 1968 Joint Sewer System agreement that revised capacity rates in relationship to facility expansion and is based upon Average Annual Flow (defined as 1.05 times Average Dry Weather Flow). Separate service agreements with the RWQCP have since reallocated current capacity rights to include six partnering agencies. Of the whole capacity of the joint sewer system, the City's total capacity rights are 15.1 MGD of the total 40 MGD under the joint sewer system (Appendix UIS).

Storm Drainage

The City also owns and maintains the storm drain system serving the city, where stormwater runoff is collected by a municipal storm drain system that has storm drain inlets, stormwater pump stations, conveyance pipes, culverts, channels and retention basins operated by the City's Public Works Department. Stormwater runoff is collected and discharged to local creeks, which flow to the San Francisco Bay.

The Citywide Storm Drainage Master Plan indicates that the storm drain system performs adequately, although some minor deficiencies exist in the system, primarily associated with localized flooding. The Master Plan identifies capital improvements that are needed to correct deficiencies found in the system, with a 10-year implementation schedule. Identified projects are prioritized as Tier 1 through Tier 3 (with Tier 3 not having a designated implementation schedule). For example, in older neighborhoods, the cross culverts and dry wells do not comply with current storm drain standard practices. The equipment (pumps and motors) in two of the five pump stations is nearing the end of its lifecycle (based on a 25-year replacement schedule). The Mountain View

Pump Station Evaluation report summarizes the replacement schedule and costs for the five pump stations. With these deficiencies corrected, under current land use conditions, the City's stormwater drainage system should be able to accommodate the projected growth, build out, and development of vacant parcels (City of Mountain View 2012b).

Solid Waste

Recology Mountain View provides solid waste collection and recycling services for residents and businesses in the city. Once collected, solid waste and recyclables are transported to the Sunnyvale Materials Recovery and Transfer (SMaRT) station for sorting. Additional small quantities of waste may be transported to other landfills in the area by private contractors.

The City's non-recyclable waste from the SMaRT station is transported to the Kirby Canyon Landfill, at 910 Coyote Creek Golf Drive in Morgan Hill. Kirby Canyon Landfill has a total estimated permitted capacity of 36.4 million cubic yards and a remaining estimated capacity of approximately 16.2 million cubic yards. The landfill has a maximum disposal threshold of 2,600 tons of garbage per day (CalRecycle 2021a).

In June 2018, City Council adopted a Zero Waste Policy which established a goal to divert 90 percent of waste from the landfill by 2030. The current diversion rate of the City is 78 percent (City of Mountain View 2021d). The 2019 CalRecycle per capita disposal rates are 4.2 pounds per person per day for residents (PPD) and 3.6 PPD for employees (CalRecycle 2021b).

Other Utilities

The project would be served by SVCE or PG&E. AT&T provides telephone service within the City as well as a variety of other telecommunication services including Digital Subscriber Line (DSL), Internet Service Provider (ISP), web hosting, virtual private networking, and U-verse. The California Public Utilities Commission (CPUC) requires that AT&T anticipate and serve new growth by continually upgrading and adding to its facilities and infrastructure (City of Mountain View 2012b). Infrastructure capable of supporting gas, electric, and telecommunications is present at the project site and within the project vicinity.

Regulatory Setting

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned telecommunication, electric, natural gas, water, railroad, rail transit, and passenger transportation companies. General Order 121-d gives the CPUC permitting authority over construction of new and expanded power plants, electric transmission lines, and substations. Pursuant to CEQA, an environmental analysis must be conducted before issuance of construction permits by CPUC. CPUC Decision 95-08- 038 contains the rules for the planning and construction of new transmission facilities, distribution facilities, and substations.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 AF annually, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of

customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an UWMP at least once every 5 years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or receive drought assistance from the state, until the UWMP is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Assembly Bill 939 and Senate Bill 1016

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of all solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. In 2006, SB 1016 updated the requirements. The new per capita disposal and goal measurement system moves the emphasis from an estimated diversion measurement number to using an actual disposal measurement number as a factor, along with evaluating program implementation efforts. These two factors will help determine each jurisdiction's progress toward achieving its AB 939 diversion goals. The 50 percent diversion requirement is measured now in terms of per-capita disposal expressed as pounds per person per day.

City of Mountain View Zero Waste Resolution and Zero Waste Strategic Plan

On March 24, 2009, the Mountain View City Council adopted an *Environmental Sustainability Action Plan* that calls for, among other actions, the creation of a Zero Waste Plan. In 2006, Mountain View diverted 72 percent of the community's waste away from landfills, the second highest diversion rate in the County. In June 2018, City Council adopted its current Zero Waste Policy which established a goal to divert 90 percent of waste from the landfill by 2030. The current diversion ate of the City is 78 percent (City of Mountain View 2021d).).

In addition, the City has set a goal of reducing greenhouse gas emissions 20 percent below 1990 levels by 2020. Therefore, the Plan also addresses climate change by including waste reduction strategies to reduce carbon emissions.

City of Mountain View 2020 Urban Water Management Plan

The Urban Water Management Planning Act of 1983 amended California Water Code to require all urban water suppliers in California to prepare and adopt an Urban Water Management Plan (UWMP) and update it every five years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 acre-feet per year (AFY) of water. The UWMP is a long-term analysis for the Mountain View that compares available water supply to historical, current, and projected water demand. The UWMP is a link between land use and water supply planning developed to ensure that sufficient water is available to meet the needs of Mountain View’s existing and future water customers. Mountain View adopted its most recent UWMP (2020) in June 2021 (City of Mountain View 2021c).

City of Mountain View 2018 Sewer System Management Plan

The City of Mountain View *Sewer System Management Plan* (SSMP), prepared by the City of Mountain View in 2008, is updated to reflect organization changes and master plan updates. The SSMP includes policies, procedures and activities that are included in the planning, management, operation and maintenance of the City's sanitary sewer system. This 2018 SSMP is intended to meet the requirements of the San Francisco Bay RWQCB and the SWRCB (City of Mountain View 2018a).

City of Mountain View 2030 General Plan

Goal INC-1: Citywide infrastructure to support existing development and future growth.

- **Policy INC 1.3: Utilities for new development**. Ensure adequate utility service levels before approving new development.
- **Policy INC 1.5: Utility service.** Coordinate with all utility providers to ensure safe and adequate utility services.

Goal INC-4: A sustainable water supply with sufficient supply and appropriate demand management.

- **Policy INC 4.1: Water supply.** Maintain a reliable water supply.

Goal INC-5: Effective and comprehensive programs utilizing water use efficiency, water conservation and alternative water supplies to reduce per capita potable water use.

- **Policy INC 5.2: Citywide water conservation.** Reduce water waste and implement water conservation and efficiency measures throughout the city.
- **Policy INC 5.5: Landscape efficiency.** Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient irrigation techniques.
- **Policy INC 5.6: Indoor efficiency.** Promote the use of water-efficient fixtures and appliances.

Goal INC-8: An effective and innovative stormwater drainage system that protects properties from flooding and minimizes adverse environmental impacts from stormwater runoff.

- **Policy INC 8.5: Site-specific stormwater treatment.** Require post-construction stormwater treatment controls consistent with MRP requirements for both new development and redevelopment projects.

Goal INC-10: Reduced waste through supply-chain management, advocacy and outreach to reduce waste.

- **Policy INC 10.1: Zero waste.** Pursue a citywide goal of zero waste.
- **Policy INC 10.4: Construction waste reuse.** Encourage building deconstruction and reuse and construction waste recycling.

Goal INC-11: Services and programs that continue to reduce waste and promote environmental responsibility.

- **Policy INC 11.1: Waste diversion and reduction.** Meet or exceed all federal, state and local laws and regulations concerning solid waste diversion and implementation of recycling and source reduction programs.
- **Policy INC 11.2: Recycling.** Maintain and expand recycling programs.

City of Mountain View Water Conservation in Landscaping Regulations and Green Building Code

To comply with state law, the City adopted the *Water Conservation in Landscaping Regulations* and the *Mountain View Green Building Code* (MVGBC), promoting water-use efficiency. The MVGBC amends the State-mandated California Green Building Code to include local green building standards and requirements for private development. The MVGBC applies green building

requirements per building type and threshold to new construction, residential additions, and commercial/industrial tenant improvements and includes energy efficiency standards that exceed the 2008 Building Energy Efficiency Standards (City of Mountain View 2019b).

City of Mountain View Construction and Demolition Debris Ordinance

The City has adopted a Construction & Demolition ordinance for the recycling and salvage of construction and demolition (C&D) debris. C&D debris comprises a significant portion of the waste stream that can be diverted from the landfill, thereby conserving resources, protecting the environment, and extending landfill life. The City's Construction and Demolition Debris Ordinance (MVCC Chapter 16, Article III) requires at least 50 percent of debris from construction, renovation, and/or demolition projects of 5,000 sf or more to be diverted from landfills through salvage and recycling.

Impact Analysis

a. Would the project 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. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c. Would the project 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?

Water

The City's municipal water system services three pressure zones. The project would be located within the City's Pressure Zone 1. The total water demand in Pressure Zone 1 cannot be sufficiently supplied by current supply operation; however, surplus supply in Pressure Zone 2 could be routed to Pressure Zone 1 to make up for the supply deficiency. Assuming this Capital Improvement Project (CIP) is constructed to address the supply deficiency, the system would be able to meet project demand and fire flow requirements in the future.

Existing fire flow nodes were studied in Pressure Zone 1 to evaluate the impacts the project would have on fire flow pressures. Several deficient nodes were identified within Pressure Zone 1; however, none of the deficient nodes are near the project site. The total water demand associated with the project would be approximately 2.35 acre-feet per year (AFY) as shown in Table 25.

Table 25 Estimated Water Demand

Land Use	Size	Water Duty Factor (gpd/DU or gpd/1000 sf)	Water Demand (gpd)	Total (gpy)	Total (AFY)
Residential (Multi-family)	21 units	100 gallons/unit/day	2,100	766,500	2

Notes: sf = square feet; AFY = acre-feet/year (one AF = 325,850 gallons); gpd = gallons per day; gpy = gallons per year; DU = dwelling unit

Numbers in table are rounded.

Source: Appendix UIS

The additional project demand would not impact the City's ability to meet total system demand (Appendix UIS). The increase in water demand associated with the project under current and future conditions would result in a less than 1 percent decrease in available fire flow at the nearest deficient node. Therefore, the project would not have a significant impact on fire flows or significantly affect already deficient fire flow nodes (Appendix UIS). Under current and future condition modeling, the project would have sufficient fire flow at neighboring flows (Appendix UIS). Therefore, the project would not require construction of new or expanded water facilities.

The City's 2020 Urban Water Management Plan projected that the City would be able to meet current and future water needs during normal years through 2045 but would experience 20 percent potable water supply shortfalls during single and multiple dry years. These shortfalls would be addressed through implementation of demand reduction strategies consistent with the City's Water Shortage Contingency Plan (City of Mountain View 2021c).

Development of the project site would incrementally increase demand for potable water as shown in Table 26.

Table 26 Incremental Project Water Demand

	Pre-Project Demand (gpd)	Post-Project Demand (gpd)	Incremental Project Demand (gpd)
Existing Conditions	150	1,030	+1,950
Future Conditions	2,100	2,100	+1,070

Notes: gpd = gallons per day
Source: Appendix UIS

Under future cumulative conditions which were defined as 2030 in the Utility Impact Study, the project would have an estimated water demand of 2.35 AFY which would be approximately 0.02 percent of projected water demand for 2030 and approximately 0.02 percent of projected water supply according to the City's UWMP. As the project would make up an incremental amount of future water demand, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Based on hydraulic modeling, the City would have the storage volume available to meet Future Cumulative Conditions. The City currently has a maximum active storage of 17 MG and an operational active storage of 14.3 MG. In addition, the State Water Resources Control Board Division of Drinking Water has established that the water storage volume requirement for the City is 13.67 MG before and after the project is implemented (Appendix UIS). As such, no additional storage improvements would be necessary upon implementation of the project.

Compliance with General Plan goals and policies such as Goal INC-4 and Policy INC 4.1 focused on maintaining a sustainable water supply with appropriate demand management as well as Goal INC-5 and Policies INC 5.2, INC 5.5, and INC 5.6 focused on water efficiency and water conservation would further ensure that the project would have sufficient water supply to meet project demand. Therefore, impacts would be less than significant.

Wastewater

Under existing conditions, the sewer meets the City's performance criteria along the project flow path from the project site to the RWQCP. The City's wastewater is treated as part of the RWQCP joint facilities wastewater network. Of the total 40 MGD RWQCP treatment capacity, the City's contractual capacity is 15.1 MGD. The project's estimated wastewater generation would be approximately 1,575 gallons per day or 0.002 MGD as shown in Table 27.

Table 27 Estimated Wastewater Generation

Land Use	Size	Sewer Duty Factor (gpd/DU)	Sewer Flow (gpd)	Total (gpy)
Residential (Multi-family)	21 units	75	1,575	574,875

Notes: gpd = gallons per day; DU = dwelling unit; gpy = gallons per year
Source: Appendix UIS

This would be approximately 0.01 percent of the City's current contractual capacity. The project would incrementally increase the amount of wastewater generated on site as shown in Table 28 and equivalate to approximately 0.01 percent of the City's contractual capacity under both existing and future conditions.

Table 28 Incremental Project Wastewater Generation

	Pre-Project Wastewater Production (gpd)	Post-Project Wastewater Production (gpd)	Incremental Project Wastewater Production (gpd)
Existing Conditions	30	1,575	+1,545
Future Conditions	490	1,575	+1,085

Notes: gpd = gallons per day
Source: Appendix UIS

With the implementation of the project, the predicted future cumulative flow would be 14.15 MGD which would be below the City's 15.1 MGD capacity (Appendix UIS). There would be no new deficiencies within the sewer system due to the project's incremental increase in sewer flow (Appendix UIS). The modeled system performance utilized throughout the Utility Impact Study is analyzed under the assumption that all of the recommended CIPs in the General Plan Update Utility Impact Study have been constructed which would include the three recommended CIPs downstream of the project. Some of the projects may be based on older pipe diameters, in which case two of the three CIPs identified in the Utility Impact Study may not be needed (Appendix UIS). The project would not create new deficiencies in the sewer flow as the project would contribute an incremental increase of approximately 0.01 percent of the City's contractional capacity in sewer flow under Future Cumulative Conditions. This analysis is contingent on the relevant CIPs downstream from the project being executed in accordance with the City's General Plan Update Utility Impact Study (Appendix UIS). As the project would not create new deficiencies within the sewer system or substantially contribute to wastewater generation beyond existing capacity, no new wastewater treatment facilities would need to be built or expanded and impacts would be less than significant.

Stormwater

The project would decrease the impervious surface area on the project site from approximately 10,391 square feet to 7,630 square feet of impervious surface area. This would be a net decrease of 2,761 square feet of impervious surface area (Appendix HYD). Implementation of General Plan Policy INC 8.5 focused on site-specific stormwater treatment and controls would reduce impacts related to stormwater drainage. As detailed in the Hydrology Study and Stormwater Management Plan, the drainage pattern on the project site would not be significantly changed (Appendix HYD). Stormwater runoff would be captured in a series of swales and catch basins around the perimeter of the site where it would discharge to the existing city storm drain line. Therefore, the project would not necessitate the construction or expansion of stormwater drainage infrastructure as existing infrastructure would be sufficient.

Electricity and Natural Gas

In accordance with MVGBC, the project would include electric heat/cooling and residential appliances (City of Mountain View 2019a). The project would not have natural gas-fueled appliances on the project site and would therefore not require the relocation or construction of new or expanded natural gas facilities. Further, 50 percent of the roof area would be reserved for photovoltaic (PV) solar panels which would not be included in initial construction of the project, but solar hookups would be provided. in compliance with the MVGBC. Energy efficiency features such as well insulated walls would also decrease energy demand associated with the project. Therefore, with implementation of solar panels, the project would not necessitate the construction of new or expanded electrical infrastructure.

Other Utilities

As stated in the Setting section, telecommunication services would be provided by AT&T. As AT&T is required by the CPUC to anticipate and serve new growth by continuing to upgrade and add to its facilities and infrastructure, the project would be adequately served by telecommunication services and would not directly facilitate new or expanded telecommunication facilities (City of Mountain View 2012b).

Compliance with General Plan Goal INC-1 and Policies INC 1.3 and INC 1.5 focused on ensuring that utility services would be adequate and safe would further ensure that the project would be adequately serviced by existing utility systems. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project 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. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The City's solid waste is brought to the Kirby Canyon Landfill which has a total estimated permitted capacity of 36.4 million cubic yards and a remaining estimated capacity of approximately 16.2 million cubic yards. The landfill has a maximum disposal threshold of 2,600 tons of garbage per day (CalRecycle 2021a).

The project would produce approximately 5,630 pounds of trash, 2,360 pounds of paper, and 1,180 pounds of containers for a total of 9,170 pounds of solid waste per week or approximately 1,310 pounds per day (Appendix TMP). This would be approximately 0.655 tons per day, or approximately 0.03 percent of the Kirby Canyon Landfill's maximum daily disposal amount as shown below in Table 29.

Table 29 Estimated Solid Waste Generation

Land Use	Size	Estimated Solid Waste Generated per Day (pounds)	Estimated Solid Waste Generated per Day (tons)	Landfill Daily Capacity (tons)	Percentage of Landfill's Daily Capacity Produced by Project
Residential (Multi-Family)	21 units	1,309	0.655	2,600	0.03

Notes: Numbers may vary due to rounding

Source: Appendix TMP

The project would be required to comply with relevant General Plan goals and policies such as Policy INC 10.1 focused on citywide zero waste via the City's Zero Waste Policy, Policy INC 10.4 focused on reducing building construction and demolition waste, and Goal INC-11 to continue services and programs that reduce waste through Policies INC 11.1 and INC 11.2 to meet or exceed applicable laws and regulations concerning solid waste diversion and implementation of recycling and source reduction programs (City of Mountain View 2012a; City of Mountain View 2018b; City of Mountain View 2021d). Through implementation of these General Plan goals and policies, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Therefore, as the project would not generate waste which would lead to the exceedance of the Kirby Canyon Landfill's daily capacity and would be required to comply with relevant General Plan goals and policies to comply with solid waste statutes and regulations, the project would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

Setting

The City of Mountain View is not located within a fire hazard severity zone (CAL FIRE 2007). The nearest very high fire hazard severity zone is located 7.2 miles north of the project site. The project site is located within an urbanized area of the City and is surrounded by existing commercial and residential development. The nearest high fire hazard severity zone is the Rancho San Antonio Open Space, located approximately 5.2 miles southwest of the project site.

Impact Analysis

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not located in a CAL FIRE designated very high fire hazard severity zone and is located approximately 7.2 miles north of the nearest very high fire hazard severity zone, Fremont Older Preserve. Project implementation would not impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks; require the installation or maintenance of associated infrastructure that may exacerbate fire risk; or expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post fire slope instability, or drainage changes in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impact would occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
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. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

a. Does the project 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?

As discussed in Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. In compliance with the MBTA and to protect nesting birds, the City's Standard Condition of Approval PL-198, Preconstruction Nesting Bird Survey would be required.

As discussed in Section 5, *Cultural Resources*, and Section 7, *Geology and Soils,* no historical, archaeological, or paleontological resources were identified on site. Undiscovered resources would

be protected through the City's Standard Conditions of Approval PL-194 and PL-196 by providing a process for evaluating and, as necessary, avoiding impacts to resources found during construction. As discussed in Section 18, *Tribal Cultural Resources,* the potential to discover unanticipated resources during development is a possibility. Standard Conditions of Approval PL-202 and PL-204 would require educating construction crews and that necessary steps are taken in the event of an unanticipated discovery ensure impacts related to tribal cultural resources would be less than significant. Therefore, impacts to important examples of California history or prehistory would be less than significant.

As noted throughout the Initial Study, most other potential environmental impacts related to the quality of environment would be less than significant or less than significant with implementation of mitigation measures.

LESS THAN SIGNIFICANT IMPACT

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)?

Pursuant to CEQA Guidelines Section 15064(h)(3), cumulative impacts associated with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Water Supply, Solid Waste, and Transportation. As discussed in these sections, impacts (including cumulative impacts) would be less than significant. The project would incrementally increase traffic compared to existing conditions. However, the project would be below screening thresholds for VMT analysis and would have a less than significant VMT impact. Other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as mineral resources and agriculture and forestry resources. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). Other issues (e.g., aesthetics, hazards and hazardous materials) are site-specific by nature, and impacts at one location do not add to impacts at other locations or create additive impacts. The project's impacts would not be cumulatively considerable.

LESS THAN SIGNIFICANT IMPACT

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As discussed in Section 3, *Air Quality,* the project would not generate significant impacts related to a cumulatively considerable net increase in criteria pollutants, expose sensitive receivers to substantial pollutants, or result in adverse odors. As discussed in Section 9, *Hazards and Hazardous Materials*, impacts related to groundwater, vapor, or soil contamination would not be significant as a result of project implementation of Mitigation Measures HAZ-1, HAZ-2, and HAZ-3, which would reduce impacts resulting from the elevated soil gas PCE concentrations on the project site. Therefore, implementation of the project would not have a cumulatively considerable contribution to significant cumulative hazards impacts. As discussed in Section 13, *Noise*, the project would not generate significant impacts related to ambient noise or ground-borne vibration. Therefore, the project would not cause substantial adverse effects on human beings.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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