Attachment 1

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2022

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW ADOPTING THE INITIAL STUDY/NEGATIVE DECLARATION FOR THE 1265 MONTECITO AVENUE RESIDENTIAL PROJECT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, prior to the adoption of this Resolution, the City of Mountain View prepared an Initial Study and approved for circulation a Negative Declaration for the 1265 Montecito Avenue Residential Project (the "Initial Study/Negative Declaration") in accordance with the requirements of the California Environmental Quality Act of 1970, together with State guidelines implementing said Act, all as amended to date (collectively "CEQA"); and

WHEREAS, the 1265 Montecito Avenue Residential Project (the "Project") analyzed under the Initial Study/Negative Declaration for an Amendment to the General Plan Land Use Map from Neighborhood Commercial to High-Density Residential, a Zoning Map Amendment from the CN (Neighborhood Commercial) Zoning District to the R4 (High-Density Residential) Zoning District, to construct a five-story affordable housing development with 84 affordable rental units and one manager's unit with at-grade parking and a State Density Bonus with a Development Concession, and a Heritage Tree Removal Permit. A more detailed description of the Project is set forth in the Initial Study/Negative Declaration; and

WHEREAS, the draft Initial Study/Negative Declaration was made available for public comment from July 22, 2022 through August 22, 2022; and

WHEREAS, the City of Mountain View considered the comments received during the public review period and prepared a final Initial Study/Negative Declaration, which includes minor text changes from the draft Initial Study/Negative Declaration in response to a letter from the Department of Toxic Substance Control; and

WHEREAS, the Initial Study/Negative Declaration concluded that implementation of the Project with City standard conditions of approval will not have a significant effect on the environment; and

WHEREAS, the City of Mountain View is the lead agency on the Project, and the City Council is the decision-making body for the proposed approval of the Project; and

WHEREAS, the City Council has reviewed and considered the Initial Study/Negative Declaration, together with one comment received from the Department of Toxic Substance

Control on the Initial Study/Negative Declaration, and intends to take actions on the Project in compliance with CEQA; and

WHEREAS, the Initial Study/Negative Declaration for the Project is attached hereto and incorporated herein as Exhibit A; now, therefore, be it

RESOLVED: by the City Council of the City of Mountain View:

1. That the City Council finds the Initial Study/Negative Declaration prepared for the Project has been completed in compliance with CEQA.

2. That the City Council finds on the basis of the whole record before it, including the Initial Study/Negative Declaration and one comment received, that there is no substantial evidence that the Project will have a significant effect on the environment.

3. That the City Council finds the Initial Study/Negative Declaration reflects the independent judgment and analysis of the City of Mountain View.

4. That the City Council hereby designates the Community Development Director, at 500 Castro Street, First Floor, Mountain View, California, 94041, as the custodian of documents and records of proceedings on which this decision is based.

5. That the City Council hereby adopts the Negative Declaration for the Project.

– – – – – – – – – – –

LL/6/RESO
979-10-11-22r-1

Exhibit: A. Final Initial Study/Negative Declaration

1265 Montecito Avenue Residential Project

Final Initial Study – Negative Declaration

prepared by

City of Mountain View
500 Castro Street, P.O. Box 7540
Mountain View, California 94039-7540
Contact: Edgar Maravilla, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
99 South Almaden Boulevard
San Jose, California 95113

September 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

1265 Montecito Avenue Residential Project

Final Initial Study – Negative Declaration

prepared by

City of Mountain View
500 Castro Street, PO Box 7540
Mountain View, California 94039-7540
Contact: Edgar Maravilla, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
99 South Almaden Boulevard
San Jose, California 95113

September 2022

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

This report was prepared on 50% recycled paper with 50% post-consumer content.

Table of Contents

Tables

Figures

Appendices

This page intentionally left blank.

Initial Study

1. Project Title

1265 Montecito 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

Edgar Maravilla, Senior Planner, (650) 903-6306

4. Project Location

The project site encompasses approximately 1.04 acres and consists of one assessor's parcel (APN 150-26-004) at 1265 Montecito Avenue in the City of Mountain View. The site is located on the south side of Montecito Avenue just west of its intersection with North Shoreline Boulevard. Regional access to the site is available from US Highway 101, approximately 0.7 mile north of the project site. Local access is available to the site from Montecito Avenue via North Shoreline Boulevard. Figure 1 shows the location of the project site in the regional context. Figure 2 shows an aerial view of the project site and immediate surroundings.

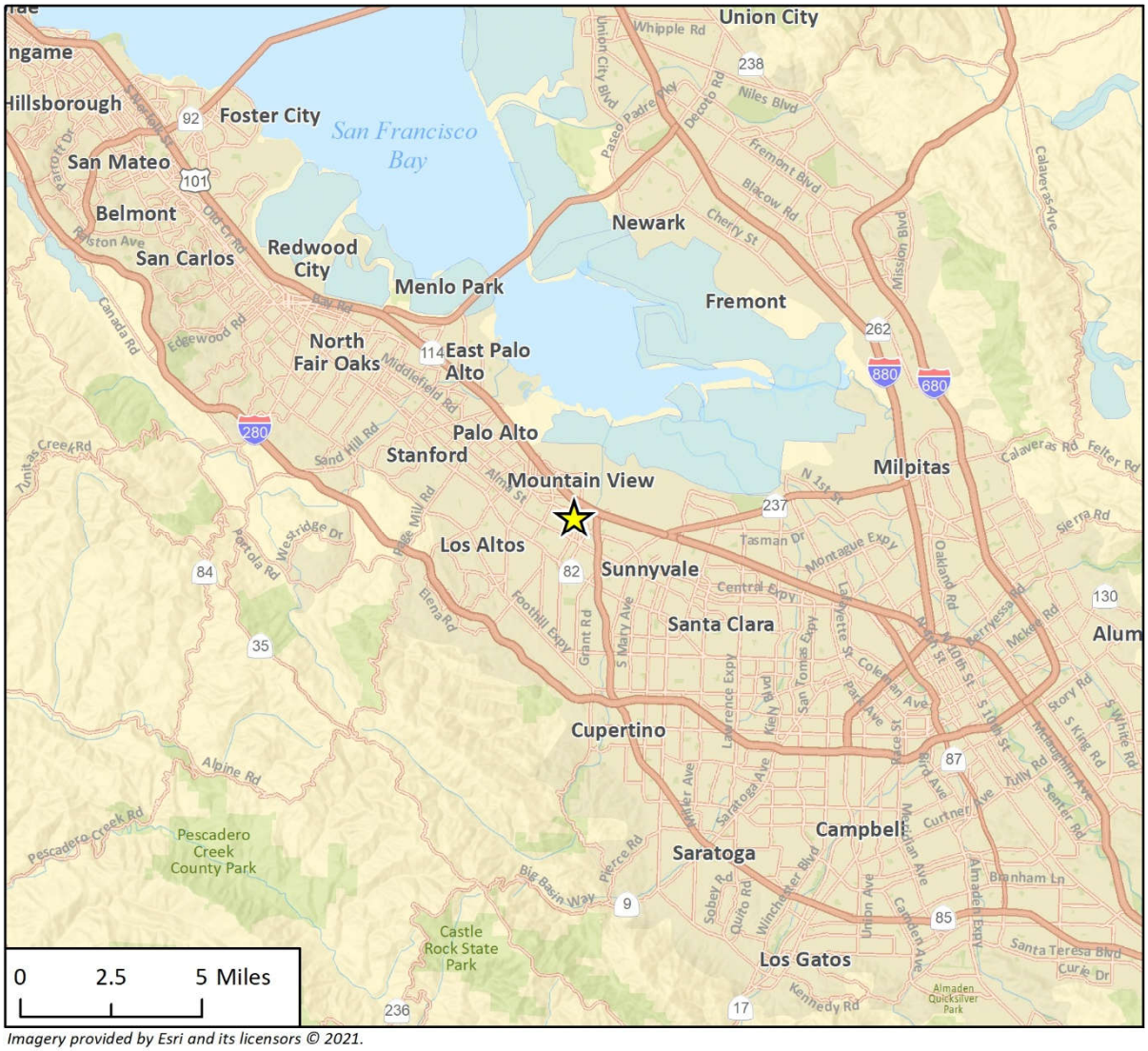
5. Project Sponsor's Name and Address

Dan Wu
Charities Housing
1400 Parkmoor Avenue
San Jose, California 95126
(408) 550-8311

6. General Plan Designation

The site currently has a land use designated of Neighborhood Commercial. Mountain View's General Plan states that allowable uses within the Neighborhood Commercial designation include commercial uses with retail and personal services, as well as parks, plazas, and open space.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2021.

Project Location

N

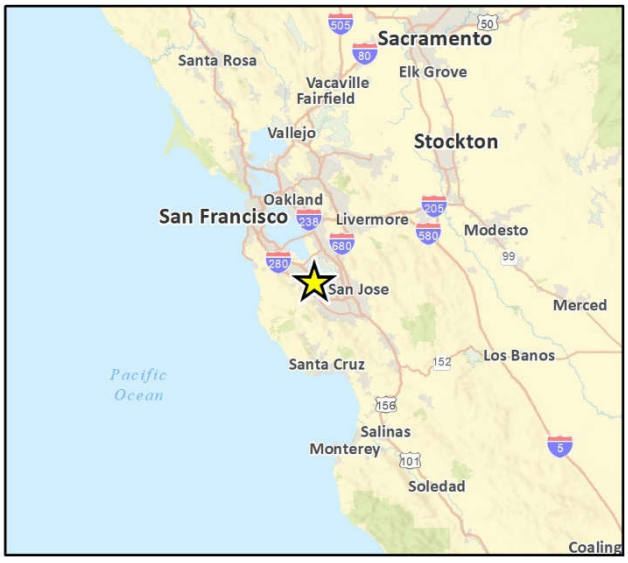


Figure 2 Project Site Location

Imagery provided by Microsoft Bing and its licensors © 2022.

7. Zoning

The site is currently zoned as Commercial-Neighborhood (CN). Section 36.18 of the Mountain View Municipal Code (MVMC) states that the CN zoning district is intended to provide shopping for surrounding residential neighborhoods, including retail and service uses.

8. Surrounding Land Uses and Setting

The relatively level, generally triangular project site encompasses 1.04 acres on a single assessor's parcel and is currently developed with a two-story, approximately 12,300 square-foot office building with surface parking, landscaping, and a concrete sidewalk along Montecito Avenue. There are 98 trees on the project site with 131 trees shown on the arborist report; landscape trees occur along the perimeter of the site, and seven heritage trees are dispersed throughout the project site. Section 32.23 of the MVMC defines a Heritage Tree as any 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.

The site is located in the City's Monta Loma Planning Area, which is composed of a mix of different land uses including commercial, single-family and multi-family residential, industrial, office, public facilities and parks. The site is adjacent to a two-story apartment complex to the west, a shopping center across Montecito Avenue to the north, the intersection of Montecito Avenue and Shoreline Boulevard to the east, and a three-story apartment complex to the south, which is separated from the project site by a driveway and landscaping area about 80-feett-wide that also serves as a San Francisco Public Utility Commission (SFPUC) Easement. A ten-foot Public Utility and five-foot Wire Clearance Easement run alongside the southern/rear property line, and a five-foot Public Utility Easement and five-foot Wire Clearance Easement run along the western property line.

9. Project Description

The proposed project would involve demolition of the existing building on the project site and construction of two new multi-family residential buildings. The proposed buildings would have five stories; the four topmost stories would consist of residential units, with the ground- floor serving as covered parking, residential common areas and utility spaces. The proposed buildings would be connected by footbridges on the third, fourth, and fifth floors of the structures. The proposed buildings would include 84 affordable dwelling units and one manager's unit. The proposed project would require a General Plan amendment to change the land use designation from Neighborhood Commercial to High Density Residential, and zoning from CN to High-Density Multiple-Family (R4) zoning district.

Access and Parking

Each residential unit would be accessed via elevator or stairway from the ground-level parking garage or building entrance. The proposed project would also provide new walkways, such as stairs and ramps, that connect the proposed residential buildings to the sidewalk along Montecito Avenue. The project would also include an internal circulation network of pedestrian walkways around the proposed buildings.

Montecito Avenue would provide vehicular access to the internal drive aisle, which would also allow access to the parking garage entry. The project would provide a total of 45 at-grade parking spaces, including two accessible spaces, six electric vehicle charging stations (EVCS), one van accessible EVCS, and one loading space. Ten parking spaces would be located outside the parking garage, along the proposed main drive aisle, and the other 35 spaces would be located in the ground-level parking garage. The project would also provide eight short-term bicycle racks for guests, and 85 long-term racks in secured bicycle storage rooms.

Open Space and Landscaping

The proposed project would include private open space for each residential unit, as well as shared open space areas. Private usable open space for this project would be equal to an average of 40 square feet per unit. Overall, 3,625 square feet of private open space would be provided for the project, which would exceed the private open space requirement. Common usable open space (9,700 square feet) would include a front courtyard, amenity deck, and rear courtyard. The project's total common landscaped open area (20,180 square feet) would include these features as well as open landscaped areas surrounding the proposed buildings.

There were 131 trees evaluated as part of the preliminary arborist report for the proposed project, including 33 off-site trees (Appendix A). Within the project area, 89 trees would be preserved and 42 trees, including six Heritage trees, would be removed. The proposed project would involve planting 48 new trees of varying species, including green ash (*Fraxinus pennsylvanica*), California sycamore (*Platanus racemosa*) and Italian cypress (*Cupressus sempervirens*) along Montecito Avenue and throughout the project site.

The proposed project would decrease the area of impervious surfaces on the project site from 33,160 square feet to 30,620 square feet. The proposed landscaping would meet the requirements of the City's Water-Efficient Design and Maintenance Checklist, as well as the City's Water Conservation in Landscape Regulations. Spray or drip irrigation methods would be used, and the proposed project would include low to moderate water use plants.

Density Bonus

The current General Plan Land Use Designation is Neighborhood Commercial and the project applicant is requesting a General Plan Amendment to High Density Residential which would allow a density of up to 80 dwelling units per acre or 83.18 base units, which rounds up to 84 units. The project meets all other requirements of the R4 zone including a minimum 1 acre site, 160 feet lot width, and 70 feet maximum building height limit.

The project applicant requests a 1.2 percent density bonus to allow one additional unit beyond the 84 dwelling units allowed under the proposed R4 Zone (85 units total.) The project is also within 0.5 miles of a major transit stop, eligible and requesting a 0.5 spaces per unit parking ratio per State Density Bonus Law. The density bonus request includes a development standard incentive to provide no personal storage, which is required at 80 sq feet or 164 cubic feet per unit in the R4Zone.

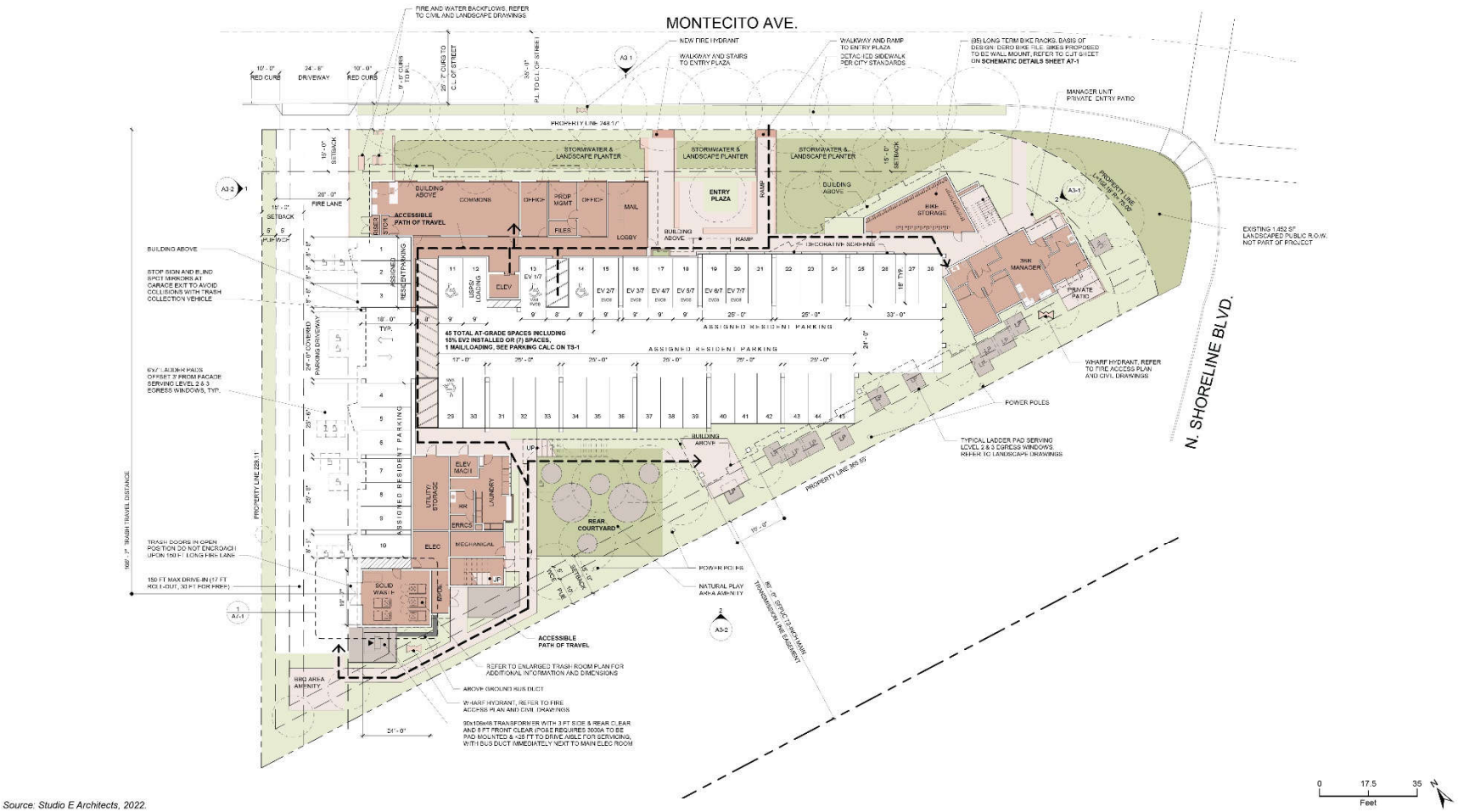
Table 1 summarizes the characteristics of the proposed project. Figure 3 shows the proposed site plan.

Table 1 Project Summary

Project Site	
Gross area (acres)	1.04 acres
Building Size	
Level 1 Enclosed Area	20,880 sf
Level 2 Enclosed Area	19,220 sf
Level 3 Enclosed Area	19,220 sf
Level 4 Enclosed Area	19,220 sf
Level 5 Enclosed Area	17,410 sf
Total Enclosed Area	95,950 sf
Number of Stories	5
Height	60 feet
Residential Units	
Studio	24 units
1 Bedroom	18 units
2 Bedroom	21 units
3 Bedroom	21 units
Manager's Unit	1 unit
Total	85 units
Overall Density	81.73 du/ac
Unit Sizes	
Studio	348 sf
1 Bedroom	517 sf
2 Bedroom	666 sf
3 Bedroom	984 sf
Parking	
Garage	35 spaces
On-site	10 spaces
Total	45 spaces
Open Space	
Private	3,625 sf
Shared	20,180 sf

Notes: sf = square feet, du/ac = dwelling units per acre

Figure 3 Proposed Site Plan



Source: Studio E Architects, 2022.

Building Architecture and Design

The proposed residential building would be five stories in height; each story would have its own floor plan, with the third and fourth stories sharing the same floor plan. The proposed building would consist of a contemporary architectural design, with details such as stucco, vertical board and batten siding, decorative metal screens and guardrails, exposed board formed concrete, vertical tongue and groove cedar siding, and steel awning elements. The primary frontage along Montecito Avenue would consist of full-height transparent building front, French doors, and vertical tongue and groove cedar siding at the base of the building. Corners and eastern facades would be articulated with glazed bay window pop-outs and open stairs with decorative screening, and balconies would be recessed with overhanging eaves. The proposed project would also include lighting on pedestrian walkways from Montecito Avenue to the proposed residential building and throughout the site.

Utilities

Utility services to the project site, including water, sanitary sewer, storm drain, , would be provided by the City of Mountain View. Solid waste collection and recycling would be provided by Recology (City of Mountain View 2022a). Pacific Gas and Electric (PG&E) would provide gas and electric services to the project site. To reduce stormwater flows from the project site, a 740-square-foot interconnected system of three bioretention basins would be installed along the northern boundary of Montecito Avenue to provide stormwater capture and treatment.

The proposed project would also include 3,190 square feet of solar photovoltaic (PV) panels on portions of building roofed areas.

Construction and Grading

The proposed project would require demolition of the existing 13,300-square-foot building and construction of the 95,950 -square-foot residential buildings and the 4,617-square-foot drive aisle with covered parking. Construction would occur over approximately 18 to 20 months and is estimated to begin in October of 2024. It is anticipated that the proposed project would be operational in 2026.

Construction activities would adhere to Bay Area Air Quality Management District (BAAQMD) basic construction mitigation measures recommended for all construction projects, which include:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure

Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations (BAAQMD 2017).

10. Required Approvals

The following approvals and permits from the City of Mountain View would be required for the proposed project:

- General Plan land use designation Map Amendment from Neighborhood Commercial to High Density Residential
- Zone Map Amendment from Commercial-Neighborhood (CN) to High-Density Multiple-Family (R4)
- Heritage Tree Removal Permit
- California State Density Bonus
- Development Review Permit
- Demolition Permit
- Grading Permit
- Building Permit

11. Other Public Agencies Whose Approval is Required

The City of Mountain View is the lead agency with responsibility for approving the proposed project. No other public agency's approval is required.

12. 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. One tribe responded during the 30-day period to request consultation. On May 31, 2022, the City received an email response from Kanyon Sayers-Roods on behalf of the Indian Canyon Mutsun Band of Costanoan. Despite follow up emails, the City was unable to contact Ms. Sayers-Roods to set up a consultation meeting. In a letter dated July 13, 2022, and emailed to Ms. Sayers-Roods the same day, the City indicated that, based on the request, standard conditions of approval would be implemented for the project.

This page intentionally left blank.

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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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 developed with an office building, surface parking and perimeter landscaping. Surrounding land uses include commercial and residential buildings of one to two stories. The surrounding landscape includes street trees, landscaped areas surrounding commercial buildings, and ruderal vegetation.

The nearest officially designated or eligible State Scenic Highway is Interstate 280 (I-280), which is officially designated as a State Scenic Highway in San Mateo County and eligible for designation in Santa Clara County (Caltrans 2011). I-280 transitions from officially designated to eligible for designation at the San Mateo – Santa Clara County border. The project site is approximately 6.1 miles west of I-280.

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

A scenic vista is generally defined as an expansive view of valued landscape as observable from a publicly accessible vantage point. The City of Mountain View's 2030 General Plan does not include list areas of the City which are currently considered to be scenic vistas. However, the County of Santa Clara General Plan identifies the Baylands and Santa Clara foothills and mountains as scenic resources (County of Santa Clara 2008). The project site is generally flat, in an urban area surrounded by development, and adjacent to multi-story buildings on the southern and western borders. Due to the distance of the project site from the Baylands (2.3 miles) and Santa Clara foothills and mountains (3.7 miles) and given existing development on the site as well as intervening adjacent structures, scenic views are not available through the site. Thus, the project would not have a substantial adverse effect on a scenic vista and there would be no impact.

NO 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?

The closest designated state scenic highway is a portion of Interstate 280 (I-280), approximately 6.1 miles west of the project site (California Department of Transportation [Caltrans] 2011). Another portion of I-280, approximately 3.4 miles south of the project site, is listed as eligible for designation. Given the distance between the project site and I-280, as well as intervening trees and buildings, the project site is not visible from I-280. Thus, the project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There would be no impact.

NO IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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 project site is in an urbanized area and is currently developed with an office building and landscaping, including 97 trees. Construction of the proposed project would alter the visual character of the project site by adding a new Z-shaped five-story residential building and removing 42 trees. However, the surrounding area is developed with multi-story residential buildings to the west and south, similar to the proposed project. Additionally, the proposed project would include landscaping, such as the planting of 48 new trees, to meet the City's tree quantity and canopy coverage requirements. The project site is located within the Monta Loma Planning Area, which features established single-family and multi-family residential neighborhoods; thus, the addition of a new residential building on an already-developed site would not substantially degrade the existing Planning Area visual character.

Requested entitlements include a land use designation change from Neighborhood Commercial to HighDensity Residential, and a zone change from Commercial-Neighborhood (CN) to High-Density Multiple-Family(R4). Upon approval of the requested discretionary actions, development of the proposed project would comply with City zoning standards, including maximum height limits, yard and lot area, and setbacks in the R4 District. Therefore, the proposed project would not conflict with

applicable zoning and other regulations governing scenic quality. Impacts 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 part of the city with moderate levels of existing light typical of a mostly residential area. Surrounding commercial, residential, and roadway uses generate light and glare along all sides of the property. Primary sources of light adjacent to the project site include exterior and interior lighting associated with existing residential or commercial buildings, vehicle headlights, and streetlights. The primary source of glare in the vicinity is the sun's reflection from metallic, glass, or light-colored surfaces on buildings or vehicles in adjacent streets or parking areas.

The proposed project would introduce new sources of light and glare to the area by introducing new buildings on the site that would have windows, exterior lighting, parking lot lighting, and internal lighting. Building materials would be required to comply with the California Building Code to ensure that reflecting light glare would not adversely affect daytime or nighttime views in the area. The proposed project would also be required to comply with Section 8.242 of the MVMC, which addresses lighting and shielding in multiple-family dwellings and parking lots so that off-site light and glare are minimized. Furthermore, proposed landscaping along the perimeter of the project site would partially screen the proposed residential buildings and lighting. Thus, sources of light and glare from the proposed project would be generally similar to existing sources of light and glare on and surrounding the site and would be consistent with other uses in the area. Therefore, the proposed project would not create a new source of substantial light or glare, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

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 site is located in an urbanized area of Mountain View. The site is designated as Neighborhood Commercial in the City's General Plan and is zoned as Commercial-Neighborhood(CN). The project site and adjacent properties do not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) identified with the Farmland Mapping and Monitoring Program; are not enrolled in Williamson Act contracts; and do not support forest land or resources (California Department of Conservation [DOC] 2018). The project site is not located on or adjacent to agricultural or forest land, and the proposed project would not convert Farmland to non-agricultural uses or forest land to non-forest use. For the above reasons, the proposed project would have no impact with respect to conversion of Farmland to non-agricultural use; conflict with existing agricultural zoning or Williamson Act contracts; and loss of forest land or conversion of forest land to non-forest 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?	☐	☐	■	☐

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),[1] nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Standards and Attainment

The project site is located in the San Francisco Bay Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, BAAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the San Francisco Bay Air Basin is classified as being in "attainment" or "nonattainment." In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts associated with these criteria pollutants, presented in Table 2, are already occurring in that area as part of the environmental baseline condition. 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 San Francisco Bay Air Basin is designated a nonattainment area for ozone and PM_{10} under both NAAQS and CAAQS; additionally, the Basin has nonattainment status for CAAQS for $PM_{2.5}$. (BAAQMD 2017a). This nonattainment status is a result of several factors, such as mobile sources and evaporation of petroleum and solvents (for ozone) and wood burning, diesel or gasoline engines, and natural gas consumption (for particulate matter), in the San Francisco Bay Air Basin (BAAQMD 2017b).

Table 2 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.

Source: United States Environmental Protection Agency 2021a

Air Quality Management

As the San Francisco Bay Air Basin currently exceeds ambient air quality standards for ozone, PM_{10}, and $PM_{2.5}$, the BAAQMD is required to implement strategies to reduce pollutant levels to achieve attainment of the NAAQS and CAAQS. The BAAQMD adopted the 2017 Clean Air Plan (2017 Plan) on April 19, 2017, as an update to the 2010 Clean Air Plan. The 2017 Plan focuses on protecting public health and the climate and defines an integrated, multi-pollutant control strategy that incorporates all feasible measures to reduce emissions of ozone precursors (including transport of ozone and its precursors to neighboring air basins) and fine particulate matter (PM). To protect public health, the control strategy will decrease population exposure to PM and TACs in communities most impacted by air pollution with the goal of eliminating disparities in exposure to air pollution between communities. The control strategy will protect the climate by reducing greenhouse gas emissions and developing a long-range vision of how the Bay Area could look and function in a year 2050 post-carbon economy (BAAQMD 2017b).

Air Pollutant Emission Thresholds

This analysis evaluates air quality using BAAQMD's May 2017 *CEQA Air Quality Guidelines*. 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).

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 a project meets all of the screening criteria, then the lead agency or applicant would not need to perform a detailed air quality assessment of their project's air pollutant emissions. These screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. For mid-rise apartments, the BAAQMD's operational criteria pollutant screening size is 494 dwelling units, and the construction-related screening size is 240 units. The proposed project involves 85 units and is below the screening criteria. However, as the proposed project would involve demolition of an existing building, the project cannot be screened out and this analysis quantifies emissions associated with the project and compares them to BAAQMD's numeric significance thresholds.

The BAAQMD *CEQA Air Quality Guidelines* quantify project-level air quality thresholds with defined numeric values and evaluation criteria for pollutant emissions. These project-level thresholds, shown in Table 3, 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 in Table 3.

Table 3 Air Quality Thresholds of Significance

Pollutant/Precursor	Construction-Related Thresholds	Operational Related Thresholds	
	Average Daily Emissions (lbs per 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.

Source: Table 2-1, Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2017

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including the project's location, land use types, and square footages for different uses (e.g., recreational, commercial, industrial), to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker, vendor, and haul truck trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the applicant-provided construction schedule and anticipated construction equipment list. Construction would occur over approximately 18-20 months. This analysis assumes that the project would comply with all applicable regulatory standards. Deviations from CalEEMod default values occurred during inputs for project characteristics, as the applicant-provided acreage and square footage were more accurate; additionally, as the proposed project would not include fireplaces, fireplace emissions estimates were omitted from the analysis. Furthermore, the modelling included the use of BAAQMD basic construction mitigation measures recommended for all proposed projects, which involves watering exposed surfaces twice a day as well as limiting vehicle speeds on unpaved roads to 15 miles per hour (BAAQMD 2017).

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. The Multi-Modal Transportation Analysis conducted by TJKM in February 2022 for the proposed project (Appendix H) determined that the proposed project's trip generation rate would be 316 total net daily trips. Emissions attributed to energy use include electricity consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

Impact Analysis

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

To be consistent with an air quality management plan, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the local jurisdiction's forecasted population. A project may be inconsistent with the air quality management plan if it would generate population, housing, or employment growth exceeding the forecasts used to develop the air quality management plan. Population growth would lead to increased vehicle use, energy consumption, and associated air pollutant emissions. The 2017 Plan is the most recent and applicable adopted air quality plan, and the proposed project would result in a significant impact if it would conflict with or obstruct its implementation.

As discussed in *Population and Housing*, the proposed project would add 85 housing units. Assuming an average of 2.35 persons per Mountain View household (California Department of Finance [DOF] 2022), the proposed project would add approximately 200 new residents to Mountain View. The DOF estimates that Mountain View currently has 38,916 housing units and a population of 83,864 (DOF 2022). The addition of 85 residential units and 200 new residents would bring the total number of housing units to 39,001 and the total population to 84,064. BAAQMD uses the Association of Bay Area Governments' (ABAG) growth forecast to make assumptions about area growth in the Clean Air Plan. The most recent ABAG projections available at the City-level include a population forecast of 138,980 residents by 2040 and a housing forecast of 58,300 housing units in the city in 2040 (ABAG 2018). The population and housing growth associated with the project is well within ABAG projections and thus within the BAAQMD 2017 Plan projections. Additionally, as discussed in thresholds b. through d., the project would not result in the emission of criteria air pollutants that exceed significance thresholds and conflict with the BAAQMD 2017 Clean Air Plan. Therefore, the proposed project would not conflict with or obstruct the implementation of an applicable air quality plan and impacts would be less than significant.

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?

The San Francisco Bay Air Basin is designated nonattainment for the NAAQS for ozone and PM_{10}, and the CAAQS for ozone, $PM_{2.5}$, and PM_{10}. The following subsections discuss emissions associated with construction and operation of the proposed project.

Construction Emissions

Proposed project construction would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles in addition to ROG emissions that would be released during the drying phase of architectural coating. Table 4 summarizes the estimated average daily emissions of pollutants during proposed project construction. As shown therein, construction-related emissions would not exceed BAAQMD thresholds. Therefore, proposed project construction would not 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. Impacts would be less than significant.

Table 4 Estimated Average Daily Construction Emissions

	Average Daily Emissions (lbs/day)					
Construction Year	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
2024	0.3	2.3	2.4	0.3	0.2	<0.1
2025	1.6	5.0	6.4	0.5	0.3	<0.1
Maximum Emissions	**1.6**	**5.0**	**6.4**	**0.5**	**0.3**	**<0.1**
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**No**	**No**	**N/A**

Lbs/day = pounds per day; ROG = reactive organic gases, NO_X = nitrogen oxides, CO = carbon monoxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
Notes: All emissions modeling was completed made using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with existing regulations and project design features. Emissions presented are the maximum of modeled emissions.
N/A = not applicable; no BAAQMD threshold for CO or SOX

Operational Emissions

Operation of the proposed project would generate criteria air pollutant emissions associated with area sources, energy sources, and mobile sources. Table 5 summarizes the proposed project's average daily operational emissions by emission source, and Table 6 summarizes the proposed project's annual operational emissions. As shown therein, operational emissions would not exceed BAAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

Table 5 Estimated Average Daily Operational Emissions

	Daily Emissions (lbs/day)					
Emissions Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Area	0.7	<0.1	3.8	0.1	0.1	<0.1
Energy	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile	0.8	0.7	6.1	1.3	0.3	<0.1
Total	**1.5**	**0.9**	**10.0**	**1.34**	**0.4**	**<0.1**
BAAQMD Thresholds	54	54	N/A	82	10	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**No**	**No**	**N/A**

Lbs/day = pounds per day; ROG = reactive organic gases, NO_X = nitrogen oxides, CO = carbon monoxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
Notes: All emissions modeling was completed made using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with existing regulations and project design features. Emissions presented are the maximum of modeled emissions.
N/A = not applicable; no BAAQMD threshold for CO or SOX

Table 6 Estimated Annual Operational Emissions

	Emissions (tons/year)					
Emissions Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Area Sources	0.1	<0.1	0.7	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.1	0.1	1.1	0.2	0.1	<0.1
Total	**0.3**	**0.2**	**1.8**	**0.2**	**0.1**	**<0.1**
BAAQMD Thresholds	10	10	N/A	15	10	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**No**	**No**	**N/A**

Tons/year = tons per year; ROG = reactive organic gases, NO_X = nitrogen oxides, CO = carbon monoxide, PM_{10} = particulate matter 10 microns in diameter or less, $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with existing regulations and project design features. Emissions presented are the maximum of modeled emissions.

N/A = not applicable; no BAAQMD threshold for CO or SOX

LESS THAN SIGNIFICANT IMPACT

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Therefore, the majority of sensitive receptor locations are schools, hospitals, and residences. Sensitive receptors in the project vicinity include residences to the west and south, as well as a pre-school located approximately 350 feet to the southeast. Localized air quality impacts to sensitive receptors typically result from CO hotspots and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

The entire San Francisco Bay Air Basin is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. The BAAQMD 2017 *CEQA Air Quality Guidelines* establish screening criteria regarding CO impacts. According to the guidelines, the proposed project would result in a less than significant impact to localized CO concentrations if:

- Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited

As discussed further in Chapter 17, *Transportation*, the proposed project would not conflict with a transportation plan or program designed to reduce congestion or improve connectivity. The Multi-Modal Transportation Analysis (Appendix H) conducted for the proposed project analyzed traffic volumes at two intersections: Shoreline Boulevard/Montecito Avenue-Stierlin Road, and Montecito Avenue/proposed project driveway. The Multi-Modal Transportation Analysis determined that existing average daily traffic flow through the Shoreline Boulevard/Montecito Avenue-Stierlin Road intersection was 6,367 vehicles (Appendix H). The proposed project would generate 462 daily trips, which constitutes approximately 7 percent of the total existing average daily traffic flow (Appendix H). Thus, project traffic would not increase traffic volumes to more than 44,000 vehicles per hour at affected intersections, or to more than 24,000 vehicles per hour at affected intersections where horizontal and/or vertical mixing is limited (Appendix H). Thus, based on the BAAQMD screening criteria, the proposed project may be screened out for CO impacts, and localized air quality impacts related to CO hot spots would be less than significant.

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2021) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 18 to 20 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments—which determine the exposure of sensitive receptors to toxic emissions—should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 18 to 20 months) is approximately 6 percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017c).

The maximum PM_{10} and $PM_{2.5}$ emissions would occur during demolition, grading and building construction activities. Exact construction phase timeframes are currently undetermined, so the following analysis uses conservative construction duration estimates from CalEEMod (See Appendix

B). Demolition and grading would occur over approximately 24 days and building construction would take approximately 200 days (Appendix B). PM emissions would decrease for the remaining construction period because construction activities such as paving and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition, grading, and building construction activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than two percent of the total 30-year exposure period for health risk calculation. Additionally, project construction would implement best practices from the BAAQMD Planning Healthy Places guidance document, which would reduce exhaust emissions and associated health risks.

BAAQMD PLANNING HEALTHY PLACES (BAAQMD 2016) EXHAUST BEST PRACTICES

The applicant/general contractor for the project shall demonstrate to the local jurisdiction that all off-road equipment greater than 25 hp that will be operating for more than 20 hours over the entire duration of the construction activities at the site, including equipment from subcontractors meets the following requirement:

1) Be Zero Emissions, OR
2) Have engines that meet or exceed either US EPA or ARB Tier 2 off-road emission standards;
3) Have engines are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used (equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required).

Idling time of diesel-powered construction equipment, trucks and generators shall be limited to no more than 2 minutes. Clear signage shall be provided for construction workers at all access points. All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications. Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.

Implementation of BAAQMD Planning Healthy Places best exhaust practices during project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

Operation

The California Supreme Court ruled that CEQA does not generally require consideration of the effects of existing environmental conditions on a proposed project's future on-site users or residents, but that CEQA does mandate analysis of how a project may exacerbate existing environmental hazards. (CBIA v. BAAQMD 2015). CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). BAAQMD adopted similar recommendations in its 2017 *CEQA Air Quality Guidelines*. Together, CARB and BAAQMD offer guidelines for the siting of development of sensitive land uses in proximity to

TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. Residential land uses are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in BAAQMD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. Because the project would not include substantial TAC sources and is consistent with CARB and BAAQMD guidelines, it would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Impacts would be 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?

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, and odors disperse with distance. Overall, proposed project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related impacts would be less than significant.

Table 3-3 in the BAAQMD 2017 *CEQA Air Quality Guidelines* provides 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). Multi-family residential units are not included in this list, and operation of the proposed project would not generate other emissions, such as those leading to odors, that would affect a substantial number of people. Therefore, impacts involving odors 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 is a 1.04-acre lot within an urbanized area in the City of Mountain View. The project site is currently developed with an office building, parking lot, and landscaping around the perimeter of the project site. Topography on the project site is generally flat. There are 97 trees that currently exist on the project site; the majority of existing trees occur along the site boundary, although six Heritage trees are dispersed throughout the project site.

Regulatory Setting

Federal and State

Regulatory authority over biological resources is shared by federal, state, and local agencies under a variety of laws, ordinances, regulations, and statutes. Primary authority for biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City of Mountain View).

The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under the California Environmental Quality Act (CEQA) and has direct jurisdiction under the California Fish and Game Code (CFGC). Under the California Endangered Species Act (CESA) and the federal Endangered Species Act (FESA), the CDFW and the U.S. Fish and Wildlife Service (USFWS), respectively, have direct regulatory authority over species formally listed as threatened or endangered (and listed as rare for CDFW). Native and/or migratory bird species are protected under the CFGC Sections 3503, 3503.5, and 3511.

Statutes within the Clean Water Act (CWA), CFGC, and California Code of Regulations (CCR) protect wetlands and riparian habitat. The U.S. Army Corps of Engineers (USACE) has regulatory authority over wetlands and waters of the United States under Section 404 of the CWA. The State Water Resources Control Board and the nine Regional Water Quality Control Boards (RWQCBs) ensure water quality protection in California pursuant to Section 401 of the CWA and Section 13263 of the Porter-Cologne Water Quality Control Act. The CDFW regulates waters of the State under the CFGC Section 1600 et seq.

Special status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and the National Marine Fisheries Service (NMFS) under the FESA; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the CESA; 3) recognized as California Species of Special Concern (CSSC) by the CDFW; 4) afforded protection under MBTA or CFGC; and 5) occurring on Lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system.

City of Mountain View

The City of Mountain View Municipal Code (MVMC) Chapter 32, Section 32.25, Heritage Tree Preservation, requires a permit for the removal, destruction, or relocation of any heritage tree growing on public or private property. The MVMC defines “Heritage Tree” to mean 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.

Conditions of approval for a Heritage Tree Removal permit under the MVMC may include, but are not limited to:

- Requiring the replacement or placement of an additional tree or trees on the subject property or off-site to offset the loss of a tree, limbs, or encroachment into the drip line. The number, species, size and location of said replacement tree(s) shall be determined by the director upon recommendation of the city arborist.
- Requiring construction fencing or barriers to protect adjacent heritage trees or other landscaping.
- Requiring protective grading requirements to avoid damaging the root structure of the tree or adjacent trees.
- Requiring posting of a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the lost trees due to illegal removal.
- Requiring the relocating of a tree on-site or off-site, or the planting of a new tree on-site or off-site to offset the loss of a tree.
- Requiring a maintenance and care program be initiated to ensure the continuing health and care of heritage trees on the property.
- Requiring payment of a fee or donation of a boxed tree(s) to the city or other public agency to be used elsewhere in the community should a suitable replacement location of the tree not be possible on-site. The fee for replacement of a tree or trees shall be, at a minimum, based on the cost of a 24" boxed tree of same species, delivered and installed.

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?

The project site is currently developed with a two-story, approximately 12,300 square-foot office building with surface parking and landscaping. The site is surrounded by developed land uses, such as a two-story apartment complex to the west, a shopping center across Montecito Avenue to the north, the intersection between Montecito Avenue and Shoreline Boulevard to the east, and a three-story apartment complex to the south. As the project site is fully developed and located within an urbanized area, there are no natural features that could support candidate, sensitive, or special-status species. Construction of the project would require the removal of existing trees and landscaping, which migratory birds might use for nest sites. The damage or destruction of active nest sites of migratory birds would constitute a potentially significant impact; however, implementation of the following standard City of Mountain View conditions of approval would reduce impacts to a less than significant level.

Standard City of Mountain Condition of Approval

The following standard City of Mountain View condition of approval (PL-198) would reduce impacts to nesting birds to a less than significant level:

- **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' 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 the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

Implementation of this standard City of Mountain View condition of approval (PL-198) would ensure that the proposed project would not significantly impact nesting birds through strategic timing of vegetation removal and construction activities, pre-construction bird identification surveys, and establishment of nest buffer zones. With required implementation of this standard City of Mountain View condition of approval, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

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?

Based on a review of the United States Fish and Wildlife Service's (USFWS) National Wetlands Inventory, there are no riparian or wetland areas in or within the vicinity of the project site (USFWS 2022). The nearest riparian area to the project site is Stevens Creek, approximately 0.6 mile east of the project site. The project site is fully developed and located in an urbanized area of Mountain View and does not contain sensitive natural communities identified by the California Department of Fish and Wildlife's (CDFW) Biogeographic Information and Observation System (BIOS) (CDFW 2022). Therefore, the proposed project would have no impact on riparian habitat, other sensitive natural communities, or state or federally protected wetlands.

NO IMPACT

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 project site consists of developed and disturbed areas with primarily ornamental vegetation and trees along the perimeter of the project site. Land use in the vicinity is primarily residential with no connectivity to natural habitats and the site is therefore not expected to support wildlife movement. CDFW identifies the project site, along with most of the City of Mountain View, to have a connectivity ranking of 1, meaning that there are limited connectivity opportunities for terrestrial wildlife (CDFW 2022). The proposed project would not impact riparian or aquatic areas, and thus would not impede the movement of migratory fish. The proposed project would have no impact regarding the movement of native resident or migratory fish or wildlife species.

NO IMPACT

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

MVMC Chapter 32, Section 32.25, Heritage Tree Preservation, requires a permit for the removal, destruction, or cutting of branches of heritage trees. An arborist report was prepared in September 2021 for submission to the City in support of an application for a heritage tree removal permit (Appendix A). Of the 131 trees assessed in the report (including off-site trees), seven trees qualified as heritage trees—one Monterrey cypress, one Carob tree, four coast redwoods, and one Italian Cypress. As shown in Table 7, the proposed project would involve the removal of six heritage trees, along with 36 non-heritage trees.

Table 7 Location and Number of Trees to be Removed and Preserved

	On-site	Off-site Adjacent (with Canopy On-site)	Total
Existing Number of Trees	97	34	**131**
Existing Number of Heritage Trees	20	0	**20**
Number of Trees Removed	36	0	**36**
Number of Heritage Trees Removed	6	0	**6**
Number of Trees Preserved	55	34	**89**
Number of Heritage Trees Preserved	1	13	**14**

The current Tree Assessment Plan (HortScience, 2021) includes the proposed planting of 48 new trees, including replacing heritage trees at a 2:1 ratio. As the arborist report notes, the goal of tree preservation is not merely tree survival during construction but maintenance of tree health over many years. Trees retained on or adjacent to the project site that are injured during construction or are inadequately maintained may decline or die. Measures to protect trees during and after construction are required to ensure long-term health and sustainability of preserved and replacement trees. Implementation of the following City conditions of approval would ensure that the project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

Standard City of Mountain Conditions of Approvals

The following standard City of Mountain View conditions of approval (PL-133; PL-134; PL-135; PL-138; PL-142; and PL-145) would be required to reduce impacts to trees from development and maintain and improve their health and vitality over time. With implementation of these standard City of Mountain View conditions of approval, the proposed project would not conflict with a local or regional ordinance concerning tree preservation.

- **PL-133 Arborist Report:** A qualified arborist shall provide written instructions for the care of the existing tree(s) to remain on-site before, during, and after construction. The report shall also include a detailed plan showing installation of chain link fencing around the dripline to protect these trees and installation of an irrigation drip system and water tie-in for supplemental water during construction. Arborist's reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented. Approved measures from the report shall be included in the building permit drawings.
- **PL-134 Arborist Inspections:** During demolition activity and upon demolition completion, a qualified arborist shall inspect and verify the measures described in the arborist report are appropriately implemented for construction activity near and around the preserved trees, including the critical root zones. Should it be determined that the root systems are more extensive than previously identified and/or concerns are raised of nearby excavation or construction activities for the project foundation or underground parking garage, the design of the building and/or parking garage may need to be altered to maintain the health of the trees prior to building permit issuance.
- **PL-135 Monthly Arborist Inspections:** Throughout demolition and construction, a qualified arborist must conduct monthly inspections to ensure tree protection measures and maintenance care are provided. A copy of the inspection letter, including recommendations for modifications to tree care or construction activity to maintain tree health, shall be provided to the Planning Division at planning.division@mountainview.gov.
- **PL-138 Tree Removals:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit for new construction is secured and the project is pursued.
- **PL-142 Tree Protection Measures:** The tree protection measures listed in the arborist's report prepared by HortScience and dated September 2021 shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6' chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.
- **PL-145 Irrevocable Damage to Heritage Trees:** In the event one or more of the preserved Heritage tree(s) are not maintained and irrevocable damage or death of the tree(s) has occurred due to construction activity, a stop work order will be issued on the subject property and no construction activity shall occur for two (2) working days per damaged tree. The applicant will also be subject to a penalty fee at twice the tree valuation prior to damage; this fee applies to each Heritage tree damaged. No construction activity can resume until the penalty fee(s) have been paid to the City.

With required implementation of these standard City of Mountain View conditions of approval, 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?

There are no habitat conservation plans, natural community conservation plans, or other similar plans that govern activities on the project site. Therefore, the proposed project would not be in conflict with a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

NO IMPACT

This page intentionally left blank.

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?	☐	☐	■	☐

Regulatory Setting

California Public Resources Code (PRC) Section 21804.1 requires lead agencies determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC Section 21084.1, a historical resource is a resource listed in, or determined eligible for listing in, the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or cultural significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the NRHP are automatically listed in the CRHR and are, therefore, historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

CEQA Guidelines Section 15064.5(c) provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a "unique archaeological resource" as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information, 2) has a special and particular quality such as being the oldest of its type or the best available example of its type, or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (CEQA Guidelines Section 15064.5[c][4]). CEQA Guidelines Section 15064.5 also provides

guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (CEQA Guidelines §15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (CEQA Guidelines §15064.5[b][2][A]).

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC §21083.2[a][b]).

Section 15126.4 of the CEQA Guidelines stipulates an environmental document shall describe feasible measures to minimize significant adverse impacts. In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project which is found to comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (the Standards) is considered to be mitigated below a level of significance (CEQA Guidelines Section 15126.4 [b][1]). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (CEQA Guidelines Section 15126.4[b][3]).

Historical and Archaeological Resources Investigation

Rincon prepared a cultural resources assessment in support of the project in April 2022; it is included as Appendix C. This study included the following: background research including searches of the California Historical Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File (SLF), archaeological and built environment surveys of the project site, and evaluation of the property comprising the project site to determine if it constitutes a historical resource per CEQA.

Impact Analysis

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

The research and built environment survey conducted by Rincon (Appendix C) identified one historic-era property comprising the project site, 1265 Montecito Avenue, which includes a two-story commercial building constructed circa 1976. In accordance with California Office of Historic Preservation (OHP) guidance, the property was recorded and evaluated for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and for designation as City of Mountain View Landmark. Rincon's assessment determined that 1265 Montecito Avenue is ineligible for federal, state, and local designation and therefore is not considered a historical resource according to CEQA. Because the property does not constitute a

historical resource, its demolition would not result in a significant impact to historical resources. Impacts would be less than significant.

NO IMPACT

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

Rincon's assessment did not identify archaeological resources or archaeological deposits within the project site. The CHRIS search identified 26 cultural resources within a 0.5 mile of the project site, none of which are archaeological in nature. However, the SLF search was positive. A positive SLF search alone does not indicate the presence of cultural resources within the project site or its immediate vicinity. The archaeological survey conducted for this assessment was negative for cultural material within the project site. The research conducted as part of this assessment, which included review of a geotechnical study prepared in support of the project, indicates that it is likely that fill is present underlying existing development within the APE (ENGEO 2020). Based on the absence of recorded cultural resources in the vicinity of the project site, the history of development in the project site, and the negative archaeological survey, the project site is not considered sensitive for archaeological resources. However, unanticipated discovery during construction remains a possibility If resources are identified during construction. Implementation of City condition of approval PL-194 would reduce impacts to a less than significant level.

Standard City of Mountain View Conditions of Approval

The following standard City of Mountain View condition of approval (PL-194) would be required to reduce impacts to archaeological resources. With implementation of this standard condition, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource.

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' 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, hand stones, 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.

Implementation of this standard City of Mountain View condition of approval (PL-194) would ensure that the proposed project would not significantly impact archaeological resources. Following implementation of this condition of approval, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state no further disturbance may occur until the County Coroner has made a determination of origin and disposition pursuant to PRC 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 prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD must complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner. With adherence to existing regulations, impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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 and Natural Gas

Electricity is primarily consumed by the built environment for lighting, appliances, heating and cooling systems, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. In 2020, California used 279,510 gigawatt-hours (GWh) of electricity, 59 percent of which were from renewable resources, such as wind, solar photovoltaic, geothermal, and biomass (California Energy Commission [CEC] 2021). In 2018, Senate Bill 100 accelerated the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Electricity service would be provided to the project by Silicon Valley Clean Energy (SVCE) via Pacific Gas and Electric Company (PG&E) infrastructure. Table 8 shows the electricity consumption by sector and total for PG&E in 2020, and Table 9 shows natural gas consumption by sector and total for PG&E in 2020. PG&E provided approximately 28.1 percent of the total electricity and 36.6 percent of the total natural gas usage in California in 2020.

Table 8 Electricity Consumption in the PG&E Service Area in 2020

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
6637.6	26,246.8	3948.6	9814.3	1747.6	29,833.5	290.4	78,518.8

Notes: All usage expressed in GWh

Source: CEC 2022a

Table 9 Natural Gas Consumption in PG&E Service Area in 2020

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
44.0	796.4	50.1	1,585.3	140.0	1891.3	4508.5

Notes: All usage expressed in Millions of Therms (MMThm)
Source: CEC 2022b

Petroleum

California is the nation's second largest petroleum consumer, accounting for approximately 9 percent of U.S. total consumption. In 2020, California ranked first in jet fuel consumption and second in motor gasoline consumption, with the transportation sector using 85 percent of petroleum, or approximately 563 million barrels. Other petroleum uses in the State include industrial uses (12 percent), commercial (2 percent), and residential (less than 1 percent) (U.S. EIA 2022).

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?

Construction Energy Demand

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 proposed project would require demolition, site preparation and grading, building construction, paving, architectural coating, and landscaping/hardscaping.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod (Appendix B). Table 10 presents the estimated construction phase energy consumption, indicating construction equipment, vendor trips, and worker trips would consume approximately 31,584 gallons of fuel over the project construction period. Construction equipment would consume an estimated 23,527 gallons of fuel; vendor and hauling trips would consume approximately 2,152 gallons of fuel; and worker trips would consume approximately 5,905 gallons of fuel over the combined phases of project construction.

Table 10 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu[4]
Diesel Fuel (Construction Equipment)[1]	23,527	2,583
Diesel Fuel (Hauling & Vendor Trips)[2]	2,152	236
Other Petroleum Fuel (Worker Trips)[3]	5,905	648
Total	**31,584**	**3,467**

[1] Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment's horsepower, the equipment's load factor, and the equipment's fuel usage per horsepower per hour of operation, which are all taken from CalEEMod outputs (see Appendix B), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (U.S. EPA 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

[2] Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from "Trips and VMT" Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results (see Appendix B). The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (DOT 2022). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

[3] The fuel economy for worker trip vehicles is derived from DOT National Transportation Statistics (24 mpg) (DOT 2022). Fuel consumed for all worker trips is assumed to be gasoline fuel.

[4] CaRFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above (CARB 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (CARB 2015). Totals may not add up due to rounding.

The construction energy estimates represent a conservative estimate as the construction equipment used in each phase of construction was assumed to be operating every day of construction. Construction equipment would be maintained to all applicable standards as required, 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, per applicable regulatory requirements such as 2019 CALGreen, the project would be required to comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the project. Therefore, the proposed 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

The operation of the proposed project would require energy use in the form of electricity and gasoline consumption. Electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline consumption would be attributed to vehicular travel from residents and guests traveling to and from the project site. The proposed project's estimated number of average daily trips is used to determine the energy consumption associated with fuel use from project operation., The proposed project would result in 616,184 annual vehicle miles travelled (VMT) (Appendix B). Table 11 shows the estimated total annual fuel consumption of the project using the estimated VMT with the assumed vehicle fleet mix (Appendix B).

Table 11 Estimated Project Annual Transportation Energy Consumption

Vehicle Type[1]	Percent of Vehicle Trips[2]	Annual Vehicle Miles Traveled[3]	Average Fuel Economy (miles/gallon)[4]	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu)[5]
Passenger Cars	55.4%	341,367.0	25.3	13,492.8	1,481.3
Light/Medium Trucks	36.6%	225,523.3	18.2	12,391.4	1,360.4
Heavy Trucks/Other	4.5%	27,728.3	11.9	2,330.1	255.8
Motorcycles	2.6%	16,020.8	44	364.1	40.0
Total	**100.0%**	**616,184**	–	**28,578.4**	**3,137.5**

[1] Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

[2] Percent of vehicle trips from Table 4.4, *Fleet Mix*, from CalEEMod (see Appendix B).

[3] Mitigated annual VMT found in Table 4.2, *Trip Summary Information*, from CalEEMod (see Appendix B).

[4] Source: DOT 2022.

[5] CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (CARB 2015).

Notes: Totals may not add up due to rounding.

As shown in Table 11, the proposed project would consume approximately 28,578.4 gallons, or 3,137.5 MMBtu, of fuel each year for transportation uses from operation under the most conservative estimate.

Operation of the proposed project would consume approximately 0.3 GWh of electricity per year (Appendix B). The proposed project's electricity demand would be served by PG&E, which provided 78,518.8 GWh of electricity in 2020; therefore, PG&E would have sufficient supplies for the proposed project. Additionally, the proposed residential building would contain rooftop photovoltaic (PV) panels that would reduce the project's overall energy consumption.

The proposed project would be required to comply with all standards as set in the 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. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the CEC. 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 standards are updated every three years, with each iteration containing more stringent energy efficiency requirements than the last. For example, according to the CEC, residences built in compliance with the 2019 standards will use approximately 7 percent less energy when compared to residences built under the 2016 standards (CEC 2018).

Senate Bill 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. As PG&E continues to increase its proportion of renewable energy generation to comply with state requirements, the proposed project would reduce its use of nonrenewable energy resources.

Project construction would be temporary and typical of similar projects, and would not result in the wasteful, inefficient, or unnecessary consumption of energy. Project operation would involve the consumption of fuel and electricity. The proposed project's energy usage would be in conformance with the latest version of California's Green Building Standards Code and the Building Energy Efficiency Standards. In addition, PG&E has sufficient supplies to serve the project and the proposed project would include rooftop solar PV panels that would further offset energy consumption. Therefore, the proposed project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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

As mentioned above, Senate Bill 100 mandates 100 percent clean electricity for California by 2045. Given that the proposed project would be powered by the existing electricity grid, the proposed project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan.

The Mountain View Climate Protection Roadmap (CPR) was adopted in September 2015 and evaluates strategies and mechanisms through which the City may achieve its greenhouse gas emissions reduction target in 2050, with several policies focusing on building and transportation energy. The proposed project would be consistent with strategies for reducing energy from the City's CPR, as listed in Table 12 below.

Table 12 Project Consistency with Climate Protection Roadmap Strategies

Strategy	Consistency
Renewable Energy Generation – Solar Photovoltaic	**Consistent**. The proposed project would include installation of PV panels on the rooftop of the proposed residential buildings for on-site electricity generation.
Energy Efficiency – New Construction	**Consistent**. The proposed project, as new residential buildings, would be constructed in accordance with applicable CalGREEN energy efficiency requirements and would exceed these requirements by 15 percent.
Fuel Switching – Electric Vehicles (EV)	**Consistent**. The proposed project would provide EV charging stations within the parking area.

Source: City of Mountain View 2015

As demonstrated further in Section 8, *Greenhouse Gas Emissions*, the proposed project would be consistent with measures and actions from the City's Greenhouse Gas Reduction Program (GGRP). Table 13 discusses consistency with applicable policies that relate to energy performance in new residential construction and energy-efficient design in new development.

Table 13 GGRP Energy Policy Consistency

Policy	Consistency
Measure E-1.1: Residential Energy Efficiency Retrofit	**Consistent.** As a new residential building, the proposed project would be constructed in accordance with applicable CalGREEN energy efficiency requirements, and would include installation of PV panels on the rooftop of the proposed building.
Measure E-1.6 Exceed State Energy Standards in New Residential Development	**Consistent.** The proposed project would comply with the Mountain View Green Building Code, which includes energy efficiency standards that exceed 2008 Title-24 Building Energy Efficiency Standards. As a new residential project, the proposed project must exceed Title 24 standards by 15 percent.
Measure E-1.8: Building Shade Trees in Residential Development	**Consistent.** The proposed project would include 48 new trees. The proposed quantity of trees and tree canopy coverage is designed to meet the City of Mountain View's requirements. Street trees would be introduced to Montecito Avenue in a planting strip along the sidewalk.
Measure E-2.3: Residential Solar Photovoltaic Systems	**Consistent**. Photovoltaic panels would be installed on approximately 3,190 square feet of the proposed building's rooftop.

Source: City of Mountain View 2012c

The proposed project would not interfere with the GGRP's energy strategies and would not conflict with other local or state plans for energy efficiency or renewable energy; thus, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 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

A Design-Level Geotechnical Exploration was prepared by ENGEO Incorporated in February 2020 (Appendix D). The purpose of this report was to characterize and assess the geologic and geotechnical risk pertinent to the proposed project, as well as provide design-level geotechnical recommendations for the proposed project. This report includes a review of relevant background information, field exploration and soil borings, laboratory testing, and preparation of findings and recommendations for the proposed development.

Seismic Setting

Similar to much of California, the site is located in a seismically active region. The United States Geological Survey (USGS) defines active faults as those that have had surface displacement within the Holocene period (about the last 11,000 years). Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. Potentially active faults are those that have had surface displacement during the last 1.6 million years, and inactive faults have not had surface displacement within that period. Several faults are within the region surrounding the project site, including the Monte Vista-Shannon, San Andreas, Hayward-Rodgers Creek, Calaveras, and San Gregorio faults. No active faults occur across the project site, and the Monte Vista-Shannon fault is the closest to the project site, located approximately 4.5 miles southwest (Appendix D). A variety of seismic and geologic hazards may occur in the City of Mountain View due to its location and geologic setting, including fault rupture, strong ground shaking, liquefaction, and landslides. Given the distance of the project site to several fault lines, seismic activity is a potential hazard to the project.

Ground Shaking

Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. The USGS and Associated Bay Area Governments (ABAG) have worked together to map the likely intensity of ground-shaking throughout the Bay Area under various earthquake scenarios. The most intense ground-shaking scenario mapped in Mountain View assumes a 7.8 magnitude earthquake on the San Andreas Fault system. The predicted ground-shaking from such an earthquake would be “severe” or “violent” throughout the City of Mountain View (ABAG 2021). Thus, ground shaking is a potential hazard that may occur at the project site.

Liquefaction and Seismically Induced Settlement

Liquefaction is defined as the sudden loss of soil strength due to a rapid increase in soil pore water pressure resulting from seismic ground shaking. Liquefaction potential is dependent on such factors as soil type, depth to ground water, degree of seismic shaking, and the relative density of the soil. When liquefaction of the soil occurs, buildings and other objects on the ground surface may tilt or sink, and lightweight buried structures (such as pipelines) may float toward the ground surface. Liquefied soil may be unable to support its own weight or that of structures, which could result in loss of foundation bearing or differential settlement. Liquefaction may also result in cracks in the ground surface followed by the emergence of a sand-water mixture. As the project site is located in a mapped liquefaction zone (Appendix D), liquefaction is a potential hazard to the project.

Landslides

Landslides result when the driving forces that act on a slope (i.e., the weight of the slope material, and the weight of objects placed on it) are greater than the slope's natural resisting forces (i.e., the shear strength of the slope material). Slope instability may result from natural processes, such as the erosion of the toe of a slope by a stream, or by ground shaking caused by an earthquake. Slopes can also be modified artificially by grading, or by the addition of water or structures to a slope. Development that occurs on a slope can substantially increase the frequency and extent of potential slope stability hazards.

Areas susceptible to landslides are typically characterized by steep, unstable slopes in weak soil/bedrock units which have a record of previous slope failure. There are numerous factors that affect the stability of the slope, including: slope height and steepness, type of materials, material strength, structural geologic relationships, ground water level, and level of seismic shaking. The project site is relatively flat, with localization areas of elevation change that range from approximately 51 to 54 feet (Appendix D).

Expansive Soils

Expansive soils can change dramatically in volume depending on moisture content. When wet, these soils can expand; conversely, when dry, they can contract or shrink. Sources of moistures that can trigger this shrink-swell phenomenon include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can develop wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils. The Design-Level Geotechnical Exploration identifies the presence of expansive soils as a potential hazard at the project site (Appendix D).

Erosion

Erosion is the wearing away of the soil mantle by running water, wind, or geologic forces. It is a naturally occurring phenomenon and ordinarily is not hazardous. However, excessive erosion can contribute to landslides, siltation of streams, undermining of foundations, and ultimately the loss of structures. Removal of vegetation tends to heighten erosion hazards.

Impact Analysis

a.1. 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 in an Alquist-Priolo Earthquake Fault Zone and there are no known faults crossing or projecting toward the site (DOC 2016). The nearest known fault is the San Andreas Fault, approximately 6.5 miles southwest of the project site. The proposed project would comply with State of California standards for building design through the CBC (California Code of Regulations, Title 24). The CBC requires construction in California to account for hazards from seismic shaking, through various methods. Therefore, the proposed project would not directly or indirectly cause substantial adverse impacts associated with surface fault rupture and there would be no impact.

LESS THAN SIGNIFICANT IMPACT

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

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

The San Francisco Bay Area region is one of the most seismically active areas in the country. While seismologists cannot predict earthquake events, the USGS's Working Group on California Earthquake Probabilities (WGCEP) estimates the likelihood that California will experience a magnitude 8 or larger earthquake in the next 30 years is about 7.0 percent (WGCEP 2015). The WGCEP also estimates that each region of California will experience a magnitude 6.7 or larger earthquake in the next 30 years. Additionally, there is a 63 percent chance of at least one magnitude 6.7 or greater earthquake occurring in the Bay Area region between 2007 and 2036.

The project site is located in an area of relatively high seismic potential. The faults in the area are capable of generating earthquakes that could produce strong to violent ground shaking at the project site. The effects of earthquake-related ground shaking could include damage to structures, as well as damage to streets and utilities. However, compliance with the current CBC requirements would ensure that the proposed structures would be able to: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage, but with some non-structural damage; and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. By adhering to State and City building code requirements, the direct or indirect impacts from development of the proposed project as they relate to strong seismic ground shaking would be less than significant.

The project site is located within a mapped liquefaction zone (Appendix D). The factors known to influence liquefaction potential include grain size, relative density, groundwater conditions, effective confining pressures, and intensity and duration of ground shaking. Loose, saturated, near-surface, cohesionless soils exhibit the highest liquefaction potential, while dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. However, based on the thickness of overlying non-liquefiable material, liquefaction-induced surface rupture is unlikely to occur (Appendix D).

Lateral spreading and earthquake-induced landslides involve lateral ground movements caused by seismic shaking. These lateral ground movements are often associated with a weakening or failure of an embankment or soil mass overlying a layer of liquefied sands or weak soils. Due to the relatively flat site topography observed in the surrounding project area, the risk of lateral spreading at the project site is very low (Appendix D). Therefore, impacts related to strong seismic shaking and seismic related ground failure 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?

The project site and surroundings are generally level. There are no steep slopes located near the site or within the project site. The area is not identified by the DOC to be in a landslide zone; the nearest identified landslide zones are located within the Santa Clara foothills, approximately 4.5 miles southwest (DOC 2016). Therefore, there is no potential for landslides at the project site and there would be no impact.

NO IMPACT

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

Construction of the proposed project would require earthwork activities to prepare the site for the construction of the Z-shaped residential building. During grading activities, the project site's soils could be exposed to wind and water erosion that could transport sediments into local stormwater drains. The proposed project would be subject to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) – NPDES Permit Order No. R2-2015-0049, and all provisions set forth in Section C.3, *New Development and Redevelopment*.

Under the conditions of the permitting program, the applicant would be required to eliminate or reduce non-stormwater discharges into storm drain systems and watercourses and adhere to BMPs for stormwater management during project construction (RWQCB 2015). Following compliance of MRP Order No. R2-2015-0049 requirements, construction of the proposed project would not substantially cause erosion or siltation. Furthermore, appropriate erosion control and permanent site surface drainage elements per the California Building Code and MVMC Section 35.33.11 (which requires implementation of erosion and sedimentation control best management practices during construction) would be implemented. With implementation of these guidelines, BMPs, and required permits, substantial erosion or the loss of topsoil would not occur at the project site, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The near-surface soil at the project site was found to exhibit high shrink/swell potential and is considered to be highly expansive (Appendix D). These soils can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. Implementation of City Condition of Approval PL-48 would reduce impacts from expansive soils on the project site.

Standard City of Mountain View Condition of Approval

The following standard City of Mountain View condition of approval (PL-48) would reduce impacts to expansive soils to less than significant levels:

- **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 caused 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.

Implementation of this standard City of Mountain View condition of approval (PL-48) would reduce risks associated with the swell potential of the clay by incorporating geologic design recommendations from the Design-Level Geotechnical Exploration included in this Initial Study as Appendix D. Following implementation of this condition of approval, impacts would be less than significant with mitigation incorporated.

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 require the use of septic tanks. The project would connect to the City of Mountain View 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?

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows, etc.). Paleontological resources are not found in "soil" but are contained within the geologic deposits or bedrock that underlies the soil layer. Typically, fossils are greater than 5,000 years old (i.e., older than middle Holocene in age) and are typically preserved in sedimentary rocks. Although rare, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions (Society of Vertebrate Paleontology [SVP] 2010). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. It is possible to evaluate the potential for geologic units to contain scientifically important paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they are discovered during construction of a development project.

Rincon evaluated the paleontological sensitivity of the geologic units that underlie the project site using the results of the paleontological locality search and a review of existing information in the scientific literature concerning known fossils within those geologic units. Following the literature review, a paleontological sensitivity classification was assigned to the geologic units within the project area. The SVP (2010) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. 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. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The region was mapped at a scale of 1:100,000 by Brabb et al. (2000). The project site is underlain by a single geologic unit, Quaternary basin deposits (Qhb) (Figure 4). Qhb consists of very fine silty clay or clay deposited within flat-floored basins at the distal edges of alluvial fans (Brabb et al. 2000). Qhb is Holocene in age meaning it is likely too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010) and is assigned a low paleontological sensitivity. Most of the surrounding sediments are also Holocene in age (Quaternary floodplain deposits [Qhfp], Quaternary levee deposits [Qhl], Quaternary alluvial fan and fluvial deposits [Qhaf]) (Figure 4). At some depth in the subsurface, these sediments will become old enough (i.e., greater than 5,000 years old) to preserve paleontological resources. Considering the nearest older geologic unit, Quaternary [Pleistocene] alluvial fan and fluvial deposits [Qpaf]), is approximately 0.75 miles west of the project site at its closest, the proposed project may impact paleontological resources. Implementation of the following City condition of approval (PL-196) would ensure that impacts are less than significant.

Standard City of Mountain View Conditions of Approval

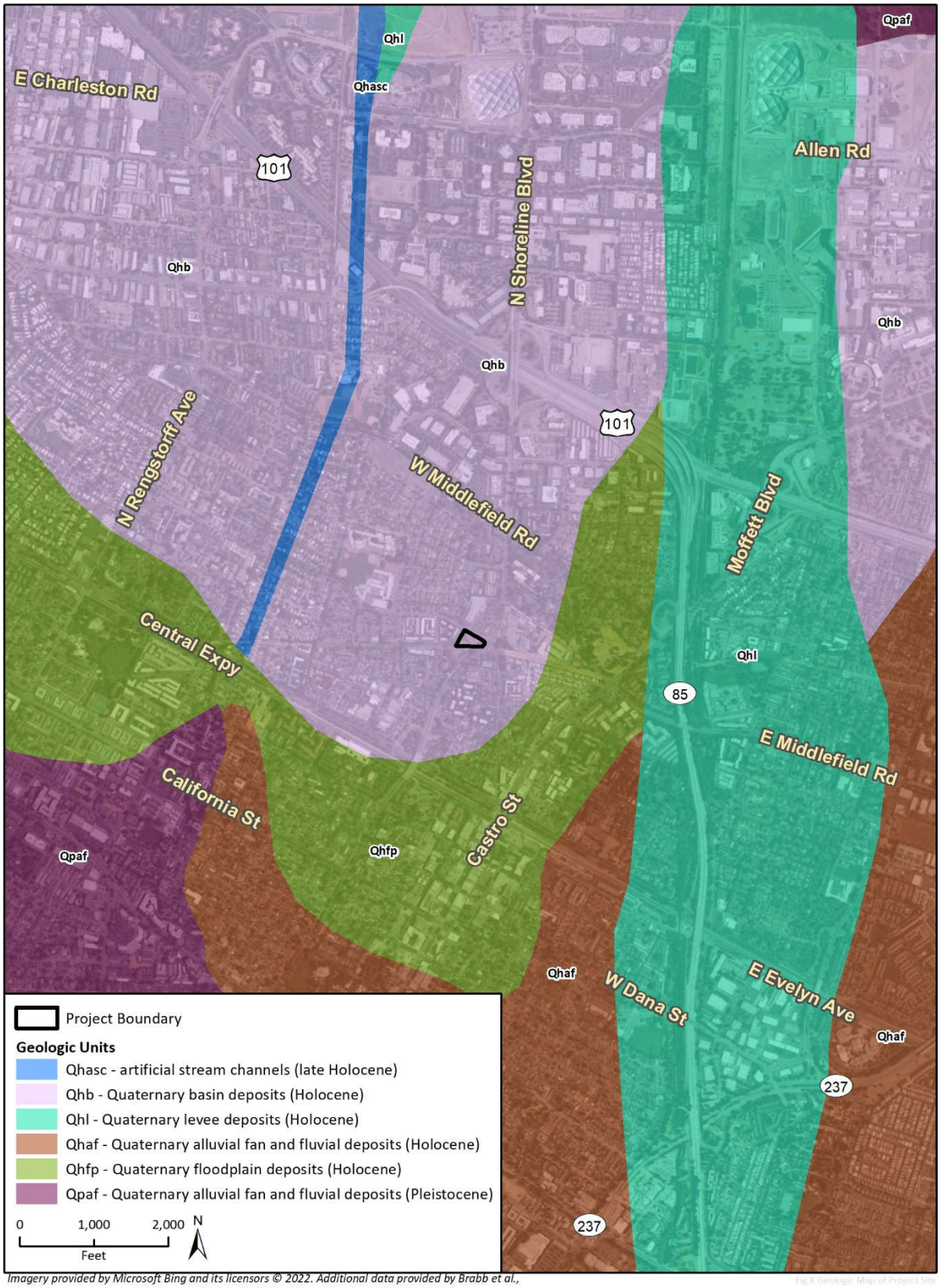
The following standard City of Mountain View condition of approval (PL-196) would reduce impacts to paleontological resources to a less than significant level:

- **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.

Implementation of this standard City of Mountain View condition of approval (PL-196) would reduce risks associated with the discovery of paleontological resources. This condition of approval would apply to all 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. With implementation of this condition of approval, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Figure 4 Geologic Map of the Project Site



Imagery provided by Microsoft Bing and its licensors © 2022. Additional data provided by Brabb et al., "Geologic map and map database of the Palo Alto 30' x 60' quadrangle, California," 2000.

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?	☐	☐	■	☐

Overview of Climate Change and Greenhouse Gases

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 of time. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO_2 on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).[2]

The United Nations IPCC expressed that the rise and continued growth of atmospheric CO_2 concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of

[2] The Intergovernmental Panel on Climate Change's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

1850 through 2019, that a total of 2,390 gigatons of anthropogenic CO_2 was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021). Furthermore, since the late 1700s, estimated concentrations of CO_2, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (United States Environmental Protection Agency 2021b). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

Regulatory Framework

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of CO_2e by 2030 and two MT of CO_2e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375.** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Association of Bay Area Governments (ABAG) was assigned targets of a 10 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2035. ABAG adopted the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (ABAG MTP/SCS) in October 2021, which meets the requirements of SB 375.
- **SB 100.** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100

requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

- **California Building Standards Code (California Code of Regulations Title 24).** The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Part 12 is the California Green Building Standards Code (CALGreen), which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

Methodology

GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2020.4.0, with the assumptions described under Section 3, *Air Quality*, in addition to the following:

- **Operational – Solid Waste.** According to a CalRecycle report to the Legislature, as of 2013 California had achieved a statewide 50 percent diversion of solid waste from landfills through "reduce/recycle/compost" programs (CalRecycle 2015). However, AB 341 sets a statewide goal that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020. The City of Mountain View has achieved a landfill diversion rate of 78 percent (City of Mountain View 2022b); therefore, to account for the continuing actions of recycling requirements under state law (i.e., AB 341), an additional 25 percent solid waste diversion rate was included in CalEEMod.
- **Operational** – **Energy.** The proposed project would include photovoltaic panels to capture solar energy, which would reduce greenhouse gas emissions.
- **Mitigation – Water Mitigation.** CalEEMod does not incorporate water use reductions achieved by CALGreen (Part 11 of Title 24). New development would be subject to CALGreen, which requires a 20 percent increase in indoor water use efficiency and use of indoor water-efficient irrigation systems. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use and the use of water-efficient irrigation systems were included in the water consumption calculations for new development.

Significance Thresholds

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 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 CEQA Guidelines Section 15183.5(b), 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 (2016) in its 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.

The 2022 BAAQMD *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans* guidance document contains two approaches for determining significance of GHGs (BAAQMD 2022). The two approaches are as follows:

1. Projects must include, at a minimum, the following project design elements:
    - Buildings
    - The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
    - The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    - Transportation
    - Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
    - Residential projects: 15 percent below the existing VMT per capita
    - Office projects: 15 percent below the existing VMT per employee
    - Retail projects: no net increase in existing VMT
    - Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

2. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

According to the BAAQMD CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans, a qualified GHG reduction strategy must:

- Quantify GHG emissions, both existing and projected over a specified period, resulting from activities in a defined geographic area
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated in the geographic area
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels
- Be adopted in a public process following environmental review

Impact Analysis

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

To determine if a project's GHG emissions are significant under CEQA, BAAQMD recommends completing a "fair share" analysis to determine how a new land use development project should be "designed and built to ensure it will be consistent with the goal of carbon neutrality by 2045" (BAAQMD 2022). The BAAQMD has only recommended thresholds for evaluating a project's operational emissions because "GHG emissions from construction represent a very small portion of a project's lifetime GHG emissions" (BAAQMD 2022). In order for a project's GHG emissions to be determined less than significant, a project must be consistent with a local GHG reduction strategy that meets the criteria of CEQA Guidelines Section 15183.5(b) or incorporate the following project design elements (BAAQMD 2022):

- Not include natural gas appliances or natural gas plumbing;
- Not result in wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under PRC Section 21100(b)(3) and CEQA Guidelines Section 15126.2(b);
- Achieve a reduction in project-generated VMT below the regional average consistent with the 2017 Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target reflecting the recommendations provided in the Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018); and
- Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of California Green Building Standards Code Tier 2.

The proposed project would not include natural gas appliances or natural gas plumbing. As discussed in Section 6, *Energy*, the proposed project would not result in wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under PRC Section 21100(b)(3) and CEQA Guidelines Section 15126.2(b).

The California Governor's Office of Planning and Research (OPR) Technical Advisory provides guidance on how lead agencies may screen out VMT impacts for select project types using project size, maps, transit availability, and provision of affordable housing. The proposed project would consist of 100 percent affordable housing, and would thus be screened out regarding VMT impacts. Following the screening guidance within the OPR Technical Advisory is appropriate and consistent with BAAQMD's VMT threshold of significance. Therefore, the proposed project would meet BAAQMD's VMT reduction threshold. The most recently adopted version of the California Green Building Code Standards specifies Tier 2 electric vehicle requirements to be twenty percent of the total number of parking spaces on a building site. The proposed project would provide 45 total parking spaces, including 9 electric vehicle charging stations (EVCS), which is approximately 20 percent of the total number of parking spaces. Therefore, the proposed project would achieve compliance with off-street electric vehicle requirements in the most recently adopted version of California Green Building Standards Code Tier 2. Impacts would be less than significant.

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?

Several plans and policies have been adopted to reduce GHG emissions in the Bay Area region, including the State's 2017 Scoping Plan and ABAG's 2050 RTP/SCS. The proposed project's consistency with these plans is discussed in the following subsections. As discussed therein, the proposed project would not conflict with plans and policies aimed at reducing GHG emissions, and impacts would be less than significant.

2017 Scoping Plan

The principal state plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. The proposed project would be served by PG&E, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project site is 0.5 mile from the Caltrain Mountain View Station, 700 feet from a Santa Clara Valley Transportation Authority Local Route 40 stop, approximately 0.47 mile from a Mountain View Transportation Management Association Shuttle Route B stop, and 0.36 mile from a Mountain View Community Shuttle stop (Appendix H). Thus, the proposed project would be located in an area well-served by transit and within walking and biking distance of several commercial and recreational destinations, which would reduce future residents' VMT and associated fossil fuel usage. Therefore, the project would be consistent with the 2017 Scoping Plan.

City of Mountain View Greenhouse Gas Reduction Program

According to *CEQA Guidelines* Section 15183.5, projects can tier off of 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). However, although the City's CPR and GGRP provide emission reduction measures and interim targets for the years through 2050, they do not include goals or emission reduction measures to meet the State's SB 32 target by 2030. The GGRP details plans to achieve a 30 percent reduction in GHG emissions from 2005 levels by 2030, which is not consistent with SB 32's 2030 reduction target of 40 percent below 1990 levels. Therefore, the GGRP is not relied on to make significance determinations. However, the project's general consistency with the GGRP will remain part of the analysis.

The City of Mountain View's 2012 Greenhouse Gas Reduction Program (GGRP) includes strategies that reduce greenhouse gas emissions regarding energy, waste, water, transportation, and carbon sequestration. Table 14 summarizes the project's consistency with applicable GGRP measures. As summarized therein, the project would be consistent with the applicable measures of the City's GGRP.

Table 14 Strategy Consistency for GHG Emissions

Policy	Consistency
Measure E-1.8: Building Shade Trees in Residential Development	**Consistent.** The proposed project would include the planting of 48 new trees. The proposed quantity of trees and tree canopy coverage is designed to meet the City of Mountain View's requirements. Street trees would be introduced to Montecito Avenue in a planting strip along the sidewalk.
Measure E-2.3: Residential Solar Photovoltaic Systems	**Consistent**. Photovoltaic panels would be installed on approximately 3,190 square feet of the proposed building's rooftop.
Measure T-1.1: Transportation Demand Management	**Consistent.** The proposed project would involve construction of high-density residential housing within 0.5 mile of a major transit stop (Caltrain Mountain View Station), which would reduce overall trip generation from the proposed project.
Measure CS-1.1: Enhance the Urban Forest	**Consistent.** The proposed project would include the planting of 48 new trees. The proposed quantity of trees and tree canopy coverage is designed to meet the City of Mountain View's requirements. Street trees would be introduced to Montecito Avenue in a planting strip along the sidewalk.

Source: City of Mountain View 2012c

Plan Bay Area 2050

SB 375, signed in August 2008, requires the inclusion of Sustainable Communities' Strategies in Regional Transportation Plans to reduce GHG emissions. The Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG) adopted a Sustainable Communities' Strategies that meets the GHG reduction targets set forth by CARB. Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use, and housing plan that supports a growing economy, provides more housing and transportation choices, and reduces transportation-related pollution in the nine-county San Francisco Bay Area (ABAG 2020). Plan Bay Area 2050 builds on earlier efforts to develop an efficient transportation network and grow in a financially and environmentally responsible way. Plan Bay Area 2050 will be updated every four years to reflect new priorities. The goals of Plan Bay Area 2050 related to GHG emissions include (ABAG 2020):

1. **Climate Protection.** Reduce per capita CO_2 emissions.
2. **Healthy and Safe Communities.** Reduce adverse health impacts.
3. **Open Space and Agricultural Preservation.** Direct development within urban footprint.
4. **Transportation.** Increase non-auto mode share.

The proposed project would redevelop an existing commercial site within urbanized Mountain View with new residential use. The project site is located within 0.5 mile of a major transit stop and would include bicycle storage. These features would facilitate the use of non-auto transportation modes, while reducing adverse health impacts and CO_2 emissions associated with gasoline-powered vehicles. Therefore, the proposed project would be consistent with Plan Bay Area 2050, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

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?	☐	☐	☐	■

Setting

A Phase I Environmental Site Assessment (ESA) was prepared by AEI Consultants in June 2021 (Appendix E). The purpose of this report was to identify hazardous substances or petroleum products and their use, storage, and disposal at and in the vicinity of the subject property. This report includes a review of hazardous material databases, property and surrounding site reconnaissance, and a review of historical sources to ascertain previous land uses at the site and surrounding area.

Previous Land Use

Previous land uses for the project site include agriculture (1939-1956), vacant graded land (1963-1978), and office use (1978-present) (Appendix E). Given the project site was historically used for agricultural purposes, there is a potential that agricultural chemicals, such as pesticides, herbicides, and fertilizers, were used on-site. However, the entire area of the project site is either paved over, or covered by improvements that make direct contact with potential remaining concentrations in the soil unlikely. Additionally, as the project site is developed and used for commercial purposes, no further action related to former agricultural use is warranted at this time (Appendix E). The Phase I ESA did not identify potential environmental concerns in association with the historical use of the project site (Appendix E).

Hazardous Waste Contamination

The Phase I ESA did not identify evidence of recognized environmental conditions, controlled recognized environmental conditions, or historical recognized environmental conditions at the project site (Appendix E). Evidence indicated current or prior use or storage of hazardous substances was not on file for the project site, according to the Mountain View Building Department (Appendix E). However, due to the age of the existing structure on-site, there is a potential that asbestos-containing materials (ACMs) or lead-based paints (LBPs) are present.

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?

Construction Activities

The proposed project would involve the construction of residences, a paved circulation and parking area, and landscaping. 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 environmental and human health. However, the transport, storage, use, or disposal of hazardous materials would be subject to federal, state, and local regulations pertaining to the transport, use, storage, and disposal of hazardous materials, which would assure that associated risks are minimized.

Due to the age of the existing structure on-site, the potential for ACMs and LBPs are present. Implementation of the following condition of approval would reduce potential impacts associated with encountering ACMs and LBPs during project construction.

Standard City of Mountain View Conditions of Approval

The following standard City of Mountain View condition of approval (PL-39, PL-49, PL-50, and PL-191) would reduce impacts associated with hazardous materials.

- **PL-39 Remediation.** The applicant shall work with City staff, the necessary oversight agency (e.g., the U.S. Environmental Protection Agency, the State Department of Toxic Substances Control, State Regional Water Quality Control Board, County of Santa Clara Department of Environmental Health, etc.), and responsible parties, if necessary, to address any site remediation or building design/construction requirements to ensure appropriate on-site improvements in accordance with the oversight agency standard practice; local, State, and Federal regulations; and City Code requirements. Design of remediation equipment, equipment placement, or remediation activities will need to be reviewed and may require approval by all parties. Prior to the issuance of any building or fire permits, the applicant shall either: (a) submit written proof of an approval from the oversight agency of remediation activity and/or building and site design as deemed consistent with the remediation activity; or (b) provide written proof the work is not subject to approval from an oversight agency. A Certificate of Occupancy cannot be issued until final inspections have been completed by the City and the oversight agency, if required.
- **PL-49 Toxic Assessment.** A toxic assessment report shall be prepared and submitted as part of the building permit submittal. The applicant must demonstrate that hazardous materials do not exist on the site or that construction activities and the proposed use of this site are approved by: the City' Fire Department (Fire and Environmental Protection Division); the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or a site toxics mitigation plan has been approved.
- **PL-50 Soil Management Plan.** Prepare a soil management plan for review and approval by the Santa Clara County Department of Environmental Health (SCCDEH). Proof of approval or actions for site work required by the SCCDEH must be provided to the Building Inspection Division prior to issuance of any demolition or building permits.
- **PL-191 Hazardous Materials Contamination.** To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from asbestos-containing materials (ACM) and lead-based paint, the following measures are to be included in the project:
    a. In conformance with local, State, and Federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on the structures.
    b. A registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable ACMs, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to

protect workers from exposure to asbestos. Materials containing more than 1% asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Implementation of this standard City of Mountain View condition of approval (PL-191) would ensure that the proposed project would not lead to a significant impact involving hazardous materials. With implementation of this condition of approval, impacts would be less than significant.

Project Operation

The proposed project would involve construction of new residences. Residential uses typically do not use or store large quantities of hazardous materials, other than those used for household cleaning, maintenance, and landscaping. Therefore, the potential for significant impacts to public or environmental health through the routine transport, use, or disposal of hazardous materials, or accidental release of hazardous materials, 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?

The project site is located approximately 1,213 feet (0.23 miles) east of Stevenson Elementary School, and 350 feet (<0.1 mile) northwest of the Wonder Years Preschool. As described under *a*. and *b*. above, construction activities may involve the use, storage, or transport of hazardous materials. However, the transport, use, storage, and disposal of hazardous materials associated with construction are subject to applicable federal, state, and local regulations to minimize the release of hazardous materials or hazardous emissions into the environment. Operation of the proposed residential use would not involve the handling of hazardous materials, substances, or wastes other than those typically used for household cleaning, maintenance, and landscaping. Therefore, through adherence to applicable regulations, hazardous material impacts to schools would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection at least annually.

There are no leaking underground storage tank (LUST) sites within 0.25 mile of the project site pursuant to Section 65962.5(c)(1), no sites in Santa Clara County listed pursuant to Section 65962.5(c)(2), and no active CDO or CAO sites within 0.25 mile of the project site pursuant to

Section 65962.5(c)(3) (California Environmental Protection Agency [CalEPA] 2021a). Additionally, there are no sites listed per Section 65962.5(a) that are within 0.25 mile of the project site (CalEPA 2021b). Given that the project site is not listed on the hazardous material site databases compiled pursuant to Government Code 65962.5, there would be no impacts involving significant hazards to the environment or public.

According to the Phase I ESA, there is no evidence of the presence of hazardous substances or petroleum products, or a past release of hazardous substances or petroleum products, in, on, or at the project site (Appendix E). The Phase I ESA recommended no further investigation for the project site; thus, impacts involving a significant hazard to the public or the environment 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 nearest airport to the project site is the Moffett Federal Airfield, located approximately 1.6 miles northeast. The project site is not located within the Moffett Federal Airfield Influence Area, and is outside of existing noise level contours, the Runway Protection Zone, Inner Safety Zone, Outer Safety Zone, Turning Safety Zone, and Sideline Safety Zone for the airport (Santa Clara County Airport Land Use Commission 2012). The maximum height of the proposed building (60 feet) is below the minimum elevation established by Federal Aviation Regulations, Part 77, for required filing with the Federal Aviation Administration for airspace safety review, which is 200 feet above ground level. As discussed in Section 13, *Noise*, noise impacts from the Moffett Federal Airfield would not be significant. Therefore, the proposed project would not subject persons working at the site to safety hazards, and there would be no impact from potential air traffic safety risks.

NO IMPACT

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

The Mountain View Fire Department (MVFD) Office of Emergency Services (OES) is responsible for disaster response or other large-scale emergencies in the City of Mountain View. Emergency response is governed by the OES Emergency Plan; according to the Emergency Plan, the commuter train, U.S. 101, Central Expressway, State Highway 85, and State Highway 237 could be used as evacuation routes (City of Mountain View 2012b). The project site is not directly adjacent to any of the above-mentioned evacuation routes, and the proposed project does not include roadway alterations or barriers to the above routes that might impede or inhibit emergency response or evacuation. Therefore, there would be no impact to adopted emergency response or evacuation plans.

NO 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?

The project site is located in an urbanized area that is surrounded by residential and commercial uses. There are no adjacent wildlands or densely vegetated areas located in the project site vicinity that would represent a significant fire hazard. The project site is not located in a Fire Hazard Severity Zone for wildland fires (California Department of Forestry and Fire Protection [CalFIRE] 2007), and the nearest Fire Hazard Severity Zone is located 4.7 miles south, in the Rancho San Antonio Open Space. Thus, the proposed project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires, and 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?	☐	☐	■	☐

Setting

The project site is approximately 1.04 acres and generally flat, and is mostly covered with impervious surfaces (paving and an existing structure). The site drains to an existing storm drain system on Montecito Avenue. The project site is approximately 3.3 miles south of the San Francisco Bay, 0.5 mile west of Stevens Creek, and 0.8 mile southeast of Permanente Creek. Both creeks flow to the north and terminate in the San Francisco Bay.

Regulatory Setting

Clean Water Act

Congress enacted the CWA, formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the U.S. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. The NPDES permit process regulates those discharges (CWA Section 402). NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The project site is in a watershed administered by the San Francisco Bay RWQCB (San Francisco Bay RWQCB 2017).

California Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Control Act of 1967 requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative and numerical water quality standards, and implementation procedures. The criteria for state waters in the region are contained in the *Water Quality Objectives* Chapter of the Basin Plan for the San Francisco Bay RWQCB (San Francisco Bay RWQCB 2017). The Water Quality Control Plan, or Basin Plan, protects designated beneficial uses of State waters through the issuance of Waste Discharge Requirements and through the development of total maximum daily loads. Anyone proposing to discharge waste that could affect the quality of the waters of the State must make a report of the waste discharge to the RWQCB or SWRCB, as appropriate, in compliance with Porter-Cologne.

Santa Clara Valley Urban Runoff Pollution Prevention Program

The City of Mountain View is a contributing city to the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which was established in 1990 in response to federal stormwater NPDES regulations. Pursuant to the SCVURPPP Stormwater C.3 Handbook (SCVURPPP 2016), projects that create or replace 10,000 square feet or more of impervious surface must comply with Provision C.3, which requires “appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address stormwater runoff pollutant discharges and prevent increases in runoff flows.” The proposed project would be subject to this provision and would be required to implement appropriate measures.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara counties, and the cities of Fairfield, Suisun City, and Vallejo. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design,

source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimized size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

The project would be required to comply with all requirements in the Municipal Regional Permit. This permit is currently being reissued by the Regional Water Quality Control Board and has an anticipated effective date of July 2022.

City of Mountain View Municipal Code

Section 8.20.36 **Stormwater Sediment and Erosion Control Plan.** Subsection 5.106.1 of the 2019 California Green Building Standards Code is amended to read as follows: for newly constructed projects of less than one (1) acre, develop and implement a stormwater sediment and erosion control plan that has been designed specific to its site. The stormwater sediment and erosion control plan shall be developed to provide equivalent protection to projects regulated by the state stormwater NPDES construction permit (greater than one (1) acre of disturbed land), and Sec. 35.32.10.1(T) in accordance with the Mountain View city code. The stormwater pollutant control measures that shall be included in the plan are erosion control, run-on and runoff control, sediment control, advanced treatment (as appropriate), good site management and non-stormwater management through all phases of construction until it is fully stabilized by landscaping or the installation of permanent erosion control measures.

Section 8.20.38 **Postconstruction Stormwater Control Requirements.** Section 5.106.3 of the 2019 California Green Building Standards Code is added to read as follows: Postconstruction stormwater controls are required for certain projects as defined and described in Provision C.3 of the Municipal Regional Stormwater NPDES Permit, and Sec. 35.4 of the Mountain View city code.

Section 35.32.3.1 **Discharge to Curbside Gutter, Storm Sewer, Storm Drain, or Natural Outlets.** It shall be unlawful to discharge or cause a threatened discharge to any curbside gutter, storm sewer, storm drain gutter, creek or natural outlet any domestic sewage, sanitary sewage, industrial wastes, polluted waters, construction waste, litter or refuse except where permission is granted by the fire chief. Unlawful discharges to storm drains shall include, but are not limited to, discharges from: toilets, sinks, commercial or industrial processes, cooling systems, air compressors, boilers, fabric or carpet cleaning, equipment

cleaning, vehicle cleaning, swimming pools, spas, fountains, construction activities (e.g., painting, paving, concrete placement, saw cutting, grading), painting and paint stripping, unless specifically permitted by a discharge permit or unless exempted pursuant to regulations established by the fire chief. Additionally, it shall be unlawful to discharge any pollutants or waters containing pollutants that would contribute to violations of the city's stormwater discharge permit or applicable water quality standards.

Section 36.34.30 **Water Conservation in Landscaping Regulations.** The water conservation in landscaping regulations supplement the requirements of this article by providing detailed requirements for landscaping and irrigation systems for select new and rehabilitated landscape areas and are incorporated herein by reference. These regulations further the city's current water conservation efforts, reduce future water demands and comply with state water conservation requirements. New and/or rehabilitated landscaping shall comply with the provisions of the water conservation in landscaping regulations.

Impact Analysis

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

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?

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

Construction Impacts

Project construction would involve demolition of the existing on-site structure and paving, ground-disturbing activities, tree removal and use of heavy construction equipment. During grading activities, soils on the project site would be exposed to wind and water erosion that could transport sediments into local stormwater drains. Additionally, accidental spills of fluids or fuels from construction vehicles and equipment, or miscellaneous construction materials and debris, could be mobilized and transported off-site in overland flow. These contaminant sources could degrade the water quality of receiving water bodies, such as nearby San Francisco Bay, potentially resulting in a violation of water quality standards.

As part of Section 402 of the Clean Water Act (CWA), the U.S. Environmental Protection Agency has established regulations under the NPDES program to control both construction and operation stormwater discharges. In the Bay Area, the San Francisco Regional Water Quality Control Board (RWQCB) administers the NPDES permitting program and is responsible for developing permitting requirements. The proposed project would be subject to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) – NPDES Permit Order No. R2-2015-0049, and all provisions set forth in Section C.3, *New Development and Redevelopment*.

Under the conditions of the permitting program, the applicant would be required to eliminate or reduce non-stormwater discharges into storm drain systems and watercourses and adhere to BMPs for stormwater management during project construction (RWQCB 2015). The proposed project

would not disturb at least one acre of land, so the project would not be required to obtain a General Permit for Discharges of Storm Water Associated with Construction Activity (2009-0009-DWQ General Permit). However, the proposed project would be required to develop a site-specific stormwater sediment and erosion control plan under MVMC Section 8.20.36, as it consists of a newly constructed project that is less than one acre. Stormwater pollutant control measures that should be incorporated in this plan include erosion control, run-on and runoff control, sediment control, advanced treatment as appropriate, site management, and non-stormwater management through all construction phases.

Therefore, with compliance of MRP Order No. R2-2015-0049 requirements and MVMC Section 8.20.36, construction of the proposed project would not violate water quality standards, substantially alter the drainage pattern of the area such that substantial erosion or siltation would occur, or degrade water quality. Impacts during project construction would be less than significant.

Operational Impacts

Large areas of impervious surfaces can result in a greater potential for introduction of pollutants to receiving waters. Urban runoff can carry a variety of pollutants, including oil and grease, metals, sediment, and pesticide residues from roadways, parking lots, rooftops, and landscaped areas, eventually depositing them into adjacent waterways via the storm drain system. The proposed project would decrease the area of impervious surfaces on the project site from 33,160 square feet to 30,620 square feet.

MRP Order No. R2-2015-0049 permits stormwater discharges from municipal separate sewer systems (MS4s), pursuant to NPDES regulations (RWQCB 2015). Section C.3 of the MRP*, New Development and Redevelopment*, addresses post-construction stormwater requirements for new development projects that add and/or replace more than 10,000 square feet of impervious area. As the proposed project would replace more than 10,000 square feet of impervious area within the project site, it must comply with the provisions by the RWQCB in Section C.3. Thus, the proposed project must implement source control requirements to minimize stormwater pollutants in urban runoff, site design and stormwater treatment requirements that limit disturbance of natural water bodies and drainage systems and minimize impacts from stormwater and urban runoff on the biological integrity of water bodies, and sizing criteria for stormwater treatment systems (RWQCB 2015).

Water quality in stormwater runoff is regulated locally by the SCVURPPP, which provides guidance for development projects to meet C.3. requirements set by the San Francisco Bay RWQCB. The SCVURPPP C.3. Stormwater Handbook issues recommendations for low-impact development (LID) techniques so developers may choose appropriate post-construction stormwater control measures for projects (SCVURPPP 2021).

Additionally, the proposed project would include a Stormwater Management Plan that conforms with MRP Order No. R2-2015-0049. The proposed project's Stormwater Management Plan designed mitigation to be achieved via flow-based methods, based on the C.3. Stormwater Handbook. In accordance with the C.3 requirements, the project would be designed to direct runoff from roofs and sidewalks into vegetated areas and would include 740 square-feet of landscaped bioretention areas to treat runoff before entering the stormwater system. Furthermore, the Stormwater Management Plan includes routine maintenance activities for the planned bioretention areas.

By adhering to the provisions of NPDES Permit No. R2-2015-0049, Section C.3, and the Stormwater Management Plan, the proposed project would not result in adverse effects on water quality or in

the violation of water quality standards or waste discharge requirements during construction or operation. The proposed project would also not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. With implementation of measures contained in Permit No. R2-2015-0049 and the Stormwater Management Plan, excessive stormwater runoff, substantial on-site or off-site erosion, and siltation would not occur; the potential for the project to violate water quality standards or substantially degrade water quality would be reduced, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The proposed project would receive its water from the City of Mountain View. Mountain View receives the majority of its drinking water from the City and County of San Francisco's Regional Water System, operated by the San Francisco Public Utilities Commission (SFPUC) (City of Mountain View 2021a). Additional water supplies are provided by Valley Water and local groundwater wells. In 2020, the City of Mountain View's water supply production was 84 percent SFPUC, 10 percent Valley Water, 2 percent groundwater, and 4 percent recycled water (City of Mountain View 2021a).

The City's Urban Water Management Plan states that groundwater supplies are projected to be fully available during all year types through 2045 (City of Mountain View, 2021). As the City of Mountain View only relies on groundwater for a small percentage of its annual water supply, the proposed project would not increase groundwater usage such that a net deficit in aquifer volume would occur.

Development under the proposed project does not include installation of new groundwater wells or use of groundwater from existing wells. The proposed project would decrease the amount of impervious area on the project site to a total of 30,620 square feet, and the construction of stormwater management bioretention areas would allow stormwater runoff from the project site to infiltrate into the ground; thus, the project would not substantially interfere with groundwater recharge of water supply aquifers. The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project impedes sustainable groundwater management of the basin, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The project site is not adjacent to streams or rivers. Stevens Creek, located 0.6 mile east of the project site, is the nearest watercourse to the site and does not flow through the site. Construction of the proposed project would not alter the course of this creek, or other streams or rivers, as no other surface water features are identified in the project area. Project runoff would be directed towards bioretention areas and would not be directed to the banks of a stream or river; thus, the project would not substantially increase the rate or amount of runoff in a manner which would result in flooding on- or off-site.

The proposed project would include three interconnected bioretention basins on the northern side of the project site to treat roof, sidewalk, and patio runoff. According to the Stormwater Management Plan (Carroll Engineering, Inc. 2021; Appendix F), the proposed project would involve an impervious area of 30,620 square feet. In accordance with Santa Clara County C.3 requirements (see discussion above under questions *(a, c.[i],* and *e*), the proposed project would be required to provide 1,095 square feet of stormwater treatment area. The proposed project would provide 1,906 square feet of treatment area through interconnected bioretention basins and would be consistent with the County C.3 requirements. Therefore, the proposed project would not substantially increase stormwater discharge, substantially alter drainage patterns on-site or in the surrounding area, or exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

The Federal Emergency Management Agency (FEMA) is responsible for the preparation of Flood Insurance Rate Maps (FIRMs) that present flood hazard. Flood hazard is expressed as areas that are subject to inundation in a storm with either a 1 percent Annual Exceedance Probability (AEP), also referred to as 100-year-flood, or a 0.2 percent AEP (500-year-flood). The project site is located entirely within FEMA Flood Zone X, which is defined as an area outside the 0.2 percent AEP, and protected by levees from the 1 percent AEP (FIRM Community Panel No.#06085C0039H, effective May 18, 2009; FEMA 2009). As the project site is not located within a FEMA-designated flood zone, impacts concerning flood hazards would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to the Federal Emergency Management Agency (FEMA), the project site is located in Flood Zone X, which is considered an area of minimal flood hazard and is outside of FEMA designated flood zones (FEMA 2009). As mentioned above, the project site is located in an area of reduced flood risk from 1 percent AEP flood events and outside the 0.2 percent AEP flood events. The nearest large body of water to the project site is the San Francisco Bay, which is approximately 3.3 miles north of the project site. The nearest enclosed body of water is the Los Altos Hills Reservoir, approximately 4.2 miles southwest of the project site. As the project site is three miles inland from the San Francisco Bay, and not near an enclosed body of water, the project site would not risk release of pollutants due to inundation by tsunami or seiche. Thus, the project would not risk release of pollutants due to inundation by flooding, tsunamis, or seiches, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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 Neighborhood Commercial in the City's General Plan and is zoned Commercial-Neighborhood. The proposed project would require a General Plan amendment to change the land use designation to High-Density Residential, and a rezone to change the zoning to High Density Multiple-Family (R4).

Regulatory Setting

Mountain View 2030 General Plan

High-Density Residential Definition: The High-Density Residential land use designation allows for multi-family residential uses, parks, and open space. Allowable density on the project site under the proposed new designation would be 36-80 dwelling units per acre.

Mountain View Municipal Code

Pursuant to MVMC Section 36.12.10, the R4 District "is intended for multiple-family housing, including apartments, condominium development, rowhouse development, townhouse development, small-lot, single-family development, and similar and related compatible uses. The R4 zoning district is consistent with the high-density residential land use designation of the general plan." Development standards in the R4 District are summarized below.

Section 36.12.10	**High-Density Multiple-Family Zoning District Standards**
Lot Area	1-acre minimum
Lot Width	160 feet minimum
FAR	1.40 maximum for projects that are equal to or under 40 units per acre; 1.95 maximum for projects between 41 and 50 units per acre; or 2.30 maximum for projects that are between 51 and 80 units per acre.

Setbacks	Front: 15 feet minimum Side: 10 feet minimum (1-2 stories); 15 feet minimum (for 3 stories or more) Street Side: 15 feet minimum Rear: 15 feet minimum
Height limit	Maximum building height (to ridge): 70 feet; and Maximum wall height: 60 feet
Open Area/Landscape	30 percent of total site, minimum

Impact Analysis

a. Would the project physically divide an established community?

The proposed project would involve development of residences on approximately 1.04 acres of land currently occupied by an office building. No operational or structural changes are proposed that would separate connected areas physically or socially, and no linear features, such as roads or other barriers to movement, are proposed. The project would have no impact regarding physical division of an established community.

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?

The proposed project's consistency with the City of Mountain View's General Plan land use designation and key Zoning Ordinance provisions is discussed below.

Mountain View 2030 General Plan

The project site currently has a land use designation of Neighborhood Commercial. As described in the City's General Plan, the Neighborhood Commercial designation promotes commercial activity for surrounding neighborhoods, and allows land uses such as retail and personal services, parks, plazas, and open space (City of Mountain View 2012a). The proposed project would require a land use designation change from Neighborhood Commercial to High-Density Residential. The High-Density Residential designation is intended for multi-family housing, and allows land uses such as multi-family residential, parks, and open space (City of Mountain View 2012a).

The City's General Plan identifies policies to guide land use patterns to strategically accommodate future growth while preserving and enhancing the city as a whole. The proposed project's consistency with selected City goals and policies is described in Table 15.

Table 15 General Plan Consistency

General Plan Goal or Policy	Proposed Project Consistency
Policy LUD 3.1: Land use and transportation. Focus higher land use intensities and densities within a half-mile of public transit service, and along major commute corridors.	**Consistent.** The proposed project would involve construction of high-density residential housing within 0.5 mile of a major transit stop and near three existing bus and shuttle stops along Shoreline Boulevard.
Policy LUD 3.5: Diversity. Encourage residential developments serving a range of diverse households and incomes.	**Consistent.** The proposed project is a 100 percent affordable multi-family development.
Policy LUD 6.3: Street presence. Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.	**Consistent.** The proposed project would provide landscaping along Montecito Avenue, along with a barbeque patio located at the southwest corner of the property that provides a visual terminus at the driveway.
Policy LUD 10.6: On-site energy technologies. Support on-site renewable energy technologies that help reduce community energy demand.	**Consistent**. Photovoltaic panels would be installed on approximately 3,190 square feet of the proposed buildings' rooftops.
Policy LUD 10.9: Sustainable roofs. Encourage sustainable roofs to reduce a building's energy use, reduce the heat island effect of new and existing development and provide other ecological benefits.	**Consistent**. Photovoltaic panels would be installed on approximately 3,190 square feet of the proposed buildings' rooftops.
Policy INC 5.5: Landscape efficiency. Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient irrigation techniques.	**Consistent**. Proposed landscaping would include low and moderate water use plants. No high water use plants are included in the proposed landscaping plan. Spray and drip irrigation methods would be used for landscaping.
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.	**Consistent**. The proposed project would involve the installation of three bioretention basins designed to treat stormwater runoff, consistent with MRP requirements.
Policy INC 14.2: Solar energy. Encourage active and passive solar energy use	**Consistent**. Photovoltaic panels would be installed on approximately 3,190 square feet of the proposed building's rooftop.
Policy POS 1.2: Recreation facilities in new residential developments. Require new development to provide park and recreation facilities.	**Consistent.** The proposed project would include garden areas for family gathering and children's play, a barbeque patio, and a designated children's play area.
Policy POS 12.2: Urban tree canopy. Increase tree canopy coverage to expand shaded areas, enhance aesthetics and help reduce greenhouse gases.	**Consistent.** The proposed project would include planting of 48 new trees. The proposed quantity of trees and tree canopy coverage is designed to meet the City of Mountain View's requirements. Street trees would be introduced to Montecito Avenue in a planting strip along a new detached sidewalk.
Policy POS 12.4: Drought-tolerant landscaping. Increase water-efficient, drought-tolerant, and native landscaping where appropriate on public and private property	**Consistent**. Proposed landscaping would include low and moderate water use plants. No high water use plants are included in the proposed landscaping plan. Spray and drip irrigation methods would be used for landscaping.

City of Mountain View Zoning Ordinance

The project site is currently zoned as Commercial-Neighborhood (CN). The CN district provides convenient shopping for surrounding residential neighborhoods, and is not intended for uses that may attract traffic from outside the local area (Mountain View Municipal Code [MVMC] Section 36.18). The proposed project would involve a zone change for the project site, from CN to High-Density Multiple-Family(R4). The R4 district is intended for multiple-family housing, including

apartments, condominiums, and similar or related compatible uses (MVMC Section 36.10). The R4 district is consistent with the High-Density Residential land use designation of the General Plan.

The proposed R4 zoning would allow for the proposed project including potential for a density bonus. The R4 Zone allows up to 80 dwelling units per acre (du/ac), or 83.18 base units for this project, which rounds to 84 units. The project meets all other requirements of the R4 zone, including a minimum one-acre site, 160 feet lot width, and 70 feet maximum building height limit. Additionally, the project applicant request a 1.2 percent density bonus to 81.73 du/ac to allow one additional unit beyond the 84 dwelling units allowed per the parcel size under the proposed R4 zoning (85 units total).

A ten-foot Public Utility and five-foot Wire Clearance Easement run alongside the south/rear property line, and a five-foot Public Utility Easement and five-foot Wire Clearance Easement run along the western property line. The proposed project would adhere to minimum space requirements for these easements.

Pending approval of the requested general plan land use designation change, zone change, and density bonus, the proposed project would not conflict with the City of Mountain View's General Plan or zoning ordinance. Therefore, the proposed project would not cause a significant environment impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding an environmental effect, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to mapping completed 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 Environmental Impact Report for the City's 2030 General Plan states that no minerals or aggregate resources of statewide importance are located within Mountain View (City of Mountain View 2012b). Thus, the project site contains no known mineral resources that would be of value to the region and the residents of the state. The proposed project would not result in a loss of available minerals. The project would have no impact regarding the loss of availability of a known or locally important mineral resource.

NO IMPACT

This page intentionally left blank.

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?	☐	☐	☐	■

Fundamentals of Noise

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called "A weighting" is used to filter noise frequencies that are not audible to the human ear. A weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the "A-weighted" levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards involving the human perception of noise. In this analysis, all noise levels are A weighted, and "dB(A)" is understood to identify the A weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB change is a 100-fold difference, 30 dB is a 1,000-fold increase, etc. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

Human perception of noise has no simple correlation with acoustical energy. The perception of noise is not linear in terms of dB(A) or in terms of acoustical energy. Two equivalent noise sources combined do not sound twice as loud as one source. It is widely accepted that the average healthy

ear can barely perceive changes of 3 dB(A), increase or decrease; that a change of 5 dB(A) is readily perceptible; and that an increase (decrease) of 10 dB(A) sounds twice (half) as loud (Caltrans 2013).

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. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this analysis are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).

- The L_{eq} is the level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. For example, $L_{eq(1h)}$ is the equivalent noise level over a 1-hour period and $L_{eq(8h)}$ is the equivalent noise level over an 8-hour period. $L_{eq(1h)}$ is a common metric for limiting nuisance noise whereas $L_{eq(8h)}$ is a common metric for evaluating construction noise.
- The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

Propagation

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. Over some time interval, the movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). 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 and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

The City does not have quantitative vibration limits. Therefore, vibration limits used in this analysis to determine construction impacts are based on information contained in Caltrans' *Transportation and Construction Vibration Guidance Manual* and the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (Caltrans 2020; FTA 2018). Per these documents, the vibration limits used for residential structure damage is 0.2 in/sec PPV and for distinctly perceptible human annoyance is 0.24 in/sec PPV.

Regulatory Setting

The goals and policies contained in the *Mountain View 2030 General Plan* Noise Element focus on minimizing human exposure to excessive noise by evaluating noise exposure risks and incorporating appropriate mitigation measures. In support of these goals, the General Plan contains a table of exterior noise compatibility standards for various land uses (shown in Table 16) to determine potential noise exposure impacts, noise compatibility thresholds and the need for mitigation.

According to the City's noise standards showing in Table 16, the highest level of exterior noise exposure regarded as "normally acceptable" for multi-family residences is 60 DNL. DNL, or Day Night Average, is an average 24-hour noise measurement that factors day and night noise levels.

Additionally, consistent with State noise insulation standards (California Building Code Title 24), the City's General Plan policy NOI 1.2, *Noise-sensitive land uses*, states the maximum acceptable interior noise level for all new residential units is 45 DNL. (City of Mountain View 2012a). This policy also specifies the maximum acceptable exterior noise level for multi-family private or community outdoor recreation use areas is 65 DNL; this standard does not apply to private decks or balconies in multi-family residential developments.

Table 16 City of Mountain View Outdoor Noise Environment Guidelines

Land Use Type	Highest Level of Exterior Noise Exposure that is Regarded as "Normally Acceptable"[1] (DNL or CNEL)
Residential—Single-Family, Duplex, Mobile Homes	55
Residential—Multi-Family, Transient Lodging-Motels, Hotels	60
Schools, Libraries, Churches, Hospitals, Nursing Homes	60
Auditoriums, Concert Hall, Amphitheaters, Sports Arenas, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	68
Golf Courses, Riding Stables, Water Recreation, Cemeteries	70
Office Buildings, Business, Commercial, and Professional	68
Industrial, Manufacturing, Utilities, Agriculture	70

[1] "Normally Acceptable" means that the specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise mitigation or insulation requirements.
Source: City of Mountain View 2012a

Section 8.70 of the Mountain View Municipal Code (MVMC) limits construction activities to the hours below:

- Monday through Friday between 7:00AM and 6:00PM.

This section of the MVMC also prohibits construction activities on Saturdays, Sundays, and holidays. Section 21.26 of the MVMC prohibits the unpermitted operation of stationary equipment that would produce a noise level exceeding 55 dBA (50 dBA at night); the City's General Plan aims to uphold this threshold through General Plan policy NOI 1.7, *Stationary sources*, which encourages restriction of noise levels through enforcement of the City's Noise Ordinance.

As the MVMC does not provide quantitative construction noise thresholds for daytime construction, FTA thresholds are used in this analysis. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential, commercial, and industrial uses, the daytime noise threshold is 80 dBA L_{eq}, 85 dBA L_{eq}, and 90 dBA L_{eq} for an 8-hour period, respectively.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive receptors generally include single- and multi-family residences, hotels, motels, schools, libraries, places of worship, hospitals, and nursing homes. Sensitive receptors in the project vicinity include residences to the west and south, as well as a pre-school located approximately 350 feet to the southeast. The proposed project also includes the siting of new sensitive receptors (future project residents).

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 could generate temporary noise increases during construction and long-term increases associated with project operation.

Construction Noise

Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas.

Project construction would occur nearest to the multi-family residences to the west and south that are located adjacent to the project site. Over the course of a typical construction day, construction equipment would be located as close as 25 feet to the adjacent properties, but would typically be located at an average distance farther away due to the nature of construction and the lot size of the project. For example, during a typical construction day, the equipment may operate across the horizontal distance of the site (300 feet) or vertical distance (130 feet) from a nearby noise receiver. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 100 feet from adjacent multi-family residences.

FTA's daytime construction noise limit is 80 dBA for residential uses; therefore, project construction noise levels would not exceed construction noise thresholds. Therefore, impacts from construction noise would be less than significant. Therefore, impacts from construction noise would be less than significant. FTA's daytime construction noise limit is 80 dBA for residential uses; therefore, project construction noise levels would not exceed construction noise thresholds. Therefore, impacts from construction noise would be less than significant. Construction noise is typically loudest during activities that involve excavation and move soil, such as site preparation and grading. A potential high-intensity construction scenario includes a grader, loader, and dozer working during grading to excavate and move soil. At a distance of 100 feet, grader, loader, and dozer would generate a noise level of 77 dBA $L_{eq,}$ (RCNM calculations are included in Appendix G). FTA's daytime construction noise limit is 80 dBA for residential uses; therefore, project construction noise levels would not exceed construction noise thresholds.

MVMC Section 8.70 limits the hours of construction and maintenance activities to the less sensitive hours of the day (7:00 a.m. – 6:00 p.m. Monday through Friday) and prohibits construction on Saturdays, Sundays, and holidays. The project would comply with these limitations. As a result, construction would not occur during recognized sleep hours for residences. The project site is located in an urbanized area where some construction noise is expected, and the construction methods and equipment would be typical for residential construction in urban and suburban areas; for example, no pile-driving or major excavation would be required. Proposed project construction would be within the range of typical construction noise for an urbanized area. Impacts from construction noise would be less than significant.

On-Site Operational Noise

Operational noise associated with the proposed project would be typical of residential uses in an urbanized neighborhood and would not have a significant impact on ambient noise levels. The

primary on-site noise sources associated with operation of the proposed project would include vehicle circulation noise (e.g., engine startups, alarms, parking) associated with the on-site roads; heating, ventilation, and air conditioning (HVAC) equipment in proposed residential units; outdoor recreational noise at common and private open space areas; and use of landscaping equipment.

The project site is located along Montecito Avenue and is surrounded by residential and commercial uses. Therefore, the project site vicinity is already exposed to typical vehicle circulation noise, HVAC noise, recreational noise, and landscape equipment noise associated with existing uses in the project vicinity. Operation of the proposed residential buildings would not generate sources of noise that are new to the existing surrounding area. Furthermore, these noise-generating activities would be similar to those of existing residences in the immediate vicinity of the project site and would result in a negligible change to existing noise levels. Operation of the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels. Impacts would be less than significant.

Off-Site Traffic Noise

The proposed project would generate new vehicle trips and incrementally increase traffic on area roadways, which would increase roadway noise at nearby residences to the northwest along Montecito Avenue. As discussed in Section 17, *Transportation*, the proposed project would generate approximately 316 daily vehicle trips. All new trips would be added to Montecito Avenue, as it provides the only entrance to the project site. Montecito Avenue provides access to Shoreline Boulevard, the closest arterial to the project site. Average daily traffic along Shoreline Boulevard, between Montecito Avenue and Central Expressway, is estimated to be approximately 26,800 vehicles (City of Mountain View 2012b). Therefore, for this analysis traffic with the project is estimated to be 27,116 vehicles.

The proposed project's contribution to roadway noise was evaluated through a calculation by comparing existing traffic noise levels with operation of the project. Generally, a doubling of traffic (i.e., 100 percent traffic increase) would increase noise levels by approximately 3 dBA, which is the human level of perception for an increase in noise (FTA 2018). The proposed project's traffic addition would result in an approximately 1.2 percent increase in average daily traffic along Shoreline Boulevard. Thus, the proposed project would result in a noise increase of approximately 0.04 dBA. Such an increase would be not perceptible and would not lead to higher ambient noise levels; therefore, 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?

Construction activities known to generate excessive groundborne vibration, such as pile driving, are not proposed. The greatest anticipated source of vibration during general project construction activities would be from a dozer, which may be used within 25 feet of the nearest off-site structure. A dozer creates approximately 0.089 in/sec PPV at a distance of 25 feet (Caltrans 2020). This vibration level is lower than the human annoyance threshold of 0.24 in/sec and the residential structure threshold of 0.2 in/sec PPV. Therefore, temporary impacts associated with construction would be less than significant.

The project does not include substantial vibration sources associated with operation. 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 nearest airport to the project site is the Moffett Federal Airfield, located approximately 1.6 miles northeast. The project site is not located within the Moffett Federal Airfield Influence Area and is outside of existing noise level contours, the Runway Protection Zone, Inner Safety Zone, Outer Safety Zone, Turning Safety Zone, and Sideline Safety Zone (Santa Clara County Airport Land Use Commission 2012). Thus, the proposed project would not subject residents at the site to excessive noise and there would be no impact.

NO IMPACT

This page intentionally left blank.

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 California Department of Finance (DOF), Mountain View has an estimated population of 83,864 with 38,916 housing units (DOF 2022). The average number of persons per household is estimated at 2.35. The City of Mountain View General Plan Environmental Impact Report provides projections for the City's population through the year 2030. The population of Mountain View is projected to be 88,570 by the year 2030 (City of Mountain View 2012a).

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 new residences and would directly generate population growth in the City of Mountain View. The City's General Plan bases growth projections on General Plan land uses and economic assumptions, including expected types of building and future demand for housing and commercial uses (City of Mountain View 2012a). The City's General Plan EIR projects that population growth until 2030 would occur primarily due to construction of new housing in the City (City of Mountain View 2012b). Additionally, development of new housing units is supported by General Plan policies, which encourage construction of affordable housing and transit-oriented residential development.

The proposed project would add 85 affordable housing units or approximately 200 new residents to the City[3]. As stated above, the current population of Mountain View is 83,864, and the projected 2030 population is 88,570, meaning that the City's population is expected to increase by 4,706 persons by 2030. The 200 new residents added by the proposed project would constitute approximately 4 percent of the total growth until 2030[4]. Thus, the addition of 85 new units and 200

[3] 85 units x 2.35 persons per unit [DOF 2022] = approximately 200 new residents)
[4] [(200/4,706) x 100] = 4.25

new residents to the City of Mountain View would be within the growth envisioned under the City's General Plan and would not represent 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 is currently developed with a 12,300-square-foot office building. Demolition of the existing structure is included as part of the proposed project; however, the office building does not provide housing and the project would not displace housing or people. The proposed project would have no impact regarding the displacement of substantial numbers of existing people or housing and would not necessitate the construction of replacement housing elsewhere.

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 Mountain View Fire Department (MVFD) provides fire and emergency medical services to the City. MVFD maintains five fire stations; the project site is served by Fire Station No. 1, located at 251 South Shoreline Boulevard, approximately 0.6-mile south of the project site. Each station has at least three firefighters on duty at any given time. The MVFD fleet includes seven fire engines, one rescue vehicle, one hazardous materials vehicle, and one fire truck. In the 2020-2021 fiscal year, MVFD responded to 8,512 incidents, most of which were rescue and EMS (6,003 calls). Other incidents include fire, good intent, hazardous conditions, overpressure/explosions, and false alarms (MVFD 2021).

The Mountain View Police Department (MVPD) provides police protection services to the City. MVPD operates one police station and employs 181 individuals, including approximately 74 police officers. In 2020, MVPD received 27,127 total calls for service, of which 1,126 were emergency calls. MVPD officers were on the scene in less than four minutes for 709 of these emergency calls. In 2020, MVPD recorded 4,440 reported crimes and had an arrest rate of 23.05 arrests per 1,000 residents (MVPD 2020).

The Mountain View-Whisman School District (MVWSD) and Mountain View-Los Altos High School District (MVLA) provide public education services to the City. MVWSD operates nine elementary schools (grades K – 5) and two middle schools (grades 6 – 8), and as of June 2021 the district served

4,765 students (MVWSD 2021). MVLA operates three high schools and one adult school, and as of the 2021 academic year the district served approximately 5,000 students (MVLA 2021).

The Mountain View Community Services Department maintains parks through the Parks Division and maintains recreational facilities through the Recreation Division. The Parks Division manages 35 parks and four miles of bicycle and pedestrian trails in the City and is also responsible for the maintenance of Shoreline at Mountain View and other regional open space. This totals over 1,000 acres of parks and open space (City of Mountain View 2012a). According to the 2030 General Plan, the City has nearly 1,000 acres of parks and open space, and the City adopted a standard of three acres of parkland per 1,000 residents (City of Mountain View 2012a). The Recreation Division operates a center for performing arts, a community center, four community gardens, two pools, two historic buildings, and a senior center, among other facilities (City of Mountain View 2021b).

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?

Fire protection and emergency medical services are provided to the City by the Mountain View Fire Department. The project site is served by Fire Station No. 1, located at 251 South Shoreline Boulevard, approximately 0.6-mile south of the project site.

The project site is surrounded by residential and commercial development that is currently served by the City's Fire Department. The proposed project would incrementally increase demand for fire and emergency medical services. According to the City's General Plan, the Fire Department reviews all new development plans, including building design and access for emergency vehicles, to ensure they meet fire and safety codes (City of Mountain View 2012a). In 2019, the City of Mountain View adopted the 2018 Edition of the International Fire Code and the 2019 Edition of the California Fire Code as the City's Fire Code (MVMC Section 14.10.1). Both the International Fire Code and the California Fire Code contain regulations and accepted practices concerning fire prevention, fire protection, life safety, and storage and handling of hazardous materials. The proposed project would also be required to comply with City requirements for fire access and onsite fire prevention facilities.

As described in Section 14, *Population and Housing*, the proposed project would not generate growth beyond that anticipated in the General Plan. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities and would not require construction of new fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives. 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?

Law enforcement services in the City and to the project site are provided by the Mountain View Police Department (MVPD) (City of Mountain View 2012a). The nearest police station to the site is located at 1000 Villa Street, approximately 0.7-mile south of the project site. The proposed project would involve the construction of 85 new residential units on a site surrounded by existing development currently served by the MVPD. Although the proposed project would incrementally increase the demand for police services, the project site is located in the vicinity of the City's police headquarters, and was envisioned as part of future residential development in the City's General Plan. The proposed project would not require the construction or expansion of police protection facilities to maintain acceptable service ratios and response times, thus, impacts to police protection 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 project site is served by the Mountain View-Whisman School District (MVWSD), which only serves residents of Mountain View, as well as the Mountain View-Los Altos Union High School District (MVLA HUSD), which provides high school services to Mountain View, Los Altos, and Los Altos Hills (City of Mountain View 2012b). The General Plan EIR states that construction of new housing in the City as a result of General Plan implementation could generate approximately 1,514 new students (City of Mountain View 2012b), and that new school facilities would be needed to accommodate anticipated increases in student enrollment. The MVWSD Master Facilities Plan (MFP), developed after completion of the General Plan EIR, prioritizes projects regarding school safety and expansion when considering City growth until 2029. The MFP concluded that schools have capacity to accommodate growth within the next five years, but that additional facilities would be needed to accommodate growth within the next ten years (MVWSD 2019).

The proposed project would add 200 new residents to the City of Mountain View. Considering the proposed project would constitute 0.5 percent of the anticipated population growth within the General Plan, the addition of new students as a result of the proposed project would not constitute substantial growth that would require new or expanded school facilities.

Additionally, pursuant to Senate Bill 50 (Section 65995(h)), payment of mandatory fees to the affected school district would reduce potential school impacts to a less than significant level under CEQA. As discussed in Section 14, *Population and Housing*, the proposed project would not result in unplanned substantial population growth. Given the minor population increase from the proposed project and prioritization of school expansion within the MFP, the proposed project would have less than significant impacts regarding school provision and service ratios.

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, 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?

The City of Mountain view contains nearly 1,000 acres of parks and open space, as well as an interconnected system of trails, City-owned community facilities, and recreational and arts programs and services (City of Mountain View 2012a). The proposed project would include a total of 3,503 square feet of private residential unit open space, as well as a total of 9,700 square feet of common open space areas including a front courtyard, amenity deck, and rear courtyard. The proposed project would also include recreational areas onsite such as defined garden areas, a barbeque area, and a children's play area.

MVMC Section 41.6 states that for residential developments with high dwelling density, each dwelling unit must have 0.006 acre of land dedicated for parks and open space. The proposed project would have 85 dwelling units and thus would require 0.51 acre, or 22,216 square feet of parks and open space. Project plans include 9,700 square feet of common open space area. However, nearby recreational facilities include mini parks such as San Veron Park and Jackson Park, as well as regional parks intended to serve the entire City, such as the Stevens Creek Trail and Shoreline at Mountain View Regional Park. The City's standard specifies at least three acres of parkland per 1,000 residents. In 2010, Mountain View's 972 acres of parkland exceeded this standard, with about 13.5 acres of parkland per 1,000 residents (City of Mountain View 2012a).

It can be assumed that residents would utilize existing recreational facilities; however, the proposed recreational facilities offered by the project would reduce the demand on pre-existing parks and would not increase the use of existing recreational facilities such that substantial physical deterioration is accelerated. Therefore, the proposed project would have a less than significant impact with respect to City parks.

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 other 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?

As discussed in Section 14, *Population and Housing*, the proposed project would not result in unplanned substantial population growth in the City of Mountain View, and is consistent with growth anticipated in the City's General Plan. Impacts to stormwater, wastewater, and water facilities are discussed in Section 19, *Utilities and Service Systems*. The proposed project involves demolition of an existing office building and construction of new residential units and would not result in a material effect on the need for additional public facilities. Therefore, the proposed project would not substantially increase demand for public facilities, and impacts 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?	☐	☐	■	☐

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?

The City of Mountain view contains nearly 1,000 acres of parks and open space, as well as an interconnected system of trails, City-owned community facilities, and recreational and arts programs and services (City of Mountain View 2012a). The proposed project would include private open space for each residential unit, which ranges depending on story level (Level 1 has 255 square feet; Levels 2, 3, and 4 have 837 square feet; Level 5 has 737 square feet). The proposed project would also include common usable open space, such as a front courtyard (3,400 square feet), an amenity deck (3,500 square feet) and a rear courtyard (2,800 square feet); as well as defined garden areas, a BBQ area, and a children's play area.

MVMC Section 41.6 states that for residential developments with high dwelling density, each dwelling unit must have 0.006 acre of land dedicated for parks and open space. The proposed project would have 85 dwelling units and thus would require 0.51 acre, or 22,216 square feet of parks and open space. Project plans include 9,700 square feet of common open space area. However, nearby recreational facilities include mini parks such as San Veron Park and Jackson Park, as well as regional parks intended to serve the entire City, such as the Stevens Creek Trail and Shoreline at Mountain View Regional Park. The City's standard specifies at least three acres of parkland per 1,000 residents. In 2010, Mountain View's 972 acres of parkland exceeded this standard, with about 13.5 acres of parkland per 1,000 residents (City of Mountain View 2012a).

It can be assumed that residents would utilize existing recreational facilities; however, the proposed recreational facilities offered by the project would reduce the demand on pre-existing parks and would not increase the use of existing recreational facilities such that substantial physical

deterioration is accelerated. Therefore, the proposed project would have a less than significant impact with respect to City parks.

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?	☐	☐	☐	■

The information and analysis included in this section is based upon a Multi-Modal Transportation Analysis prepared by TJKM Consultants in February 2022 (Appendix TRA).

Regulatory Setting

Senate Bill 743 and Vehicle Miles Traveled

Senate Bill (SB) 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under the California Environmental Quality Act (CEQA). SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

SB 743 implements changes to the method for performing transportation impact analyses under CEQA. SB 743 requires the Governor's OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resource Code, § 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of

service (LOS), with VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

City of Mountain View

CEQA Guidelines Section 15064.3(b) indicates that land use projects would have a significant impact if the project resulted in vehicle miles traveled (VMT) exceeding an applicable threshold of significance. In June 2020, the City of Mountain View adopted the following thresholds of significance for VMT analysis according to guidance from OPR:

- **Residential:** 15 percent below existing nine-county Bay Area regional reference average VMT per capita
- **Office:** 15 percent below existing nine-county Bay Area regional reference average VMT per employee
- **Retail:** Net increase in total VMT (difference in total VMT in the area affected with and without the project).
- **Mixed-Use and all other Project Types:** Each land use within a mixed-use project, and all other project types, shall be evaluated independently by applying the most appropriate threshold of significance from above to each land use type included in the project

In addition, the City of Mountain View has developed screening criteria to provide project applicants with a conservative indication of whether a project could result in potentially significant VMT impacts. If the screening criteria are met by a project, the applicant would not need to perform a detailed VMT assessment for their project. The project meets the affordable housing screening, as it is a project with 100 percent affordable housing, and thus does not need to include a detailed VMT assessment, as described within threshold (b).

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?

As the Congestion Management Agency for Santa Clara County, the Valley Transportation Authority (VTA) is responsible for establishing, implementing, and monitoring the County's Congestion Management Program (CMP). Through its implementation of the CMP, the VTA works to reduce traffic congestion and improve land-use decision-making and air quality. The proposed project would not involve intersections included within the CMP, and thus CMP intersections are not considered in the analysis (Appendix TRA)

The proposed project would not conflict with adopted policies, plans, or programs regarding alternative transportation as the proposed project would not result in a significant impact to or inconsistencies with existing or planned pedestrian or bicycle polices, guidelines, or standards in the immediate vicinity of the project site. Furthermore, the proposed project meets all transportation requirements in the zoning ordinance of the City's Municipal Code (Appendix TRA). The proposed project would not involve the obstruction, removal, or relocation of, or excessive additional demand for, existing transit, pedestrian, or bicycle facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

In June 2020, the City adopted a new transportation policy, Resolution No. 18484, that established Vehicle Miles Traveled (VMT) as the methodology for evaluating transportation impacts of new developments (Appendix TRA). The Mountain View Multi-Modal Transportation Analysis Handbook outlines detailed screening criteria of the need to conduct a CEQA VMT analysis; for the proposed project, the Affordable Housing Screening and Transit Screening were applicable.

The Affordable Housing Screening threshold states that projects with 100 percent affordable housing do not require a CEQA VMT analysis, and the Transit Screening threshold states that all projects within a half-mile of a major transit stop or high-quality transit corridor do not require a CEQA VMT analysis. The proposed project would include 100 percent affordable housing and is 0.5 mile from the Caltrain Mountain View Station, 700 feet from a Santa Clara Valley Transportation Authority Local Route 40 stop, approximately 0.47 mile from a Mountain View Transportation Management Association Shuttle Route B stop, and 0.36 mile from a Mountain View Community Shuttle stop (Appendix H). The proposed project thus meets the Affordable Housing Screening and Transit Screening criteria (Appendix H), and impacts regarding VMT would be less than significant pursuant to the City's VMT thresholds.

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)?

Project implementation would occur on an existing parcel and would not alter or effect existing street and intersection networks. Sufficient turning areas and access opportunities for truck and passenger vehicle access are proposed in accordance with City requirements. No new roadways or alterations to existing roadway design would occur, save for an internal drive aisle to access the project site from Montecito Avenue. Vehicles exiting each driveway would continue to have a clear line of sight to each other. To reduce the potential for conflicts to occur between vehicles exiting the driveway in the same direction, the proposed project would include the installation of a stop sign at the project driveway to ensure that vehicles exiting the project site would come to a complete stop and yield to all conflicting traffic. In addition, the proposed project would be required to comply with the City's design standards for vehicular access and circulation and the Fire Code. Compliance would prevent hazardous design features and would ensure adequate and safe site access and circulation. The proposed project involves construction and operation of a residential building and would not introduce an incompatible use to circulation networks. There would be no impact.

NO IMPACT

d. Would the project result in inadequate emergency access?

The project site is directly accessible via Montecito Avenue. The proposed project would be required to comply with all building, fire, and safety codes; additionally, the project site would be subject to final review by the City of Mountain View Public Works Department and the Mountain View Fire Department (Appendix TRA). Review from these agencies would ensure the project site includes adequate vehicular access for emergency vehicles, and that all existing and/or newly constructed emergency facilities, such as fire hydrants, are clearly marked, unobstructed, and accessible for emergency responders. Furthermore, the proposed project would not require temporary or

permanent closures to roadways. There would be no impact involving inadequate emergency access.

NO 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), or	☐	☐	■	☐
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 Cod 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.	☐	☐	■	☐

Existing Setting

Rincon Consultants conducted a search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center located at Sonoma State University on December 15, 2021. The CHRIS search was conducted for the project site and a 0.5-mile radius surrounding it. The search identified 26 previously recorded resources, none of which are located within or adjacent to the project site and none of which are archaeological in nature. The search did not indicate the presence of known cultural resources within the project site. Rincon additionally conducted an archaeological survey of the project site on March 30, 2022. The survey was negative for cultural remains and/or archaeological resources.

Rincon additionally completed a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) for the project. The NAHC SLF search was positive. The NAHC additionally provided a list of nine Native American tribes culturally affiliated with the project site. A positive SLF search result indicates the presence of cultural resources known to the NAHC in the vicinity of the project site, but it does not provide specific locations of cultural resources as part of the search. Therefore, a positive SLF search alone does not indicate the presence of cultural resources within the project site or its immediate vicinity.

Assembly Bill (AB) 52, detailed in the *Regulatory Setting* below, requires lead agencies to conduct formal consultation with California Native American tribes during the CEQA process to identify tribal

cultural resources that may be subject to significant impacts by a project. In compliance with AB 52, the City sent letters on May 30, 2022 to the nine Native American contacts provided by the NAHC requesting that they contact the City If they wanted to consult on the project.

The City received one response. On May 31, 2022, the City received an email response from Kanyon Sayers-Roods on behalf of the Indian Canyon Mutsun Band of Costanoan. Ms. Sayers-Roods stated that the project site "overlaps or is near the management boundary of a potentially eligible cultural site" and that she was interested in in consulting on the project. She also provided the following recommendations for the project: the presence of a Native American monitor and an archaeologist on-site at all times during any/all ground disturbing activities, and cultural sensitivity training at the beginning of the project. Despite follow up emails, the City was unable to contact Ms. Sayers-Roods to set up a consultation meeting. In a letter dated July 13, 2022, and emailed to Ms. Sayers-Roods the same day, the City indicated that, based on her request, standard conditions of approval would be implemented for the project.

Regulatory Setting

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 progress for California tribes regarding those resources. The consultation progress 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 progress are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

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?

Neither the CHRIS search nor the archaeological survey identified cultural resources listed on or eligible for listing on the CRHR or a local register within the project site. However, there is always potential to uncover buried archaeological and/or Tribal cultural resources during ground disturbing activities, such as the excavation and grading that would be required for project construction. Therefore, the project will be required to comply with the following standard City conditions of approval.

Standard City of Mountain View Conditions of Approval

- **PL-203 Native American Archaeological Monitor.** A Native American archaeological monitor shall be present for all ground-disturbing activities throughout the project construction process.
- **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' 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, will develop a treatment plan that could include site avoidance, capping, or data recovery.

Implementation of these standard City conditions of approval would reduce impacts to tribal cultural resources to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

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?	☐	☐	■	☐

Setting

The information and analysis included in this section is based primarily upon a Utility Impact Study prepared by Schaaf and Wheeler Consulting Civil Engineers in January 2022 (Appendix I).

Potable Water

Potable water would be provided to the project by the City of Mountain View, which receives its water supply from three sources. The San Francisco Public Utilities Commission (SFPUC) provides 87 percent of Mountain View's water supply. According to SFPUC, most of its water is sourced from Sierra Nevada Mountains snowmelt. Other sources include the Hetch Hetchy Regional Water System, located in Yosemite National Park; regional watersheds, including Alameda, Peninsula, and

Upper Tuolumne; and various groundwater sources (SFPUC 2021). Remaining supply is provided by the Santa Clara Valley Water District (SCVWD) (10 percent) and local groundwater sources (3 percent). Small parts of the City receive water supplied by California Water Company (City of Mountain View 2013).

According to the City's 2020 Urban Water Management Plan (UWMP), the City's service population is 79,772 residents. The City's municipal water system consists of three pressure zones with three wholesale water turnouts, as well as four reservoirs, three pump stations, four active groundwater supply wells, and over 188 miles of water conveyance pipelines. The UWMP forecasts future water demand for the year 2045, which is projected to be 15,894 acre-feet per year (AFY) in a base-case scenario or 13,361 AFY with improvements to plumbing codes and conservation efforts. The UWMP also forecasts that commercial, industrial, and institutional buildings will have a projected demand of 2,411 AFY in 2045 (City of Mountain View 2021a).

The 2020 UWMP analyzed water supply scenarios for three different hydrological conditions to determine the long-term reliability of water supplies: normal year, single dry year, and multiple dry years. The UWMP projects that supply from SCVWD treated water, groundwater, and recycled water will be fully available in each scenario through 2045. Water sourced from SFPUC is projected to experience supply shortfalls in single and multiple dry years, and will likely experience rationing between 36 to 54 percent. SFPUC is currently developing an Alternative Supply Program to address projected shortfalls. Table 17 summarizes the projected water demand of Mountain View and the combined projected water supply of the City's three water sources. Projections are summarized across the different water supply scenarios through the year 2045, in acre-feet per year.

Table 17 2045 Projected Water Supply and Demand Comparison

	2025	2030	2035	2040	2045
Normal Year					
Supply Total	12,058	12,548	13,064	13,607	14,163
Demand Total	12,058	12,548	13,064	13,607	14,163
Difference	**0**	**0**	**0**	**0**	**0**
Single Dry Year					
Supply Total	9,646	10,038	10,451	10,886	11,330
Demand Total	12,058	12,548	13,064	13,607	14,163
Difference	**2,412**	**2,510**	**2,613**	**2,721**	**2,833**
Five Multiple Dry Years					
Supply Total	9,646	10,038	10,451	10,886	11,330
Demand Total	12,058	12,548	13,064	13,607	14,163
Difference	**2,412**	**2,510**	**2,613**	**2,721**	**2,833**

Source: City of Mountain View 2021a

Wastewater

According to the 2018 Sewer System Management Plan (SSMP), the City of Mountain View operates a sanitary sewer system that serves approximately 74,000 residents. The system consists of 159 miles of gravity sewers, 1 mile of force main, and two pump stations. The City's sewer system also serves the City of Los Altos. Wastewater from the City is conveyed to the Regional Water Quality Control Plant (RWQCP) in Palo Alto, located approximately 3.6 miles northwest. The RWQCP treats

water prior to its discharge into the San Francisco Bay and has the capacity to treat 39 million gallons of wastewater per day (City of Palo Alto 2021).

Stormwater

Stormwater from the project site drains north to Montecito Avenue, where it is collected by storm drains into the City's stormwater system. Stormwater runoff is collected and disposed of by an integrated system of storm drains, inlets, curbside gutters, catch basins, drainage ditches, and man-made channels. Ultimately, stormwater that enters the City's system drains to the San Francisco Bay (City of Mountain View 2020).

Solid Waste

Recology manages all trash and recycling services in Mountain View. In 2019, 63,117.04 tons of solid waste was generated in Mountain View and disposed of at a total of 20 different facilities (CalRecycle 2019a). Approximately 78 percent (49,412.47 tons) of the City's solid waste was disposed of at Kirby Canyon Recycling and Disposal Facility in Morgan Hill (CalRecycle 2019b).

Other Utilities

Gas and electric utilities to the project site would be provided by Silicon Valley Clean Energy (SVCE) using Pacific Gas and Electric Company (PG&E) infrastructure. Infrastructure capable of supporting gas, electric and telecommunications is present at the project site and in the project vicinity.

Regulatory Setting

State of California

CALIFORNIA GREEN BUILDING STANDARDS CODE

In January 2020, the state of California adopted CalGreen that establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels.

- Reducing indoor water use by 20 percent
- Reducing wastewater by 20 percent
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris
- Providing readily accessible areas for recycling by occupant

City of Mountain View Municipal Code

The MVMC contains standards relevant to utility services. Chapter 16 discusses solid waste, Chapter 34 discusses underground utility systems, and Chapter 35 discusses water and sewage management.

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 Supply

A significant impact would occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded or that new water sources would need to be identified.

The City's Urban Water Management Plan (UWMP) assesses Mountain View's water supply reliability, and describes the City's anticipated water demand, water shortage contingency plans, and water conservation strategies. The UWMP is updated every five years and is based on growth projections in the City's General Plan. The City anticipates meeting projected water demand during normal and dry-year scenarios using a combination of existing supplies and demand-reduction measures. Valley Water, local groundwater, and recycled water supplies are projected to be fully available during all year types (normal and dry) through 2045. Mountain View will have full SFPUC supply availability during normal years but will experience SFPUC supply shortfalls between 36 percent and 54 percent during dry years (City of Mountain View 2021a).

The utility impact study prepared by Schaaf & Wheeler for the proposed project (Appendix I) concluded that there is sufficient water supply and infrastructure to serve the project. No new deficiencies in the water system are created after including project-associated water demand. Impacts regarding water supply and construction of new or expanded water facilities would be less than significant.

Wastewater Generation

A significant impact to wastewater facilities would occur if a project would:

- Discharge wastewater with pollutant concentrations that exceed the regulatory limits established by the governing agency;
- Increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or
- Increase wastewater flows such that a sewer or treatment plant is constrained or would become constrained.

Water quality in the State of California is regulated by the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards. The City of Mountain View is located in the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB). Section 303(d) of the CWA requires that states identify water bodies including bays,

rivers, streams, creeks, and coastal areas that do not meet water quality standards and the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL requires that all sources of pollution and all aspects of a watershed's drainage system be reviewed and set forth action plans that examine factors and sources adversely affecting water quality and identify specific plans to improve overall water quality and reduce pollutant discharges into impaired water bodies.

Domestic, commercial, and industrial wastewater from Mountain View is treated at the Palo Alto Regional Water Quality Control Plant. Sewage is conveyed through the collection system to the plant, and treated effluent is discharged into San Francisco Bay. The treatment facility discharges into the San Francisco Bay under a permit with the RWQCB; operational discharge flows treated at the plant would be required to comply with applicable water discharge requirements issued by the RWQCB. Compliance with conditions or permit requirements established by the City as well as water discharge requirements outlined by the RWQCB would ensure that wastewater discharges coming from the project site and treated by the plant would not exceed applicable RWQCB wastewater treatment requirements.

The project site is located in an urbanized area within the boundaries of the City of Mountain View. Wastewater infrastructure would not require significant improvements other than infrastructure to service the proposed new residential building. A utility impact study prepared by Schaaf & Wheeler for the proposed project (Appendix I) concluded that the sewer system has deficiencies for both pre- and post-project flows in the existing condition; however, the proposed project would not create new deficiencies in the existing condition. Several pipes downstream of the project site are already included in the General Plan Update Utility Impact Study and will be upsized regardless of the project, and Schaaf & Wheeler recommend upsizing another existing pipe to improve flow. As the proposed project would not exceed wastewater capacity of the existing system, nor require new or expanded facilities, impacts would be less than significant.

Stormwater

A significant impact to stormwater facilities may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. The project site is currently developed with an existing office building and associated parking lot and landscaping. Stormwater runoff from the proposed project would drain into bioretention basins within designated planting areas. The City of Mountain View is regulated by the Municipal Regional Stormwater National Pollution Discharge Elimination System Permit (MRP), which requires municipal maintenance such as street sweeping and storm drain cleaning. The Mountain View storm drain system operates adequately, with targeted improvements and upgrades occurring over the next twenty years (City of Mountain View 2012a).

Mountain View's system of stormwater collection and filtration would not change with implementation of the project. As discussed in Section 10, *Hydrology and Water Quality*, the proposed project would decrease the amount of impervious area on the project site to a total of 30,620 square feet, and the construction of stormwater management bioretention areas would allow stormwater runoff from the project site to infiltrate into the ground, thus, the project would not substantially interfere with groundwater recharge of water supply aquifers. As the area of disturbance is less than one acre, the proposed project would not require a discharge permit from the RWQCB.

Thus, the proposed project would not result in the need for new off-site storm water drainage facilities. Site run-off would be directed to the City's existing municipal storm drainage system, which was designed to accommodate flows resulting from buildout in the project area. Impacts regarding stormwater would be less than significant.

Electricity, Natural Gas, and Telecommunications

A significant impact to electricity, natural gas, and telecommunications facilities may occur if the demand for services exceeds the capacity of local providers. Electricity would be provided to the project site by PG&E; the project would not use natural gas. The City of Mountain View does not directly supply telecommunications, but coordinates with providers and allows access to public rights-of-way to ensure telecommunications are well integrated in the community (City of Mountain View 2012a). Telecommunications services would be provided by AT&T, Comcast, or other providers, at the discretion of future tenants. Telecommunications are generally available in the project area, and facility upgrades would not likely be necessary.

As described in Section 6, *Energy*, the proposed project would require approximately 0.3GWh of electricity. PG&E provided 78,518.8 GWh of electricity in 2020; therefore, PG&E would have sufficient supplies for the proposed project. Additionally, the proposed residential building would include rooftop solar PV panels that would further off set energy consumption. Improvements to existing facilities or the provision of new electricity and natural gas facilities is not anticipated. The proposed project would have a less than significant impact on local electricity, natural gas, and telecommunications providers.

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 of Mountain View's contracted solid waste services include curbside garbage, recycling, and yard waste pickup for residential, business, or school uses. Collected materials are taken to the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station), approximately 3.8 miles northeast of the project site. Hazardous household waste is disposed at the Santa Clara County Household Hazardous Waste Facility, and non-recyclable waste from the SMaRT Station is transported to the Kirby Canyon Landfill in San Jose, approximately 27 miles southeast of the project site (City of Mountain View 2012a). From 2018-2019, the SMaRT Station diverted 107,464 tons of material from the landfill, and the Kirby Canyon Landfill received 152,145 tons of municipal solid waste (Bay Counties Waste Services 2020). Based on current disposal rates, the Kirby Canyon Landfill is estimated to be in operation until 2059 (Waste Management Intellectual Property Holdings 2022).

As discussed in Section 14, *Population and Housing*, the proposed project would add approximately 200 new residents to the City of Mountain View. This growth would constitute 0.5 percent of population growth envisioned in the General Plan. The SMaRT Station has a design capacity of 1,500 peak tons per day, and from 2018-2019, processed approximately 554 tons of waste per day (Bay Counties Waste Services 2020). Given the existing capacity within the SMaRT Station and estimated

lifespan of the Kirby Canyon Landfill until 2059, the population growth encouraged by the proposed project would not generate solid waste in excess of local infrastructure capacity.

CALGreen requires covered projects to recycle and/or salvage for reuse a minimum 65% of the nonhazardous construction and demolition waste or meet a local construction and demolition waste management ordinance, whichever is more stringent. MVMC Section 16.62 requires that applicants for all construction and demolition projects that involve 5,000 square feet or more (which includes the proposed project) submit a construction and demolition debris management plan that identifies waste materials expected to be generated. Applicants for such covered projects are also required to divert at least fifty percent of materials generated for discards by the project. Any applicant that fails to meet this diversion rate will pay a penalty amount. Through these measures, the City of Mountain View aims to maintain its high diversion rate (78 percent in 2019), which is among the highest in the State of California.

Thus, given the existing solid waste facilities, and when considering implementation of the City's recycling programs, including construction debris, impacts from the proposed project regarding solid waste generation would be less than significant. The proposed project would comply with reduction statutes related to solid waste, and no new or expanded solid waste facilities would be needed.

LESS THAN SIGNIFICANT IMPACT

This page intentionally left blank.

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 designated by the California Department of Forestry and Fire Protection [CalFIRE]. The project site is located within an urbanized area of the City and is surrounded by existing commercial and residential development. The nearest Very High Fire Hazard Severity Zone (VHFHSZ) is approximately 7.3 miles south of the project site (CalFIRE 2007).

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 within or near a VHFHSZ or State Responsibility Area (SRA). The nearest VHFHSZ is south of Cupertino, approximately 7.3 miles south of the project site (CalFIRE 2007). The nearest SRA is within the Santa Clara foothills, approximately 4.4 miles southwest of the project site (CalFIRE 2007). As the project site is not within or near a VHFHSZ or SRA, the project would have no impacts regarding wildfires.

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?

Based on the information and analysis provided throughout this IS-MND, implementation of the proposed project would not substantially degrade the quality of the environment and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of California history or prehistory. Cultural resources, which illustrate examples of California history and prehistory, are discussed in Section 5, *Cultural Resources,* and Section 18,

Tribal Cultural Resources. With implementation of the City condition of approval related to archaeological resource preservation (COA PL-194), the proposed project would not significantly impact cultural resources. Biological resources are addressed in Section 4, *Biological Resources.* With implementation of City conditions of approval related to nesting birds and tree preservation, the proposed project would not substantially reduce wildlife habitat or population. Based on the ability of the identified COAs to reduce potential impacts to less than significant levels, the proposed project's impacts would be less than significant with mitigation incorporated.

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)?

Cumulative impacts associated with some of the resource areas are addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Water Supply, and Solid Waste (CEQA Guidelines Section 15064(h)(3)) and would be less than significant. Some of the 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 Agricultural Resources. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). The proposed project involves development of a residential building with 85 affordable housing units, and following approval of the requested land use designation and zoning change, the proposed project would be consistent with the City's General Plan designation and density for the site. The proposed project would not result in a significant contribution to cumulatively considerable impacts.

LESS THAN SIGNIFICANT IMPACT

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

Effects to human beings are generally associated with air quality, noise, traffic safety, and hazards/hazardous materials. As discussed in this Initial Study, implementation of the proposed project would result in less than significant environmental impacts with mitigation incorporated, with respect to geology and soils and hazardous materials. With implementation of the City condition of approval related to adherence with geotechnical recommendations (COA PL-48), health and safety risks from expansive soils would be reduced and the proposed project would result in a less than significant impact. With implementation of the City condition of approval related to discovery of paleontological resources (COA PL-196), impacts to paleontological resources would be reduced and the proposed project would result in a less than significant impact.

Additionally, implementation of City conditions of approval pertaining to hazardous materials (COA PL-191) would ensure that construction activities do not lead to release of or exposure to asbestos-containing materials or lead-based paints. With this mitigation, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT IMPACT

References

Bibliography

Association of Bay Area Governments (ABAG). 2018. Plan Bay Area Projections 2040: A Companion to Plan Bay Area 2040. https://mtc.ca.gov/sites/default/files/Projections_2040-ABAG-MTC-web.pdf (accessed February 28, 2022).

_____. 2020. Plan Bay Area 2050. https://abag.ca.gov/sites/default/files/documents/2021-11/Plan_Bay_Area_2050_October_2021.pdf (accessed November 2021).

_____. 2021. MTC/ABAG Hazard Viewer Map. 2021. https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8 (accessed May 2022).

Bay Area Air Quality Management District (BAAQMD). 2017a. Air Quality Standards and Attainment Status. https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status (accessed February 28, 2022).

_____. 2017b. Final 2017 Clean Air Plan. Spare the Air Cool the Climate: A Blueprint for Clean Air and Climate Protection. https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en (accessed February 28, 2022).

_____. 2017c. California Environmental Quality Act Air Quality Guidelines. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en (accessed February 28, 2022).

Bay Counties Waste Services. 2020. SMaRT Station Annual Report 2018-2019. April 2020. https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?blobid=25741 (accessed February 2, 2022).

California Air Resources Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. https://www.arb.ca.gov/ch/handbook.pdf (accessed March 4, 2022).

_____. 2015. California modified Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (CA-GREET) 2.0 Model. September 2015.

_____. 2017. California's 2017 Climate Change Scoping Plan. December 14, 2017. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf (accessed March 4, 2022).

_____. 2021. "Overview: Diesel Exhaust & Health." https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health (accessed March 4, 2022).

California Department of Conservation (DOC). 1996. Mineral Land Classification. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc (accessed December 2021).

_____. 2016. Earthquake Zones of Required Investigation. 2016. https://maps.conservation.ca.gov/cgs/EQZApp/ (accessed 6 January 2022).

_____. 2018. California Important Farmland Finder Program. https://maps.conservation.ca.gov/dlrp/ciff/ (accessed 24 November 2021).

California Department of Fish and Wildlife (CDFW). 2022. Biogeographic Information and Observation System (BIOS). 2022. https://apps.wildlife.ca.gov/bios/?bookmark=648 (accessed May 2022).

California Department of Finance (DOF). 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State. 2022. https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/ (accessed May 2022).

California Department of Forestry and Fire Protection (CalFire). 2007. Fire Hazard Severity Zone Viewer. November 2007. https://egis.fire.ca.gov/FHSZ/ (accessed 3 December 2021).

California Department of Resources Recycling and Recovery (CalRecycle). 2019a. Transported Solid Waste. https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Statewide/TransportedSolidWaste (accessed May 2022).

____. 2019b. SWIS Facility/Site Activity Details: Kirby Canyon Recycl. & Disp. Facility. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1370?siteID=3393 (accessed May 2022).

California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf (accessed March 17, 2022).

_____. 2020. Transportation and Construction Vibration Guidance Manual. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf (accessed March 17, 2022).

_____. 2021. State Scenic Highway Map. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed 24 November 2021).

California Energy Commission (CEC). 2018. 2019 Building Energy Efficiency Standards: Frequently Asked Questions. https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf (accessed March 17, 2022).

_____. 2022a. California Energy Consumption Database: Electricity Consumption by Entity, PG&E, Total, 2020. http://www.ecdms.energy.ca.gov/Default.aspx (accessed March 17, 2022).

_____. 2022b. California Energy Consumption Database: Natural Gas Consumption by Entity, PG&E, Total, 2020. http://www.ecdms.energy.ca.gov/Default.aspx (accessed March 17, 2022).

California Environmental Protection Agency (CalEPA). 2021a. Cortese List: Section 65962.5(c). https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5c/ (accessed 30 November 2021).

_____. 2021b. Cortese List: Section 65962.5(a). https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/ (accessed 30 November 2021).

California Regional Water Quality Control Board. 2015. Municipal Regional Stormwater Permit. November 2015. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/R2_2015_0049_amended.pdf (accessed 1 December 2021).

County of Santa Clara. 2008. Regional Parks and Scenic Highways Map. June 2008. https://plandev.sccgov.org/ordinances-codes/general-plan (accessed 24 November 2021).

Federal Emergency Management Agency. 2009. FEMA's National Flood Hazard Layer (NFHL) Viewer. May 2009. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed 1 December 2021).

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed March 17, 2022).

Intergovernmental Panel on Climate Change (IPCC). 2021. Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu and B. Zhou (eds.)] Cambridge University Press. https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Full_Report.pdf (accessed March 4, 2022).

Kimley-Horn & Associates. 2016. Addendum to the Previously Certified Environmental Impact Report (SCH No. 89022812). December 2016. https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?blobid=27711 (accessed February 2, 2022).

Mountain View, City of. 2012a. 2030 General Plan. July 2012. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=10702 (accessed 23 November 2021).

_____. 2012b. City of Mountain View Draft 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report. September 2012. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=13900 (accessed May 2022).

_____. 2012c. Mountain View Greenhouse Gas Reduction Program. August 2012. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=10700 (accessed May 2022).

_____. 2015. Climate Protection Roadmap. September 2015. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=19516 (accessed March 17, 2022).

_____. 2020. Environmental Protection – Stormwater. https://www.mountainview.gov/depts/fire/environment/protection.asp (accessed May 2022).

_____. 2021a. 2020 Urban Water Management Plan. June 2021. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobID=35844 (accessed 1 December 2021).

_____. 2021b. Recreation Division Facility Rentals. https://www.mountainview.gov/depts/cs/rec/facilities/default.asp (accessed May 2022).

_____. 2022a. Garbage and Recycling Services: Residents. https://www.mountainview.gov/depts/pw/recycling/garbage/residents/default.asp (accessed July 2022)

_____. 2022b. "What is Zero Waste?" https://www.mountainview.gov/depts/pw/recycling/zero/default.asp (accessed March 16, 2022).

Mountain View Fire Department. 2021. Fire Department Annual Report, Fiscal Year 2021-2020. August 30, 2021. https://www.mountainview.gov/documents/MVFD/Annual%20Report%20FY%2020-21.pdf (accessed November 2021).

Mountain View Los Altos High School District (MVLA). 2021. Schools. https://www.mvla.net/Schools/index.html (accessed May 2022).

Mountain View Police Department. 2020. 2020 Annual Report. https://www.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=36134 (accessed May 2022).

Mountain View-Whisman School District (MVWSD). 2019. Master Facilities Plan (MFP) Strategies for Growth. December 2019. https://www.mvwsd.org/district_business/facilities/master_facilities_plan_2019-2029 (accessed 3 December 2021).

_____. 2022. Facts and Figures. https://www.mvwsd.org/about/facts___figures (accessed May 2022).

Palo Alto, City of. 2021. Quick Information. https://cleanbay.org/our-programs/regional-water-quality-control-plant/ (accessed May 2022).

San Francisco Bay RWQCB. 2021. San Francisco Bay R2. https://www.waterboards.ca.gov/sanfranciscobay/ (accessed May 2022).

San Francisco Public Utilities Commission (SFPUC). 2021. Water Supply. https://sfpuc.org/programs/water-supply (Accessed May 2022).

Santa Clara County Airport Land Use Commission (ALUC). 2012. Moffett Federal Airfield – Comprehensive Land Use Plan. November 2012. https://plandev.sccgov.org/sites/g/files/exjcpb941/files/ALUC_NUQ_CLUP.pdf (accessed 29 November 2021).

Santa Clara Valley Urban Runoff Pollution Prevention Plan. 2016. https://cleanwater.sccgov.org/sites/g/files/exjcpb461/files/SCVURPPP_C.pdf (accessed May 2022).

State of California. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. August 27, 2018. http://www.climateassessment.ca.gov/state/ (accessed March 4, 2022).

Society of Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf (accessed December 12, 2021).

United States Department of Transportation. 2022. National Transportation Statistics. https://www.bts.gov/topics/national-transportation-statistics (accessed March 17, 2022).

United States Energy Information Administration (U.S. EIA). 2022. California State Energy Profile. https://www.eia.gov/state/print.php?sid=CA (accessed March 17, 2022).

United States Environmental Protection Agency (USEPA). 2021a. "Criteria Air Pollutants." Last modified: August 16, 2021. https://www.epa.gov/criteria-air-pollutants (accessed March 4, 2022).

_____. 2021b. "Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases." Last modified: July 21, 2021. epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases (accessed March 4, 2022).

United States Fish and Wildlife Service (USFWS). 2022. National Wetlands Inventory. 2022. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ (accessed May 2022).

Waste Management Intellectual Property Holdings, LLC. 2022. "About Us". https://kirbycanyon.wm.com/about-us/index.jsp#:~:text=Capacity%3A,tons%20of%20material%20per%20day. (accessed February 2, 2022).

Working Group on California Earthquake Probabilities (WGCEP). 2015. Long-Term Time-Dependent Probabilities for the Third Uniform California Earthquake Rupture Forecast (UCERF3). https://pubs.geoscienceworld.org/ssa/bssa/article-abstract/105/2A/511/331850/long-term-time-dependent-probabilities-for-the?redirectedFrom=fulltext (accessed March 16, 2022).

List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Mountain View. Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

Abe Leider, AICP CEP, Principal-in-Charge
Leslie Trejo, Project Manager
Gianna Meschi, Assistant Project Manager
Nicholas Carter, Environmental Planner
Leanna Flaherty, Cultural Resources Project Manager
Rachel Perzel, Architectural Historian
Elaine Foster, Archaeologist
Andrew McGrath, Associate Paleontologist
Jennifer DiCenzo, Principal Investigator, Paleontologist
Gina Gerlich, GIS Analyst

This page intentionally left blank.