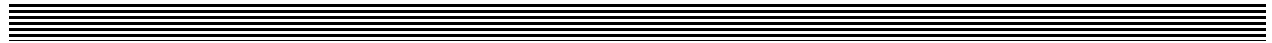


***OCTANE FAYETTE PROJECT***  
***2645-2655 Fayette Drive***



**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**  
**ADDENDUM TO**  
**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**



**OCTOBER 2024**

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## **ATTACHMENTS**

Attachment 1	Project Application and Plan Set
Attachment 2	Prior CEQA Initial Study/Mitigated Negative Declaration
Attachment 3	Air Quality and Greenhouse Gas Update
Attachment 4	Arborist Report



**CITY OF MOUNTAIN VIEW  
OCTANE FAYETTE PROJECT (2645-2655 FAYETTE DRIVE)**

***CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ADDENDUM TO  
MITIGATED NEGATIVE DECLARATION/COMPLIANCE CHECKLIST***

PROJECT NAME:	<b>Octane Fayette</b>		FILE NUMBERS: PL-2023-169, PL-2023-170
SITE ADDRESS:	2645-2655 Fayette Drive, Mountain View, CA 94040		APN: 148-16-008, 148-16-009
APPLICANT:	Emeric McDonald Octane Fayette, LLC 800 El Camino Real, Suite 180 Mountain View, CA 94040		PHONE: (703) 629-1901
PROPERTY OWNER:	Emeric McDonald Octane Fayette, LLC 800 El Camino Real, Suite 180 Mountain View, CA 94040	Prev. Cert. EIRs/Negative Declarations: <b>Draft 2023 General Plan and GHG Reduction Program EIR (SCH#2011012069); Initial Study/Mitigated Negative Declaration (IS/MND) 2645-2655 Fayette Drive Residential Project (March 2020); and Revised IS/MND 2645-2655 Fayette Drive Residential Project (October 2020)</b>	
<b>PROJECT DESCRIPTION SUMMARY:</b> The project is a “builder's remedy” housing development under the housing accountability act (Gov. code §65589.5). The project proposes to develop 70 housing units within a seven-story building with a subterranean garage on the site. Twenty percent of the units (14 units) would be reserved for low-income households.			
<b>ENVIRONMENTAL SETTING:</b> The site is located on the southwest side of Fayette Drive, west of San Antonio Road, within northwestern portion of Mountain View. The project site is relatively flat and is approximately 0.67 acres in size. The project site is surrounded by three-story multi-family apartments to the west, four-story apartments to the south, and a public park and five-to-seven-story multi-family residential buildings to the north (across Fayette Drive). Fayette Greenway Park, which is a park area with plantings and walkways built on the Hetch Hetchy right-of-way, is immediately adjacent to site to the east, and a commercial property is located farther to the east.			
<b>DETERMINATION:</b> As outlined in this report, the revised proposed project would not result in new significant impacts, or require substantially different mitigation measures, as compared to the previously approved project evaluated in the prior Mitigated Negative Declaration adopted by the City in 2020. Therefore, this Addendum has been prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines.			

The proposed project is in compliance with the California Environmental Quality Act because the attached Checklist was prepared pursuant to CEQA Guidelines and found that the revised project would not result in new significant impacts, or require substantially different mitigation

measures, as compared to the previously approved project evaluated in the prior Mitigated Negative Declaration adopted by the City under the California Environmental Quality Act (CEQA). Therefore, this Addendum has been prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines.

**Prepared by:** \_\_\_\_\_  
Community Development Department

**Date:** \_\_\_\_\_

*All referenced documentation is available for public review at the City of Mountain View, located at 500 Castro Street, Mountain View, CA 94039 during normal business hours.*

## **1.0 INTRODUCTION AND PURPOSE OF ADDENDUM**

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

In 2020, the City of Mountain View adopted a Mitigated Negative Declaration (MND) for the previous Octane Fayette project, (File Nos. PL-2018-024 and PL-2018-332), which proposed to develop the site with a six-story, 44-unit, stacked flat condominium building with two levels of underground parking. The project components included the residential building, common open space landscaping, site access and parking, as well as public-right-of-way and utility improvements.

The purpose of this Addendum is to evaluate whether the proposed changes to the approved project, particularly adding 26 residential units and increasing the height of the building to seven stories, would result in new significant impacts not previously evaluated, or increased impacts that would require new, changed, or additional mitigation.

The CEQA Guidelines (§15162) state that when an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The CEQA Guidelines (§15164) state that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in §15162 (see above) calling for preparation of a Subsequent EIR have occurred. The analysis presented in the following sections provides substantial evidence that the proposed, revised project would not result in new significant impacts, or require substantially different mitigation measures, as compared to the previously approved project evaluated in the prior Mitigated Negative Declaration adopted by the City under the California Environmental Quality Act (CEQA).

This Addendum will not be circulated for public review, but will be attached to the Wastewater Conveyance System and Treatment Plant Reliability Project EIR, pursuant to CEQA Guidelines §15164(c). The current project plan set submittal is provided in Attachment 1, and the prior IS/MND is provided in Attachment 2.

## **2.0 PROJECT LOCATION**

The 0.67-acre project site is located on the south side of Fayette Drive between Del Medio Avenue and San Antonio Road within the P-40 (San Antonio) Precise Plan area. The project site is surrounded by three-story multi-family apartments to the west, four-story apartments to the south, and a public park and five-to-seven-story multi-family residential buildings to the north (across Fayette Drive). Fayette Greenway Park, which is a park area with plantings and walkways built on the Hetch Hetchy right-of-way, is immediately adjacent to site to the east, and a commercial property is located farther to the east.

A regional map and a vicinity map of the site are shown on Figures 1 and 2, and an aerial photograph of the project site and the surrounding area is shown on Figure 3.

FIGURE 1: REGIONAL MAP

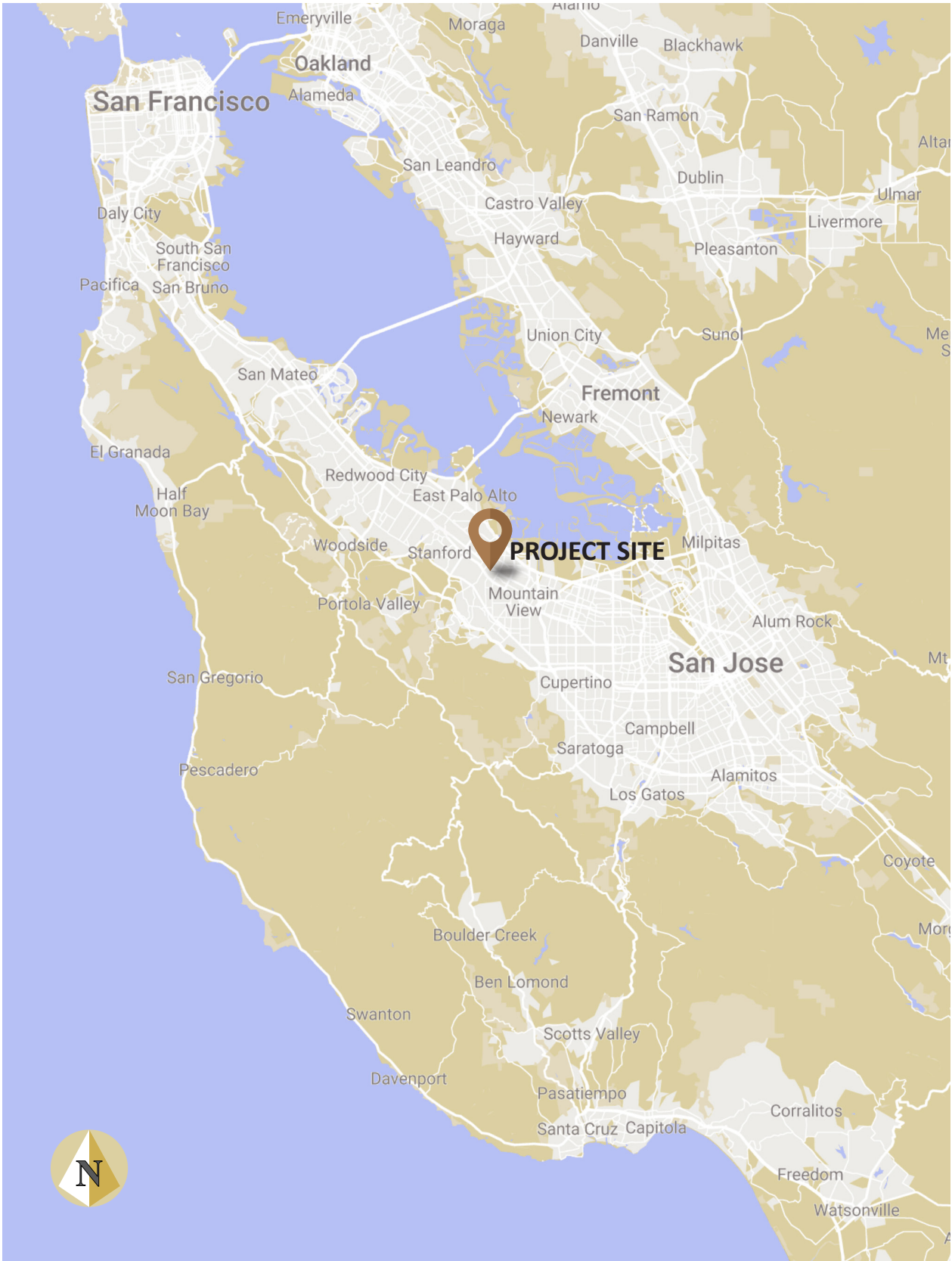


FIGURE 2: VICINITY MAP

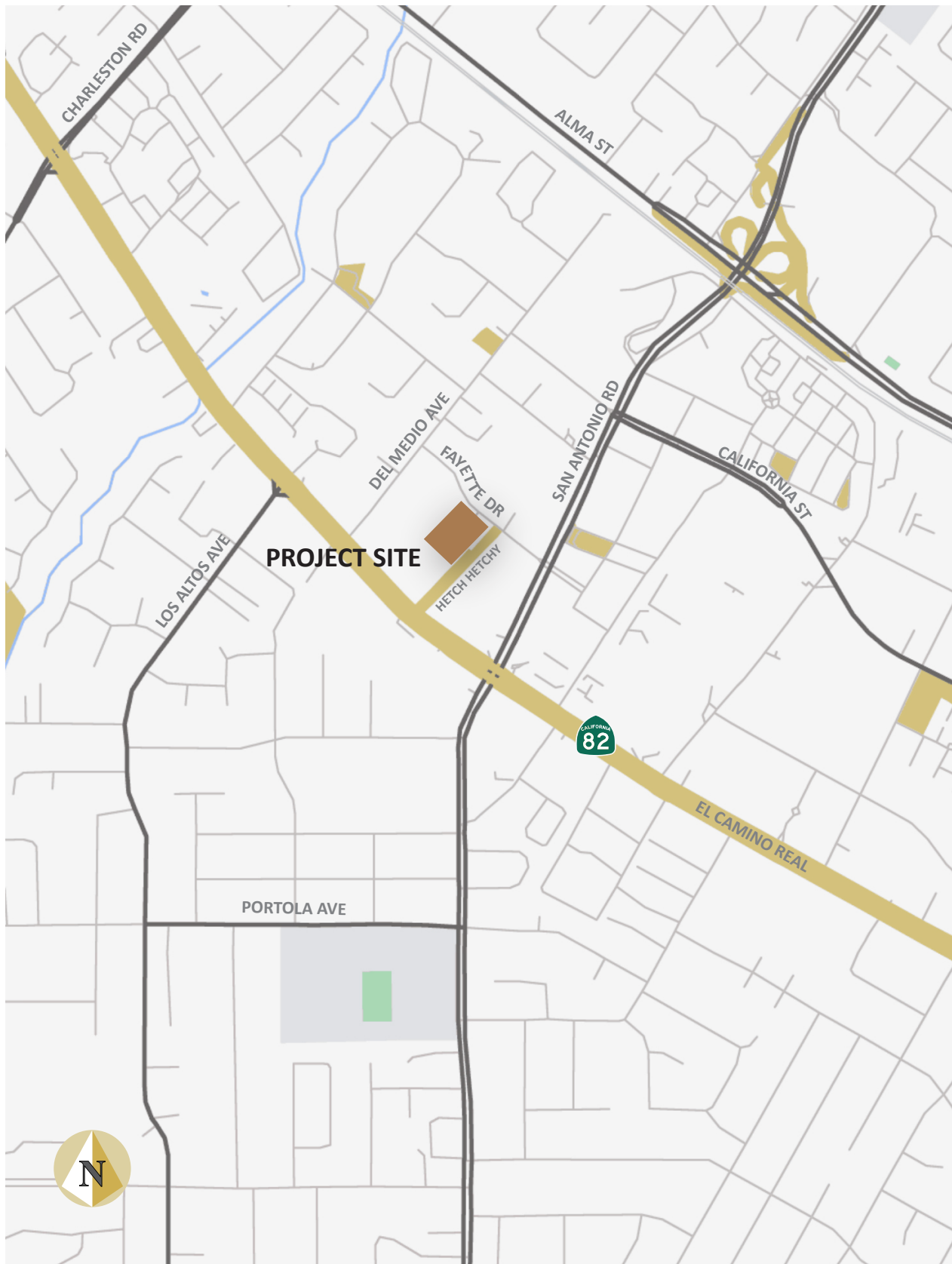




FIGURE 3: AERIAL PHOTOGRAPH



### **3.0 BACKGROUND AND APPROVED PROJECT**

The previously approved project planned a six story, 44 unit, stacked flat condominium building with two levels of underground parking. The approved building proposed a height of 77 feet. The residential units were envisioned to be one to three bedrooms, ranging from approximately 813 to 1,612 square feet in size. The approved project proposed a residential density of 66 dwelling units (DU) per acre and a floor area ratio (FAR) of 2.50. The total square footage of the approved building was 72,620 square feet. The approved project proposed a 13.5-foot setback from the Hetch Hetchy right-of-way, a 24-foot setback from Fayette Drive, a 30-foot setback from the northern property line, and a 15-foot setback from the southern property line.<sup>1</sup>

### **4.0 REVISED PROJECT DESCRIPTION**

The revised project is proposed as a “builder's remedy” housing development under the housing accountability act (Gov. code §65589.5). The project proposes to demolish six existing residential units and an approximately 6,900 square foot, vacant commercial building, and to construct a new seven-story, 70-unit condominium development above a subterranean parking garage. Twenty percent of the residential units (14 units) would be affordable units reserved for low-income households.

#### **Residential Building**

The currently proposed building would be a podium-style structure, with a parking garage on the first floor and the subterranean level. The building would include six stories of residential units above the garage. A leasing office, lobby area, and amenity space would also be located on the ground level, along with mechanical equipment and the trash room. A recreational podium courtyard with seating areas, landscape planting, and a spa area would be located in the central and western portion of the building on the second level. A private recreation area would also be located on the roof deck.

The proposed residential building would be approximately 150,260 square feet in size and would have a maximum height of 85 feet. The site would be developed at a floor area ratio (FAR) of 4.34. The breakdown of the proposed residential unit mix is shown in Table 1, below.

TABLE 1 ANTICIPATED PROJECT UNIT MIX	
Studio Units	5
Junior 1 Bedroom Units	6
1 Bedroom Units	6
2 Bedroom Units	29
3 Bedroom Units	24
<b>Total Units</b>	<b>70</b>

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<sup>1</sup>City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020.



### **Parking and Site Access**

The project proposes to provide a total of 103 parking spaces within the garage to serve the residents and guests. This will include 59 spaces on the basement level and 44 spaces on the ground floor. Fourteen of the spaces will be for electric vehicle charging. The project also proposes to provide 80 bicycle parking spaces, which would be located on the ground floor within the parking garage.

Vehicular access to the garage would be from an entrance off Fayette Drive, near the northwestern corner of the building. The project would add new public sidewalks along Fayette Drive and frontage improvements along the perimeter of the site. Pedestrian access to the site would be sidewalks and walkways around the perimeter of the building.

### **Landscaping and Perimeter Improvements**

The project proposes to remove all 16 of the existing trees, including nine City Heritage trees on the site and to replant 27 new trees, with a minimum 24-inch box size. The proposed trees would be a mixture of approximately 16 native trees and 11 non-native trees (refer to the tree planting palette in Attachment 1). Trees will be planted along the northern, Fayette Drive frontage, and along the eastern and southeastern frontage, as well as within the podium level.

The project also proposes water-efficient landscaping, including low- and moderate-water use plants on the site. The proposed landscaping would be focused around the new building and within the courtyard on the second level. Landscape planting would be provided around the site perimeter to screen the project from adjacent land uses.

The project proposes a total of 14,872 square feet of open space area. This would include 2,386 of public open space on the ground level, a 4,434 square-foot, semi-private podium courtyard located on the second level of the building, and private open space for each unit. The courtyard on the second level would include seating, tables, a spa area, and planting areas. The project also reserves space for a potential private recreational area on the roof level, which would be located on the southeastern portion of the roof deck and would likely include seating areas and garden planters.

### **Grading and Earthwork**

The project proposes to excavate a net of approximately 15,575 cubic yards of soil from the site. This excavation will mainly accommodate the building foundation and the subterranean parking garage. Soil excavated from the site would be hauled away and disposed at an appropriate facility.

### **Utilities**

Utilities and services, including water, sanitary sewer, storm drainage, as well as power and electricity, are all currently available and serving the site area. The project proposes to replace the existing utility connections on the site with new connections and lines to serve the residential building and to connect to the existing utilities within Fayette Drive.

The proposed project would construct new storm drains which would connect to the existing storm drain system in Fayette Drive. The project would also include flow-through planters and bioretention areas to treat and reduce the amount of stormwater runoff from the site. New



sanitary sewer lines would connect to the existing sewer line in Fayette Drive. The site would continue to be served by the California Water Service Company.

### **Transportation Demand Management**

The project applicant has submitted a transportation demand management (TDM) program that includes a mixture of required and optional design features, programs, and services to promote sustainable modes of transportation and to reduce the vehicular demand that would be generated by the project. The applicant's design includes bicycle storage and parking, as well as pedestrian improvements to encourage walking. The a TDM program also identifies additional programs and features that could help the project achieve a four percent (4%) peak-hour vehicle trip reduction target.<sup>2</sup>

The proposed TDM program includes the following main features:

- TDM coordinator
- Alternative Transportation Information and TDM Marketing
- Transit Passes
- Bicycle Storage

In accordance with the City's standard conditions, the property owner will be required to prepare an annual TDM report and submit it to the City in order to document the effectiveness of the TDM program measures in achieving the vehicle trip reduction goals.

## **5.0 ENVIRONMENTAL SETTING**

The site is located on the south side of Fayette Drive between Del Medio Avenue and San Antonio Road within the northwestern portion of Mountain View and is approximately 0.67 acres in size. The project site is relatively flat and is currently developed with single-story residential structures, a commercial building, and landscaping. There are 18 existing trees on-site, including nine Heritage trees, as defined by the City of Mountain View Municipal Code.

The project site is surrounded by three-story multi-family apartments to the west, four-story apartments to the south, a public park and five-to-seven-story multi-family residential buildings to the north (across Fayette Drive), as well as the Fayette Greenway and a commercial property to the east.

The site is located within the P-40 (San Antonio) Precise Plan area, which generally has a maximum allowable height of 55 feet, a lot coverage of 60 percent, and an FAR of 1.85.

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<sup>2</sup> TDM Specialists Inc. 2645-2655 Fayette Drive, City of Mountain View, Transportation Demand Management List of Measures. January 17, 2024.

## **6.0    CONCLUSION**

Based on the project description, the proposed changes to the project, knowledge of the site and surroundings, the prior IS/MND and revised IS/MND prepared for the approved project, as well as the attached CEQA Environmental Checklist, the City of Mountain View has concluded that the proposed changes to the approved project would not result in any new impacts which were not previously disclosed in the prior IS/MND, nor would they result in a substantial increase in the severity or magnitude of any significant environmental impacts previously identified.

None of the triggering factors contained in Section 15162 of the CEQA Guidelines that require the preparation of a Subsequent or Supplemental EIR are present as a result of the proposed changes to the project. For these reasons, a Subsequent or Supplemental EIR is not required, and an Addendum to the 2645-2655 Fayette Drive IS/MND has been prepared for the proposed changes to the project.

This Addendum will not be circulated for public review but will be attached to the prior IS/MND and included in the project files, pursuant to CEQA Guidelines Section 15164.

## 7.0 CEQA ENVIRONMENTAL CHECKLIST

This checklist evaluates the environmental topics under CEQA and identifies environmental factors that could be affected by the proposed project. Where there is a need for clarifying discussion, the discussion is included following the applicable section of the checklist.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>1. Aesthetics. Would the project:</b>					
a. Have a substantial adverse effect on a scenic vista?	Section 4.1 of Prior IS/MND	No	No	No	N/A
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Section 4.1 of Prior IS/MND	No	No	No	N/A
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Section 4.1 of Prior IS/MND	No	No	No	N/A
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Section 4.1 of Prior IS/MND	No	No	No	N/A
<b>Discussion:</b> <b>1.a-c.</b> As described in the prior IS/MND for the approved project, the site is located within a developed urban, residential area and is surrounded by existing development. The site is not located within a scenic vista or viewshed.					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>The project proposes to replace the existing residential and commercial uses on the site with a new seven-story residential building and landscaping. The building would also include nighttime and security lighting. The proposed 150,260 square foot building would be seven-stories with a height of 85 feet and a floor area ratio (FAR) of 4.34. The proposed residential development is compatible with the character of surrounding multi-family residential uses. The proposed architecture and streetscape design is intended to be compatible with the styles of both older and more recent development in the neighborhood. While the proposed building would be slightly taller and denser than the approved project and some of the other residential structures in the immediate vicinity, the site is not located within a visual corridor or viewshed, and the project would not impede views of scenic visual resources.</p> <p>A final landscape plan would be reviewed and approved by the City prior to project construction. Implementation of an approved landscape plan would further preserve and enhance the visual quality of the project site and its surroundings.</p> <p>The project site does not contain and is not located near scenic resources or highways, and therefore, would also not result in damage to any scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. For these reasons, the revised project would not have a new or substantially increased significant adverse impact on any aesthetic resources or result in visual degradation of the project area.</p> <p><b>1.d.</b> Existing light sources on the project site includes exterior lighting from the buildings and streetlights. Sources of daytime glare include building windows and vehicles. The proposed project would remove the existing uses and redevelop the site with a six-story condominium building, which would include exterior lighting for safety.</p> <p>The City's design guidelines for multi-family residential uses call for exterior lighting that does not produce glare and is not of intensity inappropriate for a residential environment. The revised project will be required to conform to the standard condition outlined in the prior IS/MND on the approved project, which required that at the time of building permit review, a lighting plan will be reviewed by the Community Development Department to ensure that lighting is directed downward and will not spill over onto adjacent properties or otherwise be highly visible, while providing adequate lighting for safety.</p> <p>With the addition of more units and the slight increase in the height of the proposed building, the level of lighting associated with the proposed residential development would be slightly increased compared to the approved project; however, it would still be generally similar in extent and intensity to that of surrounding residential development and would not adversely affect day or nighttime views in the area. For these reasons, the revised project would not create a significant new source of substantial light or glare.</p> <p><b>Conclusion:</b> Based on the above discussion, the project would not result in new or more significant aesthetic impacts when compared to the approved project.</p>					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>2. Agriculture and Forestry Resources. Would the project:</b>					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Section 4.2 of Prior IS/MND	No	No	No	N/A
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Section 4.2 of Prior IS/MND	No	No	No	N/A
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))?	Section 4.2 of Prior IS/MND	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Section 4.2 of Prior IS/MND	No	No	No	N/A
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?	Section 4.2 of Prior IS/MND	No	No	No	N/A
<b>Discussion:</b> <b>2.a-e.</b> The site does not contain any agricultural or forestry resources and is not designated as farmland or part of a Williamson Act contract. Specifically, there are no areas that have been classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the site area. Additionally, there are no forestlands,					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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timberlands or timberland zoned areas, as defined in the California Public Resources Code, within the vicinity. The site is developed with residential and commercial uses and is located within a developed urban area that is surrounded by existing development. For these reasons, the prior IS/MND for the approved project concluded that there would be no impacts to agricultural resources. The revised project would also not impact agricultural resources and would not change this conclusion.

**Conclusion:**

The revised project would not impact agricultural resources.

<b>3. Air Quality. Would the project:</b>					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Section 4.3 of Prior IS/MND	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Section 4.3 of Prior IS/MND	No	No	No	MM AIR-3.1
c. 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?	Section 4.3 of Prior IS/MND	No	No	No	N/A
d. Expose sensitive receptors to substantial pollutant concentrations?	Section 4.3 of Prior IS/MND	No	No	No	MM AIR-3.1
e. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Section 4.3 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**3.a.** The revised project would not involve a change in land use, and therefore, would not result in new growth beyond that planned for in the City and the regional air quality plan. As documented in the prior IS/MND for the approved project, the approved project was found to be generally consistent with the overall policies and standards of the City's General Plan and proposed infill residential development within an area that is well served by transit. For these reasons, the approved project was considered consistent with the Clean Air Plan. The revised project, which

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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proposes 26 additional infill residential units within a slightly larger building on the site, would also be considered consistent with the Clean Air Plan.

**3.b-c.** Based on the analysis in the prior IS/MND, the approved project was determined to not violate air quality standards or result in a cumulatively considerable net increase of any criteria pollutant.

#### **Construction Period Emissions**

As disclosed in the prior IS/MND, construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM10 and PM2.5. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries.<sup>3</sup>

The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. Therefore, the approved project was required to implement the City's standard condition of approval PL-192 to control dust and exhaust during construction.

Because the proposed building would be slightly larger than the approved project, the project would generate incrementally increased construction emissions in the short-term. These construction emissions will be generally limited to the equipment used in the demolition and production of the proposed residential building. The air quality technical analysis has been updated to evaluate the currently proposed project (see Attachment 3) and whether the changes proposed would result in any new or more significant impacts. As shown in Attachment 3, the predicted increase in construction emissions resulting from the updated project would be minimal and would remain far below the BAAQMD significance thresholds.<sup>4</sup>

As outlined in the prior IS/MND, fugitive dust and construction emissions would be offset through conformance with required City of Mountain View standard conditions of approval and best management practices (see below). The proposed project will also be required to implement the following City standard condition of approval PL-192 related to air quality during construction.

#### PL-192 Basic Air Quality Construction Measures

The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures:

- a) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day;

<sup>3</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p.30-31.

<sup>4</sup> Illingworth & Rodkin, Inc. 2645 & 2655 Fayette Drive Project, Mountain View, CA. Air Quality and Greenhouse Gas Update. Prepared for JHS Consulting. July 26, 2024.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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- b) All haul trucks transporting soil, sand, or other loose material off-site will be covered;
- c) All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
- d) All vehicle speeds on unpaved roads will be limited to 15 mph;
- e) All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used;
- f) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measures Title 13, Section 2485, of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points;
- g) 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; and
- h) Post a publicly visible sign with the telephone number and person to contact at the City of Mountain View regarding dust complaints. This person will respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the above standard condition of approval would ensure that construction air pollutant emissions of the revised project would not be significant. For this reason, the revised project would also not result in a cumulatively considerable increase in criteria air pollutants from construction emissions.

### Operational Period Emissions

As discussed in the prior IS/MND for the approved project, operational air emissions from the project would mainly be generated by vehicle trips from future residents. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from these uses.

The operational emissions of the approved project were found to be well below the thresholds criteria published by the BAAQMD. This analysis has been updated to evaluate the revised project. As shown in Attachment 3, operational emissions from the revised project would continue to be well below the BAAQMD thresholds.<sup>5</sup>

Given the nature of the proposed residential use, project operations would not be a substantial source of toxic air contaminants and would not pose a health risk to others. Operation of the revised project would generate additional vehicle trips beyond those generated by the approved project, but this increase would be minimal would not generate new significant air emission impacts.

**3.d.** A construction community health risk assessment was also prepared as part of the IS/MND for the approved project, in order to address project construction impacts to nearby off-site sensitive receptors. Construction

<sup>5</sup>Illingworth & Rodkin, Inc. 2645 & 2655 Fayette Drive Project, Mountain View, CA. Air Quality and Greenhouse Gas Update. Prepared for JHS Consulting. July 26, 2024.



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known toxic air contaminant (TAC). The primary community risks associated with construction emissions are cancer risk and exposure to PM2.5. Community risk impacts are addressed by predicting increased lifetime cancer risk, the increase in annual PM2.5 concentrations and computing the Hazard Index (HI) for non-cancer health risks. The analysis modeled annual DPM and PM2.5 concentrations, which included both the DPM and fugitive PM2.5 concentrations, at nearby sensitive receptors to find the maximally exposed individuals (MEIs). The construction MEI was located in the eastern corner on the second floor (4.5 meters above ground) of the adjacent multi-family building to the southwest of the project site. The maximum increased cancer risk from construction of the approved project exceeded the BAAQMD single-source threshold of greater than 10.0 per million. The maximum PM2.5 concentration and maximum computed HI did not exceed their respective thresholds (greater than 0.3 µg/m3 for PM2.5 concentration and greater than 1.0 for HI).<sup>6</sup></p> <p>The prior IS/MND identified the following mitigation measure to reduce the project’s TAC impacts to nearby sensitive receptors to a less than significant level.</p> <p><b><u>Prior IS/MND MM AIR-3.1:</u></b> All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 standards for particulate matter emissions. Alternatively, equipment that meets U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB certified Level 3 Diesel Particulate Filters (DPF) or equivalent would be effective. The use of equipment that is powered by electricity or alternatively fueled equipment (i.e., non-diesel) would also meet this requirement.</p> <p>Implementation of Mitigation Measure AQ-3.1 using Tier 3 engines with Level 3 DPFs was found to reduce both the project and cumulative impacts due to on-site diesel exhaust emissions from construction equipment to a less than significant level.</p> <p>The health risk technical analysis was updated to evaluate the currently proposed project and whether the increase in units and the larger building would result in new or more significant TAC impacts during construction. The analysis shows that the revised project would not exceed the BAAQMD single-source or cumulative thresholds for diesel exhaust or particulate matter.<sup>7</sup> The currently proposed project would also be required by the City to implement and adhere to this same mitigation measure. For this reason, impacts of the revised project would not be significant.</p> <p><b>3.e.</b> The project would generate localized emissions of diesel exhaust during construction activity. While these emissions may be noticeable by adjacent receptors, such odors would be localized to the immediate area and would be temporary, and therefore, would not significantly impact people off-site.</p>					

<sup>6</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p.32-33.

<sup>7</sup> Illingworth & Rodkin, Inc. 2645 & 2655 Fayette Drive Project, Mountain View, CA. Air Quality and Greenhouse Gas Update. Prepared for JHS Consulting. July 26, 2024.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>The project proposes residential uses on the site and does not propose the use or storage of hazardous or odorous materials, and therefore, is not anticipated to generate substantial odors during the operation phase.</p> <p><b>Conclusion:</b>            With implementation of the City's standard condition PL-192 and mitigation measure MM-AQ-3.1 from the prior IS/MND, project construction would not result in significant air quality impacts.</p>					
<b>4. Biological Resources. Would the project:</b>					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Section 4.4 of Prior IS/MND	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Section 4.4 of Prior IS/MND	No	No	No	N/A
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?	Section 4.4 of Prior IS/MND	No	No	No	N/A
d. Interfere substantially with the movement of any native					

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resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Section 4.4 of Prior IS/MND	No	No	No	N/A
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Section 4.4 of Prior IS/MND	No	No	No	N/A
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?	Section 4.4 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**4a-d.** The project site is developed with existing residential and commercial uses, and is located within a developed, urban area of the city. Other than the landscape trees on the site, the site does not contain biological resources. The arborist report is provided in Attachment 4. No species identified as a candidate, sensitive, or special status species are known to occur at the site location, and no sensitive or jurisdictional habitats are present at or adjacent to the site.

Similar to the approved project, the proposed project will be required to implement the following City standard condition of approval PL-198 to avoid construction-related impacts to nesting raptors and other birds.

**PL-198 Preconstruction Nesting Bird Survey**

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

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<p>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.</p> <p><b>4e.</b> The project proposes to remove all 16 of the existing trees, including nine Heritage trees on the site and to replant 27 new trees, with a minimum 24-inch box size. The proposed trees would be a mixture of approximately 16 native trees and 11 non-native trees (refer to the tree planting palette in Attachment 1). Trees will be planted along the northern, Fayette Drive frontage, and along the eastern and southeastern frontage, as well as within the podium level.</p> <p>The project will be required to comply with the following City’s standard tree replacement requirements outlined in the City Code and the City’s Standard Conditions of Approval.</p> <p><u>PL-139 Replacement</u> The applicant shall offset the loss of each Heritage tree with a minimum of two new trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees.</p> <p><u>PL-141 Street Tree Protections</u> All designated City street trees to remain are to be protected throughout construction activity with protection measures shown on building permit plans.</p> <p><u>PL-142 Tree Protection Measures</u> The tree protection measures listed in the projects arborist report shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, six-foot chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.</p> <p><u>PL-143 Security Bond</u> The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.</p> <p><b>4.f.</b> The site is not part of any habitat conservation plan and would not impact the implementation of any habitat plan.</p> <p><b>Conclusion:</b> Based on the above discussion, the revised project will not result in new or more significant biological resources impacts.</p>					

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<b>5. Cultural Resources. Would the project:</b>					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Section 4.5 of Prior IS/MND	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Section 4.5 of Prior IS/MND	No	No	No	N/A
c. Disturb any human remains, including those interred outside the formal cemeteries?	Section 4.5 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**5a.** The existing buildings on the project site are not listed on the City of Mountain View Register of Historic Resources. The existing development on site was not identified in the Citywide Historic Properties Survey as potentially eligible for any historic register. The buildings do not meet the criteria of the California Register of Historical Resources or the Mountain View Historic Preservation Ordinance, and therefore, are not listed in the City's Historic Resource Inventory and are not considered to be historic resources.

**5b-c.** The site is within a developed residential area and is not considered to be archaeologically sensitive or likely to contain resources. As explained in the prior IS/MND for the approved project, a records search and literature review was completed for the 2030 General Plan. The records search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), and at the California Native American Heritage Commission (NAHC). Based upon the research, archaeological resources were not identified on the project site.<sup>8</sup>

Although it is unlikely that buried historic or prehistoric buried archaeological and paleontological resources are present on the site, these resources could be encountered during excavation, construction, or infrastructure improvements for the project. The project would implement the below standard conditions of approval related to the discovery of pre-historic or historic period archaeological resources and human remains (in compliance with General Plan Policies LU-11.5 and LU-11.6), should they be encountered on the site. With incorporation of the following standard conditions of approval, the project would not result in impacts to archaeological or paleontological resources.

<sup>8</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p.46-47.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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#### PL-194 Discovery of Archaeological Resources

- Cultural Sensitivity Training. Tribal 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 indigenous history of peoples in the vicinity of the project site.
- Discovery of Archaeological and Tribal Cultural Resources. If indigenous or historic-era cultural materials are unearthed during ground-disturbing activities, all activity within 100 feet of the find shall cease and the find shall be flagged for avoidance. The City and a qualified archaeologist, defined as one meeting the U.S. Secretary of the Interior's Professional Qualifications Standards for Archaeology, and the Tamien Nation shall be immediately informed of the discovery. The qualified archaeologist and a Tamien Nation Tribal 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 and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls, filled wells or privies, and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with a Tamien Nation Tribal representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery.

#### PL-195 Discovery of Human Remains

- Discovery of Human Remains. In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the NAHC, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

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

#### **Conclusion:**

With adherence to the above standard conditions of approval, the project would not result in impacts to unknown archaeological or paleontological resources should they be discovered during excavation or construction.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>6. Energy. Would the project:</b>					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	Section 4.6 of Prior IS/MND	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Section 4.6 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**6a.** Redevelopment of the site would require the use of energy resources. However, the site is an infill site, within a developed area of the city. The project proposes to replace the existing residential and commercial buildings with a new, higher-density residential building, built to current codes and energy efficiency standards. For these reasons, the project would not entail the wasteful or inefficient use of energy resources.

As described in the prior IS/MND for the approved project, the construction phase would require energy for the manufacture and transportation of building materials, site preparation, grading and excavation, trenching, paving, and building construction and interior finishing. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy during construction. Energy would not be wasted or used inefficiently by construction equipment, as the proposed project would be required to adhere to standard measures to improve efficiency of the construction. In addition, standard construction waste management methods and processes will be required to reduce the amount of construction waste.<sup>9</sup>

**6b.** Infill development, such as the proposed project, is part of the City's and State's strategy for energy efficient development. The project would not conflict with or obstruct any plans regarding renewable energy or energy efficiency. Similar to the approved project, the proposed project would be constructed in compliance with the current energy efficiency standards set forth in Mountain View Green Building Code, Title 24, and CALGreen. For these reasons, the project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency.

The project would be required to implement the City's standard condition BID-31 to improve energy efficiency.

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<sup>9</sup>*Ibid.* p. 53-55.



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p><u>BID-31 – Reach Codes for Multi-Family Residential (New Construction)</u></p> <ul style="list-style-type: none"> <li>Photovoltaic System Requirements: Photovoltaic (PV) installation on roof area to accommodate an all-electric building to 100% of annual kWh consumption offset, as amended in MVCC Section 8.20.9 and per Table 101.10.</li> </ul> <p><b>Conclusion:</b> The project would not result in significant energy impacts.</p>					
<b>7. Geology and Soils. Would the project:</b>					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Section 4.7 of Prior IS/MND	No	No	No	N/A
ii. Strong seismic ground shaking?	Section 4.7 of Prior IS/MND	No	No	No	N/A
iii. Seismic-related ground failure, including liquefaction?	Section 4.7 of Prior IS/MND	No	No	No	No
iv. Landslides?	Section 4.7 of Prior IS/MND	No	No	No	No
b. Result in substantial soil erosion or the loss of topsoil?	Section 4.7 of Prior IS/MND	No	No	No	N/A



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c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Section 4.7 of Prior IS/MND	No	No	No	N/A
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Section 4.7 of Prior IS/MND	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Section 4.7 of Prior IS/MND	No	No	No	N/A
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Section 4.7 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**7.a.** The city of Mountain View is located within the Santa Clara Valley, between the Santa Cruz Mountains to the south, San Francisco Bay to the north, and the Diablo Mountains to the east. The project site is located within a seismically active region of northern California; however, no fault lines cross the property and the site is not located within an earthquake fault zone on an Alquist-Priolo Earthquake Fault Zoning Map. Therefore, therefore, the potential for fault rupture at the site is low.

As described in the prior IS/MND for the approved project, the site is not located within a state-designated liquefaction hazard zone and no liquefiable soils are present on-site; therefore, liquefaction susceptibility is considered very low.<sup>10</sup> Because the site is flat, there is also no potential for landslides.

<sup>10</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p. 60.

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<p>In order to minimize potential damage from seismic shaking, the proposed project would be designed and constructed in accordance with City of Mountain View's requirements and guidelines for Seismic Design Category D in the California Building Code. The project shall implement specific recommendations contained in a geotechnical report prepared for the site to the satisfaction of the City of Mountain View Building Inspection Division, in accordance with the standard condition of approval listed below. Implementation of standard conditions of approval and General Plan Policies would reduce the impacts of seismically induced ground shaking on the project and reduce the risk of loss, injury, or death.</p> <p><b>7.b.</b> Similar to the approved project, construction would include excavation, which could result in the loss of topsoil and erosion. As discussed in Section 4.10 <i>Hydrology and Water Quality</i>, the project will be required to implement the City's standard condition of approval which mandates the completion of a Construction Sediment and Erosion Control Plan. With implementation of this standard condition of approval, the proposed project would not result in substantial soil erosion or a significant loss of topsoil.</p> <p><b>7.c-d.</b> The project site is generally flat and would not be subject to significant geologic hazards such as liquefaction, landsliding, lateral spreading, or differential settlement. For these reasons, would not result in significant or unique hazards due to these soil or geologic conditions.</p> <p>As outlined in the prior IS/MND, the site does however, contain expansive soils. Soils on the site range from sandy silt fill at the surface to silty clays, sandy gravel, and hard clays at depth. The clay soils on the site have a medium to high expansion potential.</p> <p>The following standard condition of approval shall be implemented to reduce the impacts of expansive soils, seismic, and seismic-related hazards (e.g., liquefaction, lateral spreading, and differential settlement) on the site to a less than significant level.</p> <p><u>PL-48 Geotechnical Report</u></p> <p>The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City during building plan check, and the recommendations made in the geotechnical report will be implemented as part of the project and included in building permit drawings and civil drawings as needed. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures causes by seismic activity, and traffic loads; method for backdraining walls to prevent the build-up of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.</p> <p><b>7.e.</b> The project proposes to connect to the existing sanitary sewer system, which is available at the site, and does not propose septic or alternative wastewater systems.</p>					

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**7.f.** The project site is developed with existing residential and commercial uses and is not located within an area of high paleontological sensitivity. The project does not propose substantial excavation and is not anticipated to result in any impacts to paleontological resources. The project would be required to implement the following City standard condition of approval related to the discovery of paleontological resources, should they be encountered on the site.

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.

**Conclusion:**

With implementation of the standard conditions identified above, the project would not create or exacerbate, or be subject to, significant geologic or soils hazards.

<b>8. Greenhouse Gas Emissions. Would the project:</b>					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Section 4.8 of Prior IS/MND	No	No	No	N/A
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Section 4.8 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**8a-b.** The City of Mountain View adopted the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) and certified the General Plan and GGRP EIR in July 2012. The General Plan is the guiding document for future growth of the City. The GGRP is a complementary document and long-range plan, which implements the greenhouse gas emissions reduction goals of the General Plan and serves as a programmatic greenhouse gas reduction strategy for the purpose of tiering CEQA review.

While the project site is currently vacant and the project would add active uses to the site, the project would not involve a change in land use, and therefore, would not result in new growth beyond that planned for in the City. Infill

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<p>housing, such as the proposed project, is part of the City's and State's strategy to reduce overall greenhouse gas emissions in the region. The project would not conflict with or obstruct any plan, policy or regulation adopted for the purpose of reducing greenhouse gases emissions. The project design includes greenhouse gas emissions reduction measures, such as electric vehicle (EV) charging stations, bicycle parking and pedestrian improvements, as well as energy-efficient air conditioning and heating systems.</p> <p>Construction of the proposed project would generate GHG emissions during the short-term, however, these would be offset through conformance with standard best management practices and current energy efficiency standards set forth in Mountain View Green Building Code, Title 24, and CALGreen, as well as implementation of the standard conditions of approval described above under section 3. <i>Air Quality</i> above.</p> <p>Operation of the project would result in a net increase in vehicle trips but would not generate significant new GHG emission impacts. The greenhouse gas technical analysis prepared for the approved project was updated to estimate the emissions associated with operation of the currently proposed project. The analysis determined that the revised project would not exceed the BAAQMD thresholds.<sup>11</sup></p> <p><b>Conclusion:</b> The project will not result in new or more significant greenhouse gas emissions impacts.</p>					

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<b>9. Hazards and Hazardous Materials. Would the project:</b>					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous	Section 4.9 of Prior IS/MND	No	No	No	N/A

<sup>11</sup> Illingworth & Rodkin, Inc. 2645 & 2655 Fayette Drive Project, Mountain View, CA. Air Quality and Greenhouse Gas Update. Prepared for JHS Consulting. July 26, 2024.

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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?	Section 4.9 of Prior IS/MND	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Section 4.9 of Prior IS/MND	No	No	No	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Section 4.9 of Prior IS/MND	No	No	No	N/A
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 for people residing or working in the project area?	Section 4.9 of Prior IS/MND	No	No	No	N/A
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Section 4.9 of Prior IS/MND	No	No	No	N/A
g. Expose people or structures to a significant risk of loss, injury or death involving wildland	Section 4.9 of	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Prior IS/MND				

### **Discussion:**

#### **9a-c.**

#### **Historical Site Usage:**

Based on the Phase I Environmental Site Assessment (Phase I) report of the site completed as part of the prior IS/MND, the project site is developed with a single-family residence, a garage, a small apartment building, and a commercial building previously used by a carpet cleaning business. The project site is located in an area of multi-family residential and commercial land uses. Based on the previous Phase I Environmental Site Assessment Report (ESA), none of the adjacent properties are considered to be of significant environmental concern.<sup>12</sup>

The project proposes to replace the existing vacant residential and commercial buildings with a new seven-story residential condominium building with a subterranean parking garage, built to current codes and safety standards. The residential use is not proposed to, or anticipated to, involve the routine transport, use, or disposal of hazardous materials.

The project site is not listed on any databases indicating the presence of contamination. Redevelopment of the site would not result in the release of hazardous materials into the environment.

The project will be required to implement the City's standard condition of approval o193 below.

#### **PL-193 Discovery of Contaminated Soils**

If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following:

- a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training;
- b) the contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options;
- c) the contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation;
- d) the contractor will water/mist soil as it is being excavated and loaded onto transportation trucks;
- e) the contractor will place any stockpiled soil in areas shielded from prevailing winds; and
- f) the contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

<sup>12</sup>*Ibid.* p.72-73.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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**Building Materials:**

Buildings constructed prior to 1978 may include asbestos-containing materials (ACMs) in building materials such as roofs, tiling, and insulation. Asbestos-containing materials are of concern because exposure to them has been linked to cancer. Due to the age of the structures on the site, building materials may contain ACMs. Therefore, an asbestos survey would be required, as well as removal of potentially friable ACMs prior to building demolition.

Lead was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. In 1972, the Consumer Products Safety Commission limited lead content in new paint to 0.5 percent, and to 0.06 percent in 1978. Similar to ACMs, lead may also be present in older buildings.

The existing residential and commercial buildings on the site likely contain asbestos and lead-based paint. The City's standard condition (PL-191) for the removal and disposal of these materials would be required as part of the project.

**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.
- c) 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.

**9.d.** As described in the prior IS/MND for the approved project, the project site is not included on any list compiled pursuant to Section 65962.5 ("Cortese List") of the California Government Code. The Phase I assessment prepared for the approved project did not identify any recognized environmental conditions or contamination on the property.

**9.e.** The project is not located within an airport land use plan or within two miles of a public airport. The project would be located approximately four miles from the Moffett Federal Airfield and would not interfere with the airfield operations.



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p><b>9.f-g.</b> The project proposes residential uses within an established, infill residential area of the city. The site is not within a wildland area and is not subject to wildland fires. The project would not interfere with an adopted emergency response plan or emergency evacuation plan and would not increase hazards due to wildland fire risk.</p> <p><b>Conclusion:</b> Implementation of the City's standard conditions of approval described above will ensure that the project does not result in hazardous materials impacts.</p>					
<b>10. Hydrology and Water Quality. Would the Project:</b>					
a. Violate any water quality standards or waste discharge requirements?	Section 4.10 of Prior IS/MND	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Section 4.10 of Prior IS/MND	No	No	No	N/A
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;	Section 4.10 of Prior IS/MND	No	No	No	N/A
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite;	Section 4.10 of Prior IS/MND	No	No	No	No
iii. create or contribute runoff water which would exceed					



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?	Section 4.10 of Prior IS/MND	No	No	No	No
	Section 4.10 of Prior IS/MND	No	No	No	No
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Section 4.10 of Prior IS/MND	No	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Section 4.10 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**10.a.** As described for the previously approved project, implementation would require demolition, paving, and grading of the site. These activities would temporarily increase the amount of unconsolidated materials and disturb potential pollutants. Grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or the San Francisco Bay.

The site is generally flat, and redevelopment of the site would not result in substantial new or increased hydrology or drainage impacts. Overall, the project will increase the impervious surfaces on the site by 4,081 square feet, or 17 percent compared with existing conditions.

Standard conditions regarding stormwater runoff will be required by the City and will be implemented to ensure that there are no impacts to drainage or water quality during construction or operation.

Similar to the approved project, the proposed project would be required to comply with standard City conditions of approval, based on Regional Water Quality Control Board requirements, to reduce water quality impacts during construction.

**Standard Conditions of Approval:**

FEP-03 State of California Construction General Stormwater Permit

A "Notice of Intent" (NOI) and "Stormwater Pollution Prevention Plan" (SWPPP) shall be prepared for construction

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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projects disturbing one acre or more of land. Proof of coverage under the State General Construction Activity Stormwater Permit shall be attached to the building plans.

#### FEP-04 Construction Best Management Practices

All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system. Refer to the City of Mountain View document, "It's in the Contract but not in the Bay" for the specific construction practices required at the job site.

#### FEP-05 Construction Sediment and Erosion Control Plan

The applicant shall submit a written plan acceptable to the City which shows controls that will be used at the site to minimize sediment runoff and erosion during storm events. The plan should include installation of the following items where appropriate: (a) silt fences around the site perimeter; (b) gravel bags surrounding catch basins; (c) filter fabric over catch basins; (d) covering of exposed stockpiles; (e) concrete washout areas; (f) stabilized rock/gravel driveways at points of egress from the site; and (g) vegetation, hydroseeding, or other soil stabilization methods for high erosion areas. The plan should also include routine street sweeping and storm drain catch basin cleaning.

#### FEP-22 Stormwater Treatment (C.3)

This project will create or replace more than ten thousand (10,000) square feet of impervious surface; therefore, stormwater runoff shall be directed to approved permanent treatment controls as described in the City's guidance document entitled, "Stormwater Quality Guidelines for Development Projects." The City's guidelines also describe the requirement to select Low- Impact Development (LID) types of stormwater treatment controls; the types of projects that are exempt from this requirement; and the Infeasibility and Special Projects exemptions from the LID requirement.

The "Stormwater Quality Guidelines for Development Projects" document requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing calculations of the treatment controls that will be installed. Include three stamped and signed copies of the Final Stormwater Management Plan with the building plan submittal. The Stormwater Management Plan must include a stamped and signed certification by a qualified Engineer, stating that the Stormwater Management Plan complies with the City's guidelines and the State NPDES Permit. Stormwater treatment controls required under this condition may be required to enter into a formal recorded Maintenance Agreement with the City.

#### FEP 25 Hydromodification Management

Post-construction stormwater runoff shall drain to approved permanent Hydromodification Management (HM) controls to mitigate increases in peak runoff flow and increased runoff volume. Projects that will decrease impervious surface area in comparison to the pre-project condition are not subject to the HM requirement. Information related to this requirement, including the exemption criteria, is included in the City's document entitled, "Hydromodification Management Plan Guidelines for Development Projects," and the Santa Clara Valley Urban Runoff Pollution Prevention Program's manual entitled, "C.3 Stormwater Handbook: Guidance for Implementing Stormwater Requirements for New and Redevelopment Projects."

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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The City's "Hydromodification Management Plan Guidelines for Development Projects" manual requires applicants to submit a Stormwater Management Plan, including information such as the type, location, and sizing requirements of the controls that will be installed. Include the Stormwater Management Plan with the building plan submittal. Property owners of projects that include stormwater controls constructed in accordance with this condition are required to enter into a formal recorded self-inspection and maintenance agreement with the City.

#### FEP-26 Stormwater Management Plan – Third-Party Engineer's Certification

The Final Stormwater Management Plan must be certified by a qualified third-party engineer that the proposed stormwater treatment controls comply with the City's Guidelines and Provision C.3 of the Municipal Regional Stormwater NPDES Permit (MRP).

#### FEP-10 Landscape Design

For residential and non-residential buildings, landscape design shall minimize runoff and promote surface filtration. Examples include:

- No steep slopes exceeding 10 percent;
- Using mulches in planter areas without ground cover to avoid sedimentation runoff;
- Installing plants with low water requirements; and
- Installing appropriate plants for the location in accordance with appropriate climate zones.

#### FEP-11 Efficient Irrigation

For residential and nonresidential buildings: common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

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

Compliance with the above City of Mountain View standard conditions will ensure that the project will not result in new or more significant impacts to water quality standards or waste discharge requirements.

**10b.** The project proposes infill residential development within the urban envelope, similar to the previously approved project. The project does not include installation of new groundwater wells and would not deplete groundwater supplies or interfere with groundwater recharge.

**10c-d.** The proposed project would construct residential uses within an existing urban area, on a site that is currently developed. While redevelopment of the site would alter the on-site drainage, the project would not alter the overall drainage pattern of the area. The project would install stormwater treatment facilities, in compliance with the Municipal Regional Stormwater Permit Provision C.3 requirements. The proposed project would increase the amount of impervious surfaces on the site from approximately 23,803 square feet to approximately 27,884 square feet. The project

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<p>would treat the entire site, including existing and proposed building roof areas, per provision C.3 regulations and as otherwise required under standard applicable standards and requirements as described above. The project would not result in new or substantially increased drainage and runoff impacts.</p> <p>As determined in the prior IS/MND for the approved project, the existing storm drain system has sufficient capacity to support the development on-site. Runoff would be routed directly from the treatment facilities to the storm drainage system and would not flow off-site, except during large and infrequent storm events.<sup>13</sup> The revised project would also be required to implement the same construction-related standard permit conditions to minimize erosion, as well as postconstruction requirements to minimize and treat stormwater runoff (per the requirements of Provision C.3 of the RWQCB's MRP).</p> <p>Compliance with the standard conditions above, and other requirements as applicable, would ensure the revised project would not result in new or substantially increased impacts.</p> <p><b>10e.</b> The project site is not located in a Federal Emergency Management Agency (FEMA) flood hazard zone or an inundation area for any reservoir in the event of a complete dam failure. Based on the location of the site, the project would not result in a significant impact from flooding. The location of the site is not likely to be affected by seiches, tsunamis, or mudflow and no policies or actions are needed to further reduce the impact.</p> <p><b>Conclusion:</b> With implementation of the standard conditions of approval, the proposed residential project would not result in new or more significant hydrology and water quality impacts as compared to the approved project.</p>					
<b>11. Land Use and Planning.</b> <b>Would the project:</b>					
a. Physically divide an established community?	Section 4.11 of Prior IS/MND	No	No	No	N/A
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?	Section 4.11 of Prior IS/MND	No	No	No	N/A

<sup>13</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p. 85-86.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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**Discussion:**

**11a-b.** The project site is located within a developed, residential area of the City. The revised project proposes to replace the existing vacant residential and commercial buildings on the site with a new, seven-story residential condominium building with 70 units, instead of the previously approved six-story building with 44 units. Similar to the approved project, the replacement of the residential uses on the site with a new condominium building would not divide any community. The proposed building would be at a larger and more intense scale than the existing development on the site, however, it would generally be compatible with the multi-family residential development nature of the Middlefield Road and the multi-family apartment buildings to the north, west, and south of the site, and the commercial development to the east. Therefore, the revised project would not result in new or more significant land use compatibility impacts.

While the project is proposed under the “Builder’s Remedy” and does not conform to the existing zoning designation requirements, the project proposes an increase in residential uses within a residential area in the western part of Mountain View, in accordance with the City’s goals and policy direction. The project will not conflict with any applicable adopted land use plan, policy or regulation adopted for the purpose of mitigating an environmental effect, or conflict with any applicable habitat or natural community conservation plan. For these reasons, the project would not result in significant land use and planning impacts or inconsistencies.

**Conclusion:**

Based on the above discussion, the project would not result in new or more significant land use impacts.

<b>12. Mineral Resources. Would the Project:</b>					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Section 4.12 of Prior IS/MND	No	No	No	N/A
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?	Section 4.12 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**12a-b.** The site is located within a developed residential area of central Mountain View. No mining operations or mineral resources are present within the project area. The site is not designated as a mineral resource recovery site

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>by the City. Based on the General Plan EIR and the State of California maps of aggregate resources, there are no minerals or aggregate resources of statewide importance located within the City of Mountain View. There are no natural gas, oil, or geothermal resources identified within or adjacent to the City. The site is located within an urban area and there are no locally-important mineral resources identified by the 2030 General Plan. Therefore, similar to the previously approved project, the revised project would not result in any impacts to mineral resources or the loss of availability of mineral resource recovery sites.</p> <p><b>Conclusion:</b> Based on the above discussion, the project would not result in mineral resource impacts.</p>					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>13. Noise. Would the project result in:</b>					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Section 4.13 of Prior IS/MND	No	No	No	N/A
b. Generation of excessive groundborne vibration or groundborne noise levels?	Section 4.13 of Prior IS/MND	No	No	No	MM NOI-2.1 and MM NOI-2.2
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	Section 4.13				

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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?	of Prior IS/MND	No	No	No	N/A

#### **Discussion:**

**13a.** The project site is located within a developed, residential area of the City and is mainly surrounded by multi-family residential uses within buildings ranging from three to seven stories. Fayette Greenway Park, which is a park area with plantings and walkways built on the Hetch Hetchy right-of-way, is immediately adjacent to site to the east, and a commercial property is located farther to the east. Noise levels in the immediate site area are primarily dominated by residential activity and vehicular traffic on Fayette Drive, while noise levels in the overall project area are dominated by traffic on San Antonio Road and El Camino Real.

#### **Construction Noise**

The project would result in construction noise and vibration at levels similar to other mid-rise construction projects within the City. There is nothing unique or peculiar about the project or its construction that would suggest that the project would have greater construction noise or vibration impacts than other typical mid-rise construction projects.

The prior IS/MND evaluated whether the approved project could result in significant noise impacts due to short-term construction noise. The analysis determined that, with compliance with Chapter 8 of the City's Municipal Code and the standard conditions of approval related to construction, the approved project would not result in significant construction noise impacts.

The proposed project will also be required to implement and comply with applicable provisions of Chapter 8 of the Municipal Code as well as the following standard City conditions of approval to reduce construction noise:

#### **Standard Conditions of Approval:**

##### **PL-152 Construction Noise Reduction**

The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties:

- Comply with manufacturer's muffler requirements on all construction equipment engines;
- Turn off construction equipment when not in use, where applicable;
- Locate stationary equipment as far as practical from receiving properties;
- Use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and
- Shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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#### PL-154 Pile Driving Noise Reduction

The following measures shall be incorporated into construction plans and contractor specifications if pile driving is proposed:

- a) Multiple pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving would be reduced; and
- b) Temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the foundation pile holes as a standard construction noise control technique. Predrilling reduces the number of blows required to seat the pile.

#### PL-186 Work Hours/Construction Site Signage

No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. The general contractor, applicant, developer, or property owner shall erect a sign at all construction site entrances/exits to advise subcontractors and material suppliers of the working hours and contact information, including an after-hours contact. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.

#### PL-188 Notice of Construction

The applicant shall notify neighbors within 750 feet of the project site of the construction schedule in writing, prior to construction. For multi-phased construction, separate notices may be required for each phase of construction. A copy of the notice and the mailing list shall be submitted for review prior to issuance of building permits.

#### PL-189 Disturbance Coordinator

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

### **Operational Noise**

#### Resident Activity

Similar to the approved project, the revised project will increase the number of residents and activity at the site. As directed by the California Supreme Court in the *Make UC A Good Neighbor v. Regents of University of California* (2024) case, noise from general resident activity at the site is not considered an environmental impact.

Notwithstanding this Supreme Court case, the addition of 26 additional units and one story of construction beyond what was previously approved, would not substantially increase the noise from resident activity at the site.



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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#### Traffic Noise

The prior IS/MND evaluated whether the approved project could result in significant noise impacts due to increases in traffic noise levels at sensitive receptors in the vicinity. A substantial increase would occur if the project increased noise levels by three dBA Ldn in this area. In general, traffic volumes must double to result in a perceptible (three dB) noise increase. The analysis in the prior IS/MND determined that the approved project-generated traffic would not double traffic volumes in the project area and would not increase ambient noise levels by three dBA Ldn or greater.<sup>14</sup> For this reason, the project-generated traffic noise would result in a less than significant impact.

#### Mechanical Equipment

As explained in the prior IS/MND for the approved project, residential structures such as these typically include stationary sources of operational noise such as mechanical heating, ventilating, and air conditioning (HVAC) equipment. Similar to the approved project, the revised project will also include such equipment, as well as an emergency generator for the elevator. Stationary equipment would be located and shielded to operate within the City's Noise Ordinance requirements.

The revised project will be required to implement the following standard conditions of approval to ensure that impacts from mechanical equipment noise will be less than significant. This condition will be implemented during the building permit process, which is when the City will require a project-specific acoustical analysis as part of the permit application.

##### PL-149 Mechanical Equipment

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

##### PL-150 Noise Generation

All noise-generating activities (i.e., entertainment or amplified sound) are limited to interior areas only, and the heating, ventilation, and air conditioning system shall be maintained to ensure that all windows and doors remain closed when the business is in operation.

##### PL-151 Interior Noise Levels

Construction drawings must confirm that measures have been taken to achieve an interior noise level of 45 dBA Ldn that shall be reviewed and approved by a qualified acoustical consultant prior to building permit submittal.

As described in the project description, the project includes a potential recreational area on the roof deck. Operation of the roof deck would be required to adhere to the following standard condition of approval.

<sup>14</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p.100-101.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p><b><u>PL-68 Roof Deck Operation</u></b></p> <p>The approved hours of operation for the rooftop common area shall be limited to 8:00 a.m. to 10:00 p.m. and shall not allow amplified music. In the event any problems arise with the hours of operation or noise, the Zoning Administrator may hold a public hearing to review common-area operations and impose new or modified conditions of approval in response to public comment received. The public hearing shall be conducted and noticed in accordance with Chapter 36, Article XVI, Division 6, of the City Code.</p> <p><b>13.b.</b> The prior IS/MND evaluated whether the approved project would result in the generation of excessive groundborne vibration or groundborne noise levels. That analysis determined that construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used, particularly at the nearest residential uses.</p> <p>The prior IS/MND for the approved project identified the following mitigation measures to reduce construction-related vibration impacts at adjacent structures, specifically the residence adjacent to the northwest of the project site.</p> <p><b><u>Prior IS/MND MM NOI-2.1:</u></b> Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building.</p> <p><b><u>Prior IS/MND MM NOI-2.2:</u></b> Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.</p> <p>The revised project will also be required to implementation the above mitigation measures to reduce construction-related vibration impacts to a less than significant level. Limiting the use of heavy vibration-generating construction equipment near adjacent buildings and designating a person responsible for investigating claims of excessive vibration will ensure the proposed project does not result in new construction-related vibration impacts.</p> <p><b>13.c.</b> The project is not located within the vicinity of a private airstrip or a public airport. Aircraft flyovers from Moffett Airfield would occasionally be audible at the site, however, the site is located outside of the Moffett Airfield 65 dBA CNEL noise contour. Therefore, the proposed project would not expose people residing or working in the area to excessive aircraft noise levels to excessive aircraft noise.</p> <p><b><u>Conclusion:</u></b></p> <p>Based on the above discussion, the currently proposed project would not result in new or substantially more significant noise levels or vibration impacts. Standard conditions and best management practices will be implemented to ensure that there are no significant noise or vibration impacts during construction or operation. With implementation of the above required standard conditions of approval and previously identified mitigation measures, the revised project would not result in new or more significant effects related to noise or vibration.</p>					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>14. Population and Housing. Would the Project:</b>					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Section 4.14 of Prior IS/MND	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Section 4.14 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**14a.** The site is developed with a single-family residence, five apartment units, and a commercial building. According to the prior IS/MND, the residents vacated the site between May 2015 and October 2015. The commercial building is also vacant.<sup>15</sup> The project proposes to replace the six existing vacant residential units on the site with a new 70-unit residential condominium building.

Using the average rate for Mountain View of 2.32 persons per household from the California *Department of Finance Population and Housing Estimate* report, the project would have an estimated population of approximately 162 residents.<sup>16</sup> Therefore, the proposed project would result in an increase of approximately 60 additional residents at the site as compared to the approved project. While the project would add residents to the site, it would not increase population beyond that planned for in the City's General Plan and the Plan Bay Area 2050 and this modest addition would not strain services in the site area. The project would generally be consistent with the City's goals and General Plan policies regarding providing housing within infill areas.

Because the site is an infill site within the urban area of the city, the project would not require the extension of roadways or other utility infrastructure to serve the proposed development. Therefore, similar to the approved project, the proposed project would not indirectly induce substantial population growth in the area.

<sup>15</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p. 106.

<sup>16</sup> State of California, Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024." Accessed: July 27, 2024. Available at: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/>.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p><b>14b.</b> Because the project will remove the existing vacant structures on the site, the project would displace six residential units, however the proposed project would and replace them with the larger, 70-unit condominium development, which would include 14 affordable units.</p> <p><b>Conclusion:</b> The project would not result in significant impacts to population or housing in the region.</p>					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>15. Public Services.</b>					
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	Section 4.15 of Prior IS/MND	No	No	No	N/A
Police protection?	Section 4.15 of Prior IS/MND	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
Schools?	Section 4.15 of Prior IS/MND	No	No	No	N/A
Parks?	Section 4.15 of Prior IS/MND	No	No	No	N/A
Other public facilities?	Section 4.15 of Prior IS/MND	No	No	No	N/A

**Discussion:** The current project proposes to replace the six existing vacant residential units and the commercial use on the site with a new 70-unit residential condominium building, resulting in a net increase of 64 units as compared to existing conditions. The current project proposes 26 additional residential units and one additional story as compared to the previously approved 44-unit project. While this slight increase in units and building size could incrementally increase the need for services, this project would not change the overall type of land use or the nature of activity on the site. In addition, the proposed building would be constructed to current codes and safety standards. Therefore, the project would not significantly increase the demand for public services in the project area as compared to the approved project.

#### **Fire Protection**

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of approximately 81,000 and an area of 12 square miles. While the project would replace the six existing residences on the site with 70 units, the proposed building would be constructed to current Fire Code standards and would not increase the urban area already served by the MVFD. The proposed residential development is considered infill and is consistent with the City's goals. The MVFD does not anticipate the need to construct a new fire station to accommodate buildout of the project. For these reasons, the proposed development's incremental demand for fire services would not result in the need to expand or construct new fire facilities.

#### **Police Services**

Police protection services are provided by the Mountain View Police Department (MVPD). The MVPD consists of authorized staff of 82 sworn and 24 non-sworn personnel. The proposed residential development would be designed and constructed in conformance with current codes and reviewed by the City of Mountain View. While the project would replace the six existing residences on the site with 70 units, the proposed development is consistent with the City's goals and projected growth. The project would not increase the urban area already served by the MVPD and would not increase or impact the City's emergency response times. The proposed project would not substantially affect the provision of police protection, or result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. For these reasons, the project's incremental demand for police services would not result in the need to expand or construct new police facilities.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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### Schools

As documented in the prior IS/MND for the previously approved project, the site is located within the Los Altos School District and Mountain View-Los Altos Union High School District. The Los Altos School District serves grades kindergarten through eighth grade and the Mountain View-Los Altos Union High School District serves high-school age students. Students from the site would attend Santa Rita Elementary School located at 700 Los Altos Avenue (approximately 1.2 miles southwest of the site), Egan Junior High School located at 100 W. Portola Avenue (approximately 0.8 mile south of the site), and Los Altos High School located at 201 Almond Avenue (approximately 1.7 miles south of the site).<sup>17</sup>

As described in the prior IS/MND, the approved project was anticipated to generate a total of approximately 15 students, including 13 elementary and middle school students and two high school students, based on the student generation rates identified in the San Antonio Precise Plan (SAPP) EIR.<sup>18,19</sup> Using these same generation rates, the revised project would be anticipated to generate a total of 24 new students, including 21 elementary and middle school students and three high school students.<sup>20</sup>

As required by state law (Government Code Section 65996) and the City's standard requirements, the project proponent will be required to pay the appropriate school impact fees to offset the increased demands on school facilities caused by the project. The project will be required to adhere to the following standard condition of approval:

#### BID-44 School Impact Fees

In accordance with California Government Code Section 65996, project applicants shall pay the appropriate school impact fees to the Los Altos School District and Mountain View-Los Altos High School District to offset the increased demands on school facilities caused by the project.

Conformance with the above standard condition of approval would ensure that the revised project would not have a significant impact on school facilities.

### Parks

The City of Mountain View currently owns and maintains approximately 993 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. Fayette Park, which includes children's play equipment and a field area, is located just north of the site, across Fayette Drive. In addition, Del Medio Park is located approximately

<sup>17</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p. 109-110.

<sup>18</sup> Ibid p. 111-112.

<sup>19</sup> This is based on the 2020 generation rates used in the prior IS/MND, including the Los Altos School District student generation rate (0.3 x 70 units), which equals approximately 21 elementary and middle school students, as well as the Mountain View-Los Altos Union High School student generation rate (0.046 x 70 units), which equals approximately three students.

<sup>20</sup> Ibid.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>1,200 feet north of the site on Del Medio Avenue. Del Medio Park includes children’s play equipment and a picnic area. Other nearby parks include Monroe Park, located at Monroe Drive and Miller Avenue, and Terman Park, located at Glenbrook Drive. Rengstorff Park, which is approximately 1.2 miles west of the project site, is one of two large community parks within the City. Rengstorff Park is approximately 16.9 acres in size and consists of the City’s Community Center as well as sports fields and other facilities.</p> <p>In addition, as described further in Section 16 below, the project proposes a total of 14,872 square feet of open area, including 2,386 of public open space on the ground level, a 4,434 square foot podium courtyard with seating areas and landscape planting located on the second level of the building, private open space for each unit, as well as a potential future recreational courtyard area on the roof level.</p> <p>The prior IS/MND identified that implementation of the approved project would contribute to an incremental increase in demand for parkland because it would add new residents to the City; however, the analysis concluded that the increase in population would not increase the use of existing parks to a level that would lead to physical deterioration of park facilities and overcrowding.<sup>21</sup> The increase of 26 units associated with the revised project would not alter this conclusion.</p> <p><b>Other Public Facilities</b></p> <p>The increase in residents at the project site associated with the revised project would incrementally increase the use and demand for libraries and other facilities in the area when compared to the approved project, however, given the relatively small number of new residents and the availability of these park facilities, the project is not anticipated to impact these services.</p> <p><b>Conclusion:</b></p> <p>The project would not result in substantial adverse physical impacts associated with the need for new facilities in order to maintain acceptable levels of service or performance objectives for public services. For these reasons, the proposed project would not result in new impacts to public services.</p>					
<b>16. Recreation.</b>					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be	Section 4.16 of Prior IS/MND	No	No	No	N/A

<sup>21</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p. 110, 112.



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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?	Section 4.16 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**16.a-b.** The City of Mountain View currently owns and maintains approximately 993 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. Fayette Park, which includes children’s play equipment and a field area, is located just north of the site, across Fayette Drive. In addition, Del Medio Park is located approximately 1,200 feet north of the site on Del Medio Avenue. Del Medio Park includes children’s play equipment and a picnic area. Other nearby parks include Monroe Park, located at Monroe Drive and Miller Avenue, and Terman Park, located at Glenbrook Drive. Rengstorff Park, which is approximately 1.2 miles west of the project site, is one of two large community parks within the City. Rengstorff Park is approximately 16.9 acres in size and consists of the City’s Community Center as well as sports fields and other facilities.

In addition, the project includes a total of 14,872 square feet of open area. This would include 2,386 square feet of public open space on the ground floor, 8,052 square feet of private common open space recreational facilities for residents of the proposed condominiums, and 4,434 square feet of semi-private open space within the podium courtyard area and the recreational courtyard area on the roof level. The construction of these recreational facilities as part of the project would be in compliance with environmental regulation and would not have an adverse physical effect on the environment.

The prior IS/MND identified that implementation of the approved project would contribute to an incremental increase in demand for parkland because it would add new residents to the City; however, the analysis concluded that the increase in population would not increase the use of existing parks to a level that would lead to physical deterioration of park facilities and overcrowding.<sup>22</sup> The increase of 26 units associated with the revised project would not alter this conclusion.

**Conclusion:**

Based on the above discussion, the proposed project will not result in new or significant impacts to recreational facilities in the site area.

<sup>22</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p. 110, 112.



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>17. Transportation/Traffic.</b> <b>Would the project:</b>					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Section 4.17 of Prior IS/MND	No	No	No	N/A
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Section 4.17 of Prior IS/MND	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Section 4.17 of Prior IS/MND	No	No	No	N/A
d. Result in inadequate emergency access?	Section 4.17 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**17.a-b.** At the time the prior IS/MND was prepared for the original project, the method of evaluating transportation impacts under CEQA was Level of Service (LOS), which measured intersection congestion and delay. Subsequent to the completion of the prior IS/MND, the state began implementation of Senate Bill (SB) 743 on July 1, 2020 and has since required that vehicle miles traveled (VMT) be used as the metric of transportation analysis under CEQA. The Mountain View City Council adopted a VMT policy, effective July 1, 2020. Therefore, an amendment to the prior IS/MND was prepared in October 2020 (and is included in Attachment 2), which evaluated the transportation impacts of the project according to the City's newly adopted VMT policy.

The amendment to the prior IS/MND evaluate the project's transportation impacts by comparing against the VMT thresholds of significance as established in the City policy. The analysis estimated the project VMT based on the project location, type of development, project description, and proposed trip reduction and design measures. The City has established a VMT threshold of significance for residential uses of 15% below the Bay Area regional average. The Bay Area regional average is 13.95 daily miles per person. Thus, the VMT threshold is 11.86 daily VMT per resident, which is a 15% below the regional average. The analysis prepared for the approved project estimated the project VMT to be 9.37 daily miles per resident, which was well below the threshold of 11.86 VMT per resident.

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The addition of 26 units to the project at this location would not exceed the City's transportation impact thresholds and would not result in a new significant VMT impact. According to the City of Mountain View's VMT policy, residential projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing nine-county Bay Area regional average VMT shall be presumed to have a less-than-significant transportation impact.

In addition, projects located within one-half mile of a major transit stop, or a stop along a high-quality transit corridor, pursuant to State definitions for such facilities, are considered to have a less than significant transportation VMT impact. The project site is located within a transit priority area and is located within 0.2 miles of the El Camino Real transit corridor and near several bus stops along San Antonio Road (Routes 32, 34, 35, and SE) and El Camino Real (Routes 22, 40 and 522). The San Antonio Transit Center, is also located approximately a half-mile southeast of the project site.<sup>23</sup> Therefore, the project meets both of these criteria and would not result in significant transportation impacts.

It should also be noted that the project will be required to implement the proposed TDM program and conduct annual monitoring and reporting to the City, which seeks to achieve a four percent (4%) peak-hour vehicle trip reduction target. The following City standard conditions of approval will be required for this project.

Standard Conditions of Approval:

PL-155 Transportation Demand Management (TDM) Program

The property owner is required to maintain a TDM program for the life of the project which will: achieve a minimum four percent (4%) reduction in peak-hour vehicle trips to the site. The property owner will ensure the project does not exceed its trip cap of 25 a.m. peak-hour trips and 26 p.m. peak-hour trips. The TDM program measures shall be formally accepted by the property owner prior to building permit issuance through a legal agreement or recorded document, as determined by the City Attorney, with contents to the satisfaction of the Public Works Director or Designee.

Commute Alternatives/Transportation Benefits:

The applicant/owner is required to offer the following commute benefits and transportation alternatives to residents of the project for the lifetime of the project. If the property is sold to a third party, the third party shall establish a TDM program consistent with these requirements in effect at the time of sale. These alternatives are to encourage use of public transit, bike ridership, provide alternatives to single-occupancy vehicle trips within the City, and aid residents in getting to and from key destinations within the City.

The following mandatory transportation benefits will be implemented to achieve the project's trip reduction target and comply with the site-specific trip cap:

<sup>23</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p. 121.

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- a. Appointment of an onsite employee transportation coordinator to manage and monitor commute alternative programs (or designate a staff member to coordinate with the Mountain View Transportation Management Association (MTMA) on TDM Program activities, as needed.
- b. Communication of transportation options including bikeway maps, transit options, and TDM program offerings provided via on-site kiosks, welcome packets, new hire/resident orientations, digital platform(s), and resident apps.
- c. Provide rideshare matching services and incentives to form employee carpool and vanpool opportunities. This shall entail providing employees with information of 511.org's ridematching service, Merge, VTA's vanpool subsidy, and other ridematching services, including peer-to-peer ridematching programs that utilize mobile apps to match commuters.
- d. Provide a Guaranteed Ride Home program to encourage use of alternative transportation to the site.

In addition, the applicant/owners is/are required to provide the following on-site facilities:

- e. Short- and long-term bicycle parking facilities consistent with VTA Bicycle Technical Guidelines and the City zoning code.

Optional TDM measures may include:

- f. Transit passes or transit subsidies, to all residents, such as a Clipper Bay Pass, monthly Clipper card subsidies, or a comparable transit pass program.
- g. Membership for all employees to a corporate, City and/or regional micromobility/bike/scooter share program, or pooling of micromobility options in coordination with the Mountain View Transportation Management Association (MTMA). Alternatively, provide access to loaner e-bikes and helmets, maintained by the property owner, for which employees can use on an as-needed basis at no cost.
- h. Membership for all employees to a car-share program with vehicles stationed onsite or within a 5-minute (0.2 mile) walk, coordinated by the property owner or MTMA.
- i. Coordination of transportation opportunities such as "school bike trains" or "walking school bus".

Any modification to this transportation benefits program (TDM Plan) requires review and approval by the Public Works Director or Designee.

#### PL-159 Transportation Demand Management (TDM) Monitoring

The property owner(s), or their representative, shall prepare an annual TDM report and submit it to the City to document the effectiveness of the TDM program in achieving the goal of four percent (4%) peak hour vehicle trip reduction by residents within the project, including complying with the trip cap of 25 a.m. peak-hour trips and 26 p.m. peak-hour trips. The TDM report shall be prepared by an independent consultant and paid for by the property owner(s) or their representative; the consultant shall work with the property's TDM coordinator. The TDM report will include a determination of historical resident commute methods, which shall be informed by surveying all residents living on the project site and through driveway traffic counts. All nonresponses to the

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<p>resident commute survey will be counted as a drive-alone trip. The driveway traffic counts shall be prepared and provided by an independent, licensed consultant and paid for by the property owner(s) or tenant. The driveway counts and resulting data shall be included in the TDM report provided to the City.</p> <p>a. TDM Reporting: The initial TDM report for the project will be submitted on December 1, or the following business day thereafter if a weekend, one year after the granting of the Certificate of Occupancy Subsequent reports will be collected annually on December 1.</p> <p>b. Report Requirements: The TDM report shall either: (1) state that the project has achieved four percent (4%) peak-hour vehicle trip reduction or higher, providing supporting statistics and analysis to establish attainment of the goal and compliance with the site-specific trip cap; or (2) state that the project has not achieved the four percent (4%) peak-hour vehicle trip reduction target and exceeded the site trip cap, providing an explanation of how and why the goal has not been reached and a description of additional measures that will be adopted in order to attain the TDM goal required for the project.</p> <p>The existing sidewalks and pedestrian paths provide access the surrounding land uses in the area. The project also proposes sidewalk and frontage improvements around the perimeter of the site, as well as bicycle storage and parking facilities. The existing pedestrian facilities and proposed on-site improvements would be sufficient to serve the revised project.</p> <p><b>17.c-d.</b> The project site does not include any sharp curves or dangerous intersection areas. The revised project does not propose geometric designs for the ingress/egress that would increase hazards due to a geometric design feature or result in inadequate emergency access.</p> <p><b>Conclusion:</b> Based on the above discussion, the proposed project will not result in new or more significant transportation impacts.</p>					
<p><b>18. Tribal Cultural Resources.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American</p>				X	1,2

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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?	Section 4.18 of Prior IS/MND	No	No	No	N/A
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Section 4.17 of Prior IS/MND	No	No	No	N/A

**Discussion:**

**18.a-b.** No known tribal resources exist within the project site area. The site is within a developed residential area and is not considered to be sensitive for tribal cultural resources. The site has previously been developed and disturbed and is not anticipated to include tribal cultural resources. The prior IS/MND for the approved project determined that the development would not impact tribal cultural resources.<sup>24</sup>

The project would implement the standard conditions of approval PL-194 and PL-195 described in Section 5.5. *Cultural Resources* above. With incorporation of the standard conditions of approval, the proposed project would not result in impacts to tribal cultural resources.

**Conclusion:**

With incorporation of the standard conditions of approval, the project would not result in impacts to tribal cultural resources.

<sup>24</sup> City of Mountain View. 2645-2655 Fayette Drive Initial Study/Mitigated Negative Declaration. Prepared by David J. Powers & Associates, Inc. March 2020. p.125-127.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>19. Utilities and Service Systems. Would the project:</b>					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Section 4.19 of Prior IS/MND	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Section 4.19 of Prior IS/MND	No	No	No	N/A
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?	Section 4.19 of Prior IS/MND	No	No	No	N/A
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?	Section 4.19 of Prior IS/MND	No	No	No	N/A
e. Comply with federal, state, and local statutes and regulations related to solid waste?	Section 4.19 of Prior IS/MND	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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**Discussion:**

**19.a.** The project site is located within an urbanized residential area of the City which is served by all needed utilities (e.g. water, electricity, sanitary sewer facilities, and storm drain facilities). Similar to the approved project, the proposed redevelopment will also require specific on-site extensions and improvements to existing utility infrastructure to serve the new residential condominium building. The project would connect to the existing utilities within Fayette Drive and would underground all existing utilities that are currently above ground.

The prior IS/MND determined that the approved project would not require the relocation or construction of new or expanded water, storm drainage, electric power, natural gas, or telecommunications facilities.

**19.b.** The prior IS/MND determined that the City of Mountain View had sufficient existing water supply to support the approved project under normal, single dry, or multiple dry water years. The incremental increase in the number of units and the size of the building for the proposed project would not result in insufficient water supply and would not change this conclusion.

**19.c.** Similar to the approved project, the current project would connect to the existing eight-inch public sanitary sewer main located in Fayette Drive. The prior IS/MND found that there was sufficient capacity at the Palo Alto Regional Water Quality Control Plant (PARWQCP) and within the City's existing treatment allocation to serve the approved project. The incremental increase in the number of units and the size of the building for the proposed project would not result in insufficient wastewater capacity at the PARWQCP.

**19.d-e.** As concluded in the prior IS/MND for the approved project, the project would be served by a landfill with capacity. The current project would also be required to comply with existing local and State programs and regulations, and the City's standard conditions regarding solid waste. The incremental increase in solid waste from the revised project would not result in new or significantly increased impacts related to solid waste and landfill capacity.

**Conclusion:**

As documented in the prior IS/MND for the approved project, it was determined that the approved development would not exceed the City's applicable significance thresholds related to utilities and services and would not result in the need for new or expanded facilities. Based on the findings from the prior IS/MND and the incremental increase in the size of the proposed development, the project would not contribute to additional deficiencies in the utilities and services. For these reasons, the project would not result in new or more significant effects related to utilities and services.

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>20. Wildfire.</b> 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?	Section 4.20 of Prior IS/MND	No	No	No	N/A
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?	Section 4.20 of Prior IS/MND	No	No	No	N/A
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?	Section 4.20 of Prior IS/MND	No	No	No	N/A
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Section 4.20 of Prior IS/MND	No	No	No	N/A
<p><b>Discussion:</b>  <b>20.a-d.</b> The site is flat and is located within a developed, urban area. The site is not located within an area that may exacerbate fire risk or expose people or structures to significant risk. For these reasons, similar to the approved project, the currently proposed project would not result in wildfire impacts.</p> <p><b>Conclusion:</b>  The project would not result in wildfire impacts.</p>					



Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
<b>21. Mandatory Findings of Significance.</b>					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory?	Prior IS/MND	No	No	No	N/A
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)?	Prior IS/MND	No	No	No	MM AIR-3.1, MM NOI-2.1, MM NOI-2.2
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Prior IS/MND	No	No	No	MM AIR-3.1, MM NOI-2.1, MM NOI-2.2
<b>Discussion:</b> <b>21.a.</b> Based on the analysis in the individual sections above, the currently proposed project would not degrade the quality of the environment, result in impacts to sensitive species or habitats, or eliminate important examples of					

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Implemented or Address Impacts.
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California's history or prehistory. Standard conditions of approval and best management practices and requirements will be implemented as described in the prior sections to avoid unanticipated impacts.

**21.b.** This document evaluates the environmental impacts of the currently proposed residential development on the site and evaluates whether the revised project will result in new or more significant impacts beyond those disclosed in the prior IS/MND for the previously approved project. The cumulative impact analysis from the prior IS/MND is hereby incorporated by reference. The analysis considered other past, pending, and probable future projects whose impacts could combine to produce cumulative impacts. It was determined that, with adherence to the identified mitigation measures and incorporation of standard conditions of approval, the approved project would not result in a cumulatively significant contribution to cumulative impacts. This conclusion would not change with the incremental increase in residential units and additional building story proposed with the current project.

The proposed project will also be conditioned to adhere to the same mitigation measures (MM AIR-3.1, MM NOI-2.1, and MM NOI-2.2) that were identified in the prior IS/MND and required of the approved project, to ensure the project will not result in new or more significant cumulative air quality or noise impacts.

**21.c.** As explained in the prior IS/MND for the approved project, while changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality and noise. The IS/MND determined that implementation of the best management practices, standard permit conditions, mitigation measures, and adherence to General Plan, City Code, and state and federal regulations described in the prior IS/MND would avoid any significant impacts. No other direct or indirect adverse effects on human beings were identified. The incremental increase in residential units and the additional of another building level as proposed with the current project would not change this conclusion.

As mentioned above, the proposed project will also be conditioned to adhere to the same mitigation measures (MM AIR-3.1, MM NOI-2.1, and MM NOI-2.2) that were identified in the prior IS/MND to ensure the project will not result in new or more significant impacts to human beings.

*Note: Authority cited: CEQA (Public Resources Code 21000–21189) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387).*

## **8.0 REFERENCES AND SOURCES**

Bay Area Air Quality Management District (BAAQMD). California Environmental Quality Act Air Quality Guidelines. 2022.

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City of Mountain View. Amendment to Initial Study Mitigated Negative Declaration 2645-2655 Fayette Drive Residential Project. Prepared by David J. Powers & Associates, Inc. March 2020.

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Illingworth & Rodkin, Inc. 2645 & 2655 Fayette Drive Project, Mountain View, CA. Air Quality and Greenhouse Gas Update. Prepared for JHS Consulting. July 26, 2024.

TDM Specialists Inc. 2645-2655 Fayette Drive, City of Mountain View, Transportation Demand Management List of Measures. January 17, 2024.

Urban Tree Management. Existing Conditions Arborist Report. 2645-2655 Fayette Drive, Mountain View, CA 94040. Prepared by Chris Stewart. August 3, 2023, revised October 2, 2023.

## **9.0 LEAD AGENCY AUTHORS AND CONSULTANTS**

### **City of Mountain View**

#### **Community Development Department**

Christian Murdock, Community Development Director  
Amber Blizinski, Assistant Community Development Director  
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Jeffrey Tsumura, Senior Planner

### **JHS Consulting, LLC**

John Schwarz, President/Principal

### **Illingworth & Rodkin, Inc.**

James Reyff, Principal  
Casey Divine, Consultant  
Zachary Palm, Consultant

## **ATTACHMENT 1**

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### **PROJECT APPLICATION AND PLAN SET**

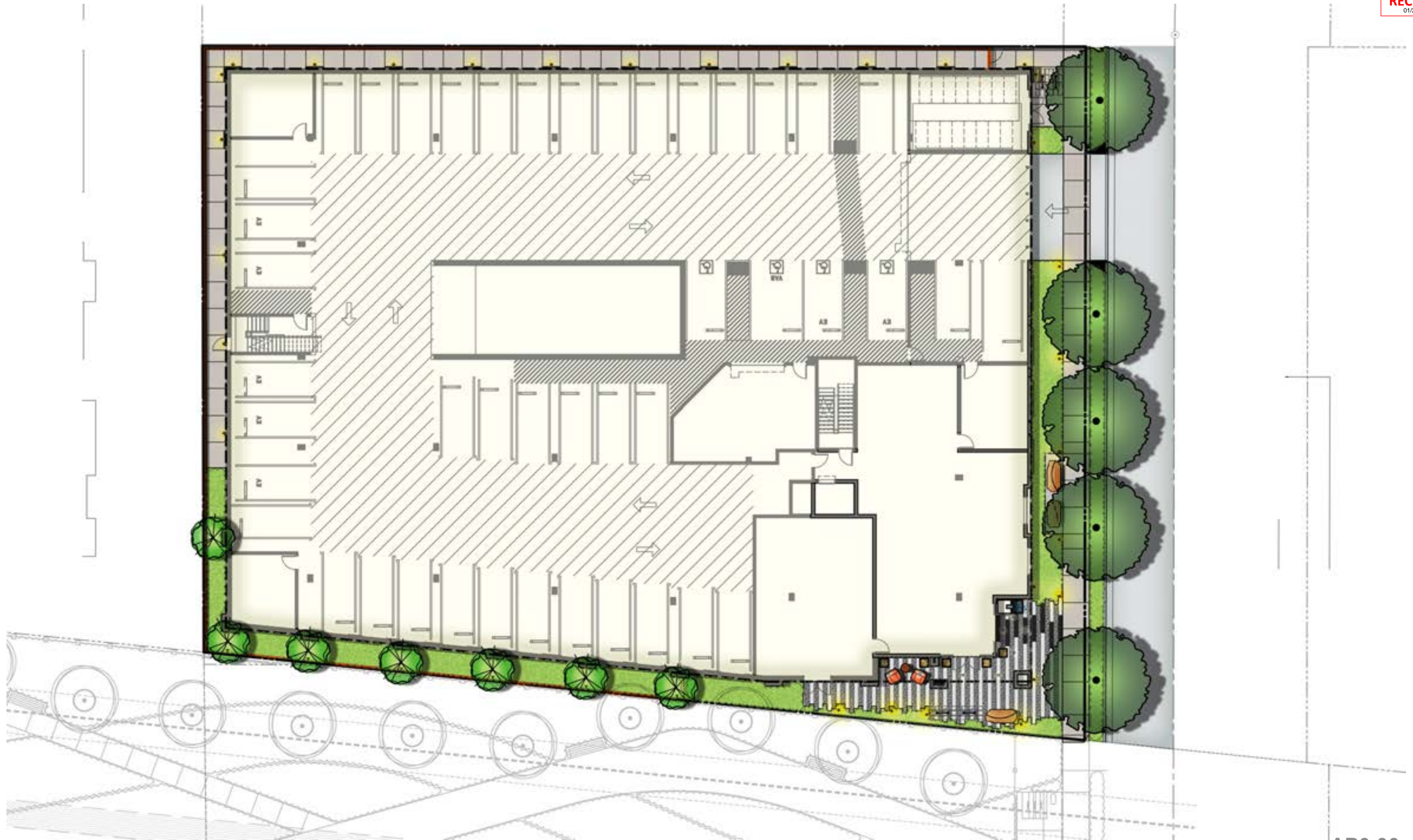


# OCTANE FAYETTE

2645 & 2655 FAYETTE DRIVE, MOUNTAIN VIEW, CA







AP0.00





AP0.01





AP0.02





AP0.03





AP0.04



PROJECT DESCRIPTION

A PRIVATELY FUNDED RESIDENTIAL BUILDING WITH A SUBTERRANEAN PARKING GARAGE. THE PROJECT IS ONE BUILDING CONSISTING OF THE ELEMENTS DESCRIBED BELOW.

- A 7-STORY RESIDENTIAL BUILDING OF 5-STORIES OF TYPE III-A WOOD FRAMED RESIDENTIAL AND RELATED AMENITY SPACES OVER 2 LEVELS OF TYPE I-A CONCRETE/METAL FRAMED GARAGE WITH AMENITY SPACES AND RESIDENTIAL UNITS.
- 1 LEVEL OF TYPE I-A CONCRETE, SUBTERRANEAN PARKING GARAGE.
- 70 RESIDENTIAL DWELLING UNITS, SEE STATISTICS FOR MORE INFORMATION.
- TOTAL PARKING CONSISTS OF A TOTAL 103 SPACES SERVING THE RESIDENTS, SEE STATISTICS FOR MORE INFORMATION.

PROJECT SUMMARY

<div></div>	LOBBY & RESIDENTIAL AMENITY	<div></div>	AFFORDABLE RATE RESIDENTIAL NET
<div></div>	HABITABLE OPEN SPACE	<div></div>	MARKET RATE RESIDENTIAL NET
<div></div>	GARAGE	<div></div>	RESIDENTIAL GROSS
<div></div>	BUILDING UTILITIES	<div></div>	VERTICAL CIRCULATION/ CORES

LEGEND

**OWNER:**  
OCTANE FAYETTE LLC  
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MOUNTAIN VIEW, CA 94040  
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**LANDSCAPE ARCHITECT:**  
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PROJECT TEAM



AERIAL VIEW

AP0.05



OCTANE FAYETTE

PROJECT INFORMATION

JANUARY 23, 2024

PROJECT INFORMATION

AP0.00	SCHEMATIC SITE PLAN
AP0.01	SCHEMATIC PODIUM PLAN
AP0.02	PERSPECTIVE VIEW
AP0.03	PERSPECTIVE VIEW
AP0.04	PERSPECTIVE VIEW
AP0.05	PROJECT INFORMATION
AP0.06	SHEET INDEX
AP0.07	VICINITY MAP
AP0.08	FEMA MAP
AP0.09	PROJECT STATISTICS
AP0.10	UNIT & AREA MATRIX
AP0.11	BMR STATISTICS
AP0.12	NEIGHBORHOOD/AERIAL CONTEXT
AP0.13	STREETSCAPE ELEV. @ FAYETTE DR
AP0.14	SETBACK DIAGRAM
AP0.15	SITE CIRCULATION
AP0.16	OPEN AREA CALCULATIONS
AP0.17	FAR CALCULATIONS
AP0.18	GREENPOINT RATING CHECKLIST
AP0.19	GREENPOINT RATING CHECKLIST
AP0.20	GREENPOINT RATING CHECKLIST
AP0.21	GREENPOINT RATING CHECKLIST
AP0.22	GREENPOINT RATING CHECKLIST
AP0.23	SHADOW STUDY

ARCHITECTURAL

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AP1.01	SITE PLAN - FLOOR 2
AP1.02	SITE PLAN - FLOOR 3-7
AP1.03	SITE PLAN - ROOF
AP2.00	BUILDING PLAN - BASEMENT
AP2.01	BUILDING PLAN - FLOOR 1
AP2.02	BUILDING PLAN - FLOOR 2
AP2.03	BUILDING PLAN - FLOOR 3
AP2.04	BUILDING PLAN - FLOOR 4
AP2.05	BUILDING PLAN - FLOOR 5
AP2.06	BUILDING PLAN - FLOOR 6
AP2.07	BUILDING PLAN - FLOOR 7
AP2.08	BUILDING PLAN - ROOF
AP3.00	ELEVATION - NORTH
AP3.01	ELEVATION - EAST
AP3.02	ELEVATION - SOUTH
AP3.03	ELEVATION - WEST
AP3.04	ELEVATION - COURTYARD
AP3.05	ELEVATION - DIAGRAMS
AP3.06	ELEVATION - DIAGRAMS
AP3.07	AERIAL - DIAGRAMS
AP3.20	BUILDING SECTION - EAST TO WEST
AP3.21	BUILDING SECTION - NORTH TO SOUTH
AP3.22	BUILDING SECTION - STAIR @ ELEV.
AP4.00	UNIT PLANS - STUDIO
AP4.01	UNIT PLANS - 1 BEDROOM
AP4.02	UNIT PLANS - 2 BEDROOMS
AP4.03	UNIT PLANS - 2 BEDROOMS
AP4.04	UNIT PLANS - 2 BEDROOMS
AP4.05	UNIT PLANS - 3 BEDROOMS
AP4.06	UNIT PLANS - 3 BEDROOMS

AP5.00	WALL SECTION - TYP @ HETCH HETCHY
AP5.01	WALL SECTION - TYP @ FAYETTE
AP5.02	WINDOW DETAILS
AP5.03	WINDOW DETAILS
AP5.04	WINDOW DETAILS
AP5.05	MATERIAL TRANSITION DETAILS
AP5.06	MATERIAL TRANSITION DETAILS
AP5.07	MATERIAL TRANSITION DETAILS
AP5.08	MATERIAL TRANSITION DETAILS
AP5.09	AWNING DETAILS @ BUILDING CORNER
AP5.10	AWNING DETAILS @ LOBBY ENTRANCE
AP5.11	AWNING DETAILS @ DOMUS WINDOWS
AP5.12	METAL GUARDRAIL DETAILS
AP5.13	GLASS GUARDRAIL DETAILS
AP5.14	PV PANEL DETAIL
AP5.15	MECHANICAL UNITS
AP5.16	CORNICE DETAIL
AP5.17	VENT DETAILS

LANDSCAPE

L-1.1	SCHEMATIC SITE PLAN
L-1.2	SCHEMATIC PODIUM PLAN
L-2.00	PLANTING NOTES AND LEGEND
L-2.01	PLANTING DETAILS
L-2.1	SCHEMATIC PLANTING PLAN - SITE
L-2.2	SCHEMATIC PLANTING PLAN - PODIUM
L-3.00	IRRIGATION NOTES AND LEGEND
L-3.01	WATER BUDGET
L-3.1	HYDROZONE PLAN
L-4.1	TREE DISPOSITION PLAN
L-4.2	TREE DISPOSITION PLAN
L-5.1	TREE CANOPY STUDY
L-6.1	LANDSCAPE IMAGERY
L-7.0	COLOR AND FINISH SCHEDULE
L-7.1	SCHEMATIC DETAILS
L-7.2	SCHEMATIC DETAILS

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C1.0	TOPOGRAPHIC SURVEY
C2.0	CONCEPTUAL GRADING & UTILITY - FLOOR 1
C2.1	CONCEPTUAL GRADING & UTILITY - FLOOR 2
C2.2	PROFILES & DETAILS
C3.0	STORMWATER MANAGEMENT PLAN
C3.1	STORMWATER NOTES & DETAILS

JOINT TRENCH

JTC1	JOINT TRENCH CONCEPTUAL COMPOSITE
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FIRE/BUILDING CODE COMPLIANCE

E.1	FIRE EXHIBIT - FLOOR 1
E.2	FIRE EXHIBIT - FLOOR 2
E.3	ACCESSIBILITY DIAGRAMS
E.4	EGRESS ANALYSIS - BASEMENT

E.5	EGRESS ANALYSIS - FLOOR 1
E.6	EGRESS ANALYSIS - FLOOR 2
E.7	EGRESS ANALYSIS - FLOORS 3-7
E.8	ALLOWABLE AREAS - BASEMENT
E.9	ALLOWABLE AREAS - FLOOR 1
E.10	ALLOWABLE AREAS - FLOOR 2
E.11	ALLOWABLE AREAS - FLOORS 3-7

ZONING

Z.1	VESTING TENTATIVE PARCEL MAP
Z.2	VESTING TENTATIVE PARCEL MAP
Z.3	DEMOLITION PLANS

LIGHTING

LT2-01	LIGHTING PLAN - FLOOR 1
LT2-02	LIGHTING PLAN - FLOOR 1

TRASH

TR0.0	TRASH ROUTE/STAGING PLAN
TR0.1	TRASH DISCHARGE ROOM PLAN
TR2.0	CHUTE DETAILS





AP0.07



# National Flood Hazard Layer FIRMette



## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
	With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
	Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
	Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
	Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i>
	Area with Flood Risk due to Levee <i>Zone D</i>

OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
	Effective LOMRs
	Area of Undetermined Flood Hazard <i>Zone D</i>

GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall

OTHER FEATURES	20.2 17.6 Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature

MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.	

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/27/2023 at 3:19 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

GENERAL PROJECT DATA

SITE ADDRESS:	2645 & 2655 FAYETTE DRIVE. MOUNTAIN VIEW, CA 94041
APN(S):	148-016-008 148-016-009
ZONING DISTRICT:	P-40 (SAN ANTONIO PRECISE PLAN)
GENERAL PLAN LAND USE DESIGNATION:	HIGH DENSITY RESIDENTIAL
SPECIAL FLOOD HAZARD ZONE:	NONE
OCCUPANCY GROUP(S):	R-2 RESIDENTIAL S-2 GARAGE A ASSEMBLY
CONSTRUCTION TYPE:	TYPE IA AT FLOORS B1-2 TYPE IIIA AT FLOORS 3-7
EXISTING USE:	RESIDENTIAL (SINGLE FAMILY): 5,711 SF INDUSTRIAL: 5,156 SF TOTAL: 10,867 SF
PROPOSED USE:	RESIDENTIAL
NUMBER OF STORIES:	7
ACERAGE:	.66687 AC
SQUARE FOOTAGE:	29,049 SF
# OF UNITS:	70
DU PER ACRE:	104.97
ALL HERITAGE TREES ON SITE INCLUDING SPECIES/SIZE:	9 TREE, REFER TO ARBORIST REPORT

ZONING PROJECT DATA

	P-40 ZONING/GENERAL PLAN	PROPOSED
LOT COVERAGE:		
• LOT AREA:	---	29,049 SF
• BUILDING COVERAGE:	---	82% PROPOSED 23,957 SF
OPEN AREA (CALCULATIONS ON SHEET AP0.16):		
• PRIVATE USABLE OPEN SPACE:	---	8,052 SF
• SEMI-PRIVATE (COURTYARD AREA):	---	4,434 SF
• PUBLIC OPEN SPACE:	---	2,386 SF
• TOTAL:	11,619.4 SF	14,872 SF
• ALLOWABLE MIN. OPEN AREA:	40% MIN.	51%
COMMON USABLE OPEN SPACE:		
• SEMI-PRIVATE (COURTYARD AREA):	---	4,434 SF
• PUBLIC OPEN SPACE:	---	2,386 SF
• ALLOWABLE MIN. COMMON OPEN SPACE:	175 SF/UNIT	
• TOTAL:	12,250 SF	6,720 SF
PAVEMENT COVERAGE:		
• SURFACE PAVEMENT COVERAGE PER OVERALL SITE:	40% MAX. 11,619.4 SF	9% 2,517 SF

ZONING PROJECT DATA (CONT'D.)

SETBACKS:		
• FRONT (FAYETTE DR) FROM CURBLINE:		
	24'-0" MIN.	16'-10 3/8"
• NORTH SIDE (FAYETTE TOWNHOUSES):	34'-0" MIN. (LEVELS 5 & ABOVE)	
• SOUTH SIDE (HETCH HETCHY):	25'-0" MIN.	4'-6 7/8"
• BACK (DOMUS):	25'-0" MIN.	5'-0"
	25'-0" MIN.	4'-0"
BUILDING HEIGHT:	55'-0" (P-40)	84'-4 1/2"
GROSS FLOOR AREAS:		
• BASEMENT (B1):	---	24,255 SF
• FLOOR 1:	---	23,957 SF
• FLOOR 2:	---	17,008 SF
• FLOOR 3:	---	17,008 SF
• FLOOR 4:	---	17,008 SF
• FLOOR 5:	---	17,008 SF
• FLOOR 6:	---	17,008 SF
• FLOOR 7:	---	17,008 SF
FLOOR AREA RATIO:		
• FLOOR AREA (BASEMENT NOT INCLUDED):	---	126,005 SF
• F.A.R.:	1.85	4.34
BELOW-MARKET RATE UNITS:		
• 10% MIN. OF TOTAL UNITS:	7	14 (20%)
CAR PARKING		
*ALL PARKING WITHIN PROJECT IS ASSIGNED EXCEPT FOR THE TO DELIVERY SPACES NOTED BELOW:		
• STUDIO (1 PER UNIT):	5	0
• 1 BEDROOM (1 PER UNIT):	12	3
• 2 BEDROOM (2 PER UNIT):	70	62
• 3 BEDROOM (2 PER UNIT):	36	36
• GUEST (15% OF TOTAL):	19	0
• DELIVERY TRUCK	0	2
• TOTAL	142	103
EV PARKING:		
• EV READY (LEVEL 2) (15%):	16	16
• EV CAPABLE (LEVEL 1) (85%):	87	87
EV ACCESSIBLE PARKING (INCLUSIVE):		
• EV READY ACCESSIBLE (LEVEL 2) (2%):	2	2
ACCESSIBLE PARKING (INCLUSIVE):		
• NON-EV ACCESSIBLE (2%):	2	2
BICYCLE STORAGE:		
• RESIDENT (1 PER UNIT):	70	72
• GUEST (1 PER 10 UNITS):	7	8
RESIDENTIAL STORAGE:		
• RESIDENT (1 PER UNIT @ 164 CU-FT):	70 (164 CU-FT)	70 (76 CU-FT)



BMR UNIT SUMMARY												JOB: Octane - Fayette, Mountain View			
Date 8/11/23															
CONSTRUCTION TYPE:			TYPE IIIA OVER TYPE IA									Builder's Remedy Law Bldg			
FLOORS:			5 WOOD O/2 CONCRETE W/ BASEMENT									BMR UNITS			
UNIT TYPE	NAME	DESCRIPTION	Unit Net Rentable									Unit	Rentable Area		
			B1	1ST	2ND	3RD	4TH	5TH	6TH	7TH	ROOF	Total	by Type		
STUDIO	S1	STUDIO	498			1	1	1	1	1		5	36%	2,490	
STUDIO SUB-TOTAL				0	0	1	1	1	1	1	0	5	36%	2,490	
1 BEDROOM	A1-MTL	1 BDRM	873		1							1	7%	873	
	A1.1 MTL	1 BDRM	715		1							1	7%	715	
	A1	1 BDRM	865			1	1	1	1			4	29%	3,460	
	A1.1	1 BDRM	719			1	1	1				3	21%	2,157	
1 BDRM SUB-TOTAL				0	2	2	2	2	1	0	0	9	64%	7,205	
TOTAL UNITS			Avg SqFt	693	0	2	3	3	3	2	1	0	14	100%	9,695
Net rentable residential area is measured from interior face of finish of demising walls to interior face of finish of corridor and exterior walls.															
Net rentable Residential by floor (excl decks)				0	1,588	2,082	2,082	2,082	1,363	498	0	9,695			



A) EXISTING SITE FROM FAYETTE DR. LOOKING NORTH



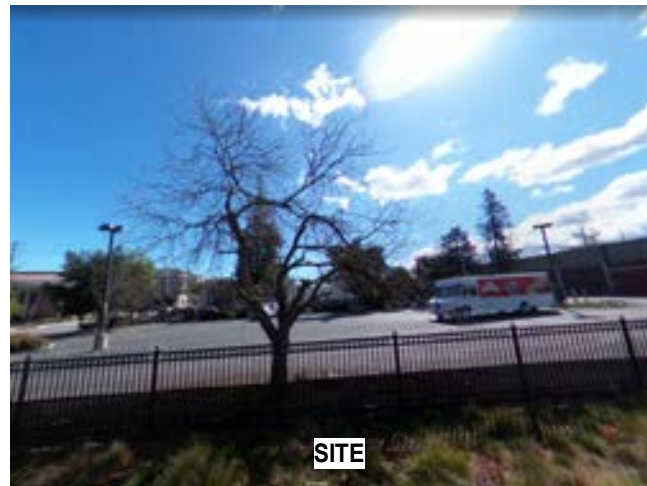
B) EXISTING SITE FROM FAYETTE DR. LOOKING SOUTH



C) EXISTING SITE FROM FAYETTE DR.



D) EXISTING SITE FROM HETCH HETCHY



E) EXISTING SITE LOOKING SOUTH



F) EXISTING SITE LOOKING EAST



FAYETTE TOWN HOUSE AT FAYETTE DR.



CARMEL APARTMENTS AT SAN ANTONIO RD.



THE DEAN AT SAN ANTONIO RD.



DOMUS ON THE BOULEVARD

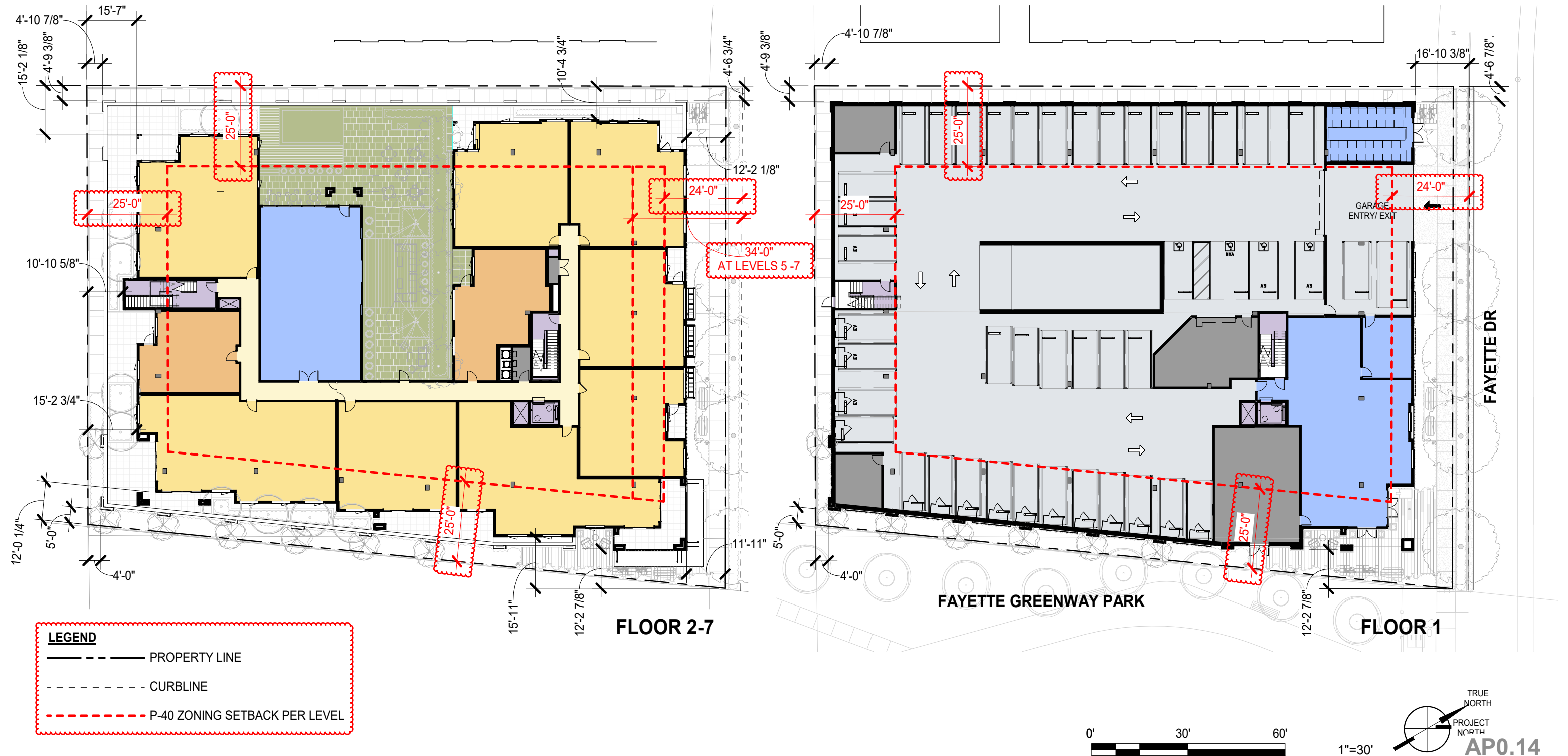


KEY MAP



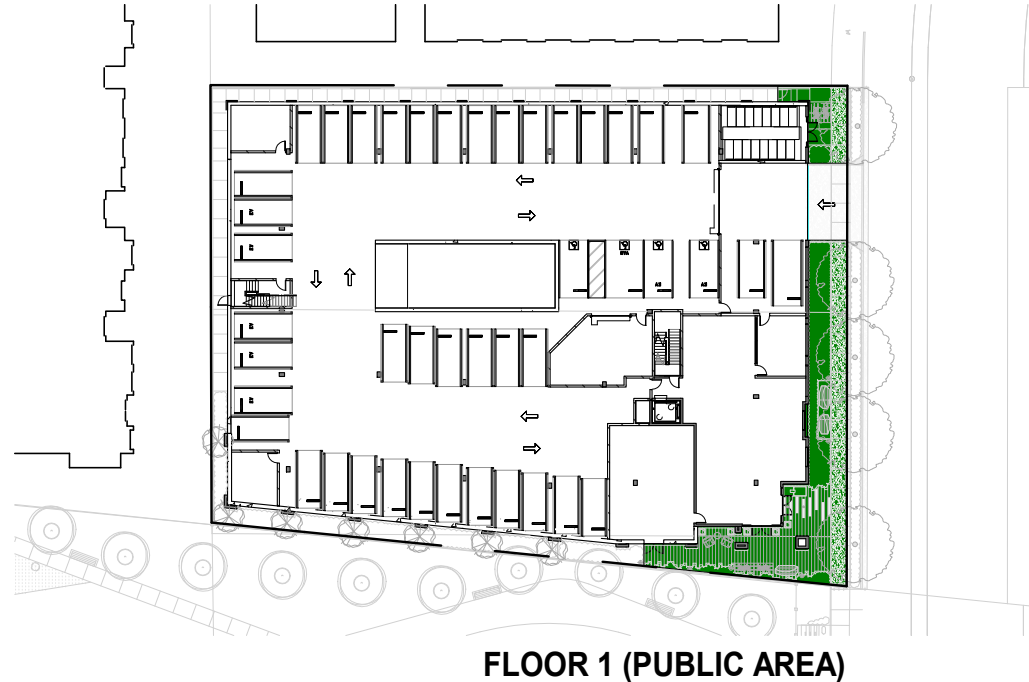
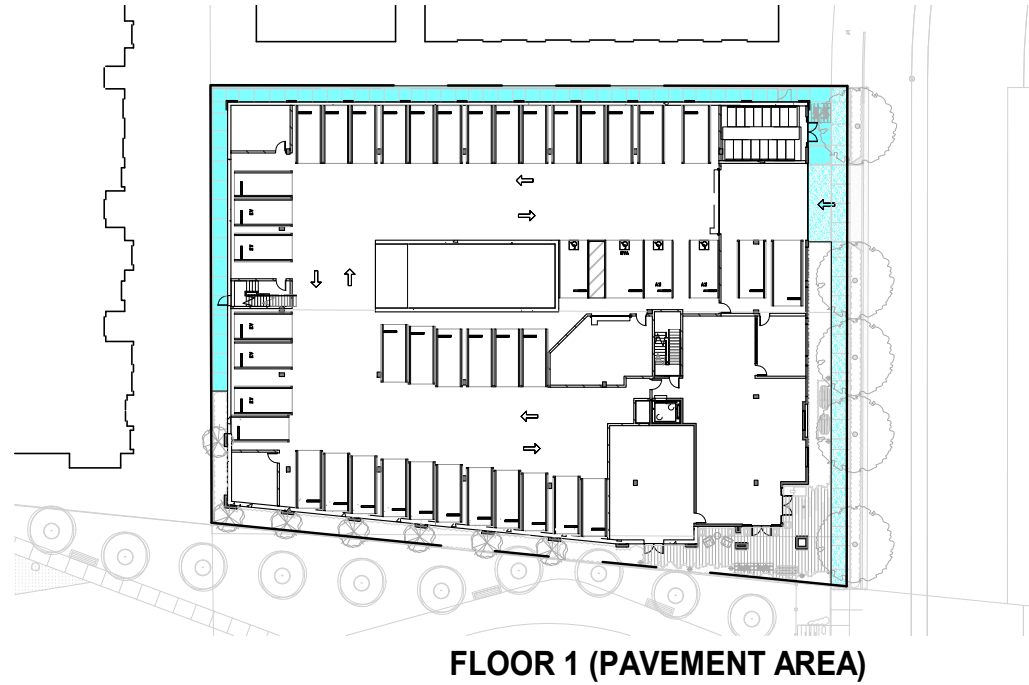
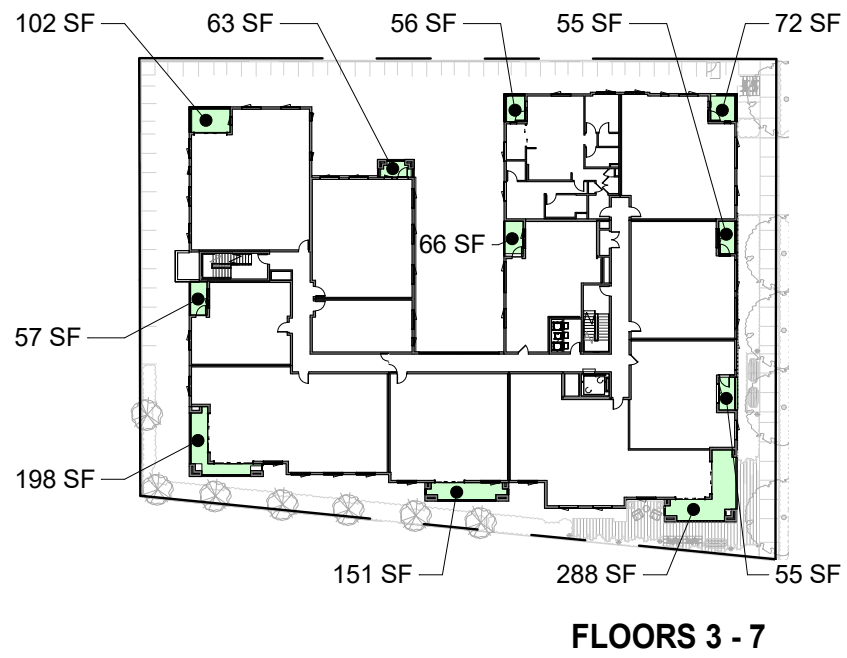


AP0.13



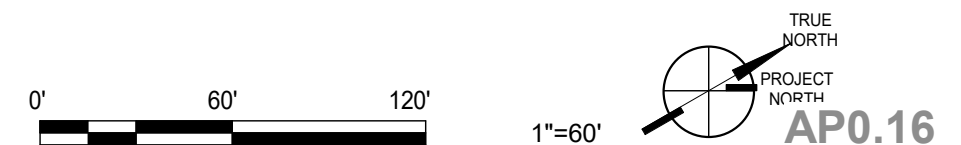
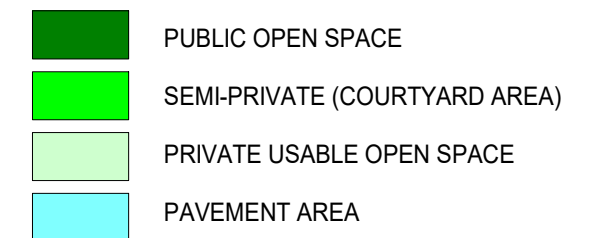


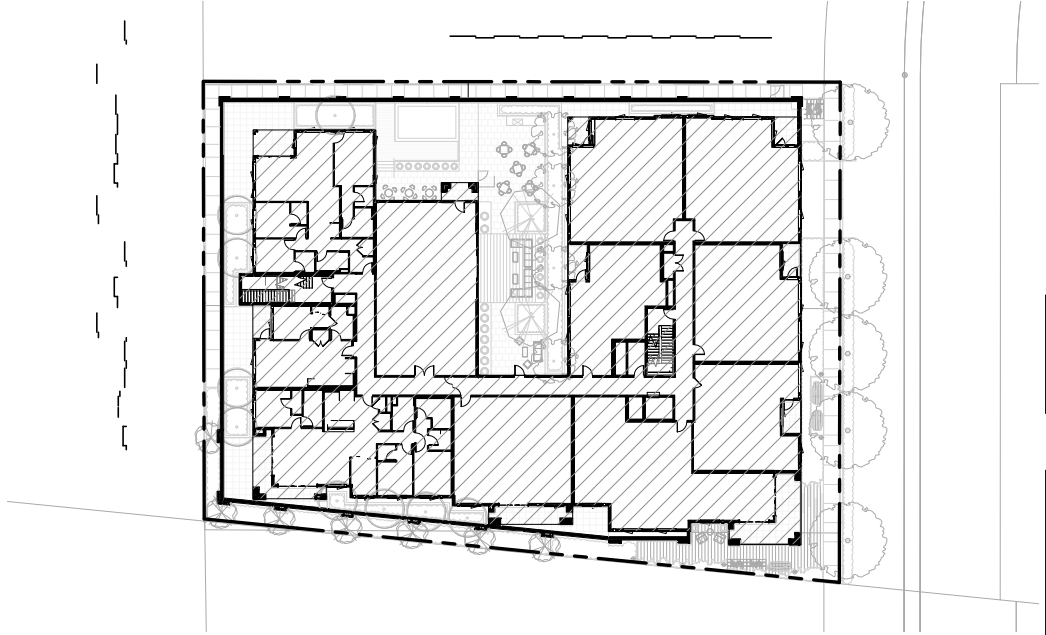




PRIVATE USABLE OPEN SPACE	
FLOOR 2	2,237 SF
FLOOR 3	1,163 SF
FLOOR 4	1,163 SF
FLOOR 5	1,163 SF
FLOOR 6	1,163 SF
FLOOR 7	1,163 SF
TOTAL	8,052 SF
AVG. SF / UNIT	115 SF
SEMI-PRIVATE (COURTYARD AREA)	
FLOOR 2	4,434 SF
PUBLIC OPEN SPACE	
FLOOR 1	2,386 SF
PERCENTAGE OF SITE	8%
TOTAL OPEN SPACE PROVIDED	
TOTAL	14,872 SF
PERCENTAGE OF AREA	51%

PAVEMENT AREA	
AREA	2,517 SF
PERCENTAGE OF SITE	9%



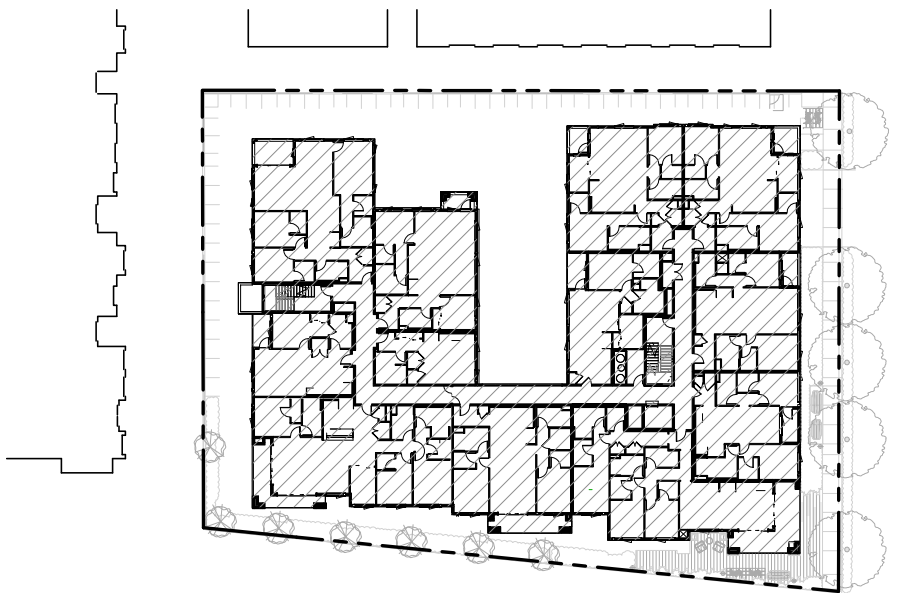


FLOOR 2

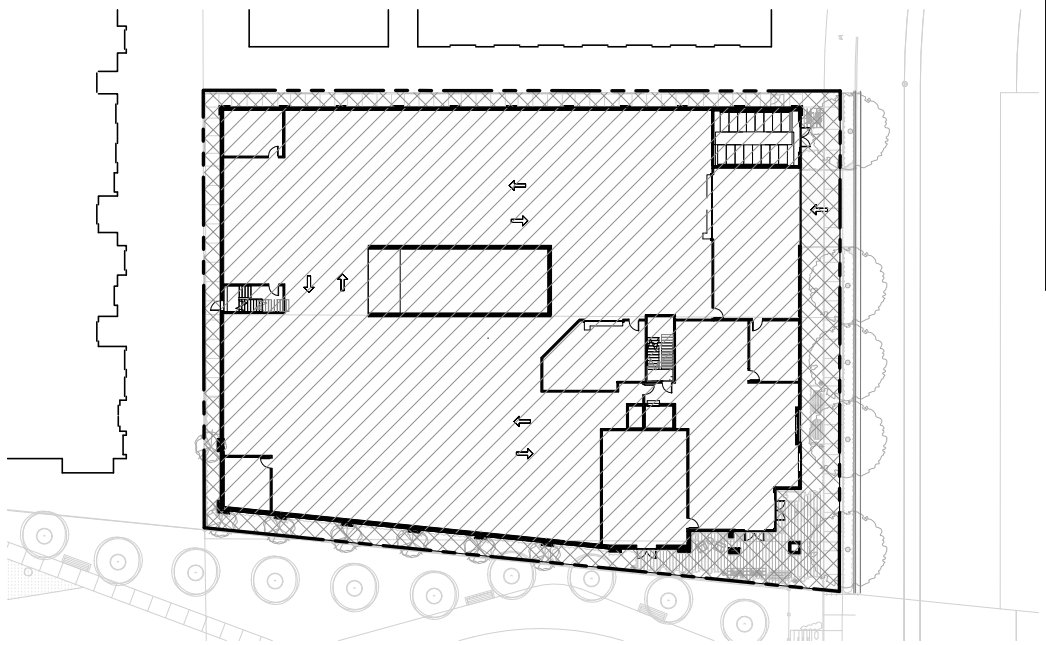
LOT AREA	
EXISTING	29,049 SF

FLOOR AREA CALCULATIONS	GROSS BUILDING AREA
BASEMENT - SUBTERRANEAN GARAGE	24,255 SF
FLOOR 1 - GARAGE & AMENITIES	23,957 SF
FLOOR 2 - RESIDENTIAL	17,008 SF
FLOOR 3 - RESIDENTIAL	17,008 SF
FLOOR 4 - RESIDENTIAL	17,008 SF
FLOOR 5 - RESIDENTIAL	17,008 SF
FLOOR 6 - RESIDENTIAL	17,008 SF
FLOOR 7 - RESIDENTIAL	17,008 SF
TOTAL PROPOSED SF	150,260 SF
FAR PROPOSED (INCLUDES GSF ABOVE GRADE)	4.34

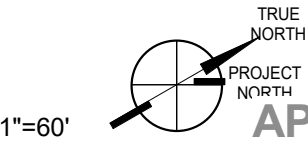
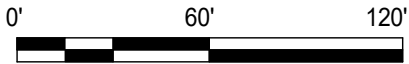
- BUILDING FLOOR AREA
- OPEN AREA




FLOORS 3 - 7



FLOOR 1



AP0.17



## NEW HOME RATING SYSTEM, VERSION 9.0

### MULTIFAMILY

The GreenPoint Rated checklist tracks green features incorporated into the home. GreenPoint Rated is administered by Build It Green, a non-profit whose mission is to promote healthy, energy and resource efficient buildings. The minimum requirements of GreenPoint Rated are verification of 50 or more points. Earn the following minimum points per category: Community (2) Energy (25), Indoor Air Quality/Health (8), Resources (6), and Water (6). And meet the prerequisites depending on State. For California: CALGreen Mandatory HB 1, AS 1, JS 1, AB, DT. Outside California: ICC T32 Mandatory Measures, HB 1, JS 1, DT.

The criteria for the green building practices listed below are described in the GreenPoint Rated New Home Rating Manual v9.0. For more information please visit [www.builditgreen.org/greenpointrated](http://www.builditgreen.org/greenpointrated).  
Build It Green is not a code enforcement agency.


A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater and submitted through Build It Green.

New Home Multifamily Version 9.0

### Planning Scoresheet

<b>Points Targeted:</b>	<b>95.0</b>
<b>Certification Level Targeted:</b>	<b>Silver</b>
<b>Compliance Pathway Targeted:</b>	<b>Option 1: All Electric Compliance</b>
<b>T32 Compliance Targeted:</b>	<b>10.0 %</b>

(Minimum Points)  
(Points Targeted)



Category	Points Targeted	Possible Points
Community	2	2
Energy	35	50.0
IAQ/Health	8	10.0
Resources	6	11.3
Water	6	6.0

## Octane Fayette

Measures		Points Targeted	Possible Points					Notes
<b>CALGreen</b>								
Yes	CALGreen (REQUIRED)	4	1	1	1	1		
<b>A SITE</b>								
No	A1 Construction Footprint	0				1		
<b>A2 Job Site Construction Waste Diversion</b>								
Yes	A2.1 75% C&D Waste Diversion (Including Alternative Daily Cover)	2			2			
TBD	A2.2 Recycling Rates from Third-Party Verified Mixed-Use Waste Facility				1			
No	A3 Recycled Content Base Material	0			1			
<b>A4 Heat Island Effect Reduction (Non-Roof)</b>								
TBD	A4 Heat Island Effect Reduction (Non-Roof)		1	1				
<b>A5 Construction Environmental Quality Management Plan Including Flush-Out</b>								
TBD	A5 Construction Environmental Quality Management Plan Including Flush-Out			1				
<b>A6 Stormwater Control: Prescriptive Path</b>								
No	A6.1 Permeable Paving Material	0				1		
TBD	A6.2 Filtration and/or Bio-Retention Features					1		
No	A6.3 Non-Leaching Roofing Materials	0				1		
No	A6.4 Smart Stormwater Street Design	0	1					
No	A7 Stormwater Control Performance Path	0				3		
<b>B FOUNDATION</b>								
No	B1 Low Carbon Concrete	0			3			
No	B2 Radon-Resistant Construction (Required for EPA Radon Zone 1)	0		2				
No	B3 Foundation Drainage System	0			2			
No	B4 Sealed Crawlspace	0		1				
	B5 Structural Pest Controls							

Draft GreenPoint Rated New Home Multi Family Version 4.0

Octane Fayette		Points Potential	Community	Energy	Indoor Health	Resources	Water	
No	B5.1 Terminate Streets and Separated Exterior Wood-to-Concrete Connections	0				1		
No	B5.2 Plant Trunks, Bases, or Stems at Least 36 Inches from the Foundation	0				1		
<b>C. LANDSCAPE</b>								
11.25%	Enter the landscape area percentage. Points capped at 3 for less than 15%.							
No	C1. Plants Grouped by Water Needs (Hydrazoning)	0				1		
No	C2. Three Inches of Organic Mulch in Planting Beds	0				1		
<b>C3. Resource Efficient Landscapes</b>								
No	C3.1 No Invasive Species According to Region	0				1		
No	C3.2 Plants Chosen and Located to Grow to Natural Size	0				1		
No	C3.3 Drought Tolerant, Native, or Other Appropriate Species	0				1	3	
<b>C4. Minimal Turf in Landscape</b>								
Yes	C4.1 No Turf on Slopes (Exceeding 15% and No Overhead Sprinklers Installed in Areas Less Than Eight Feet Wide)	2					2	
100%	C4.2 Turf on a Small Percentage of Landscaped Area	1					2	
No	C5. Trees to Moderate Building Temperatures	0		1	1			
<b>C6. High-Efficiency Irrigation System</b>								
No	C6.1 System Uses Only Low-Flow Drip, Bubblers or Sprinklers	0					2	
No	C7. One Inch of Compost in the Top Six to Twelve Inches of Soil	0					2	
<b>C8. Rainwater Harvesting System</b>								
No	C8.1 Rainwater Harvesting System with 300-Gallon Storage Capacity	0					1	
No	C8.2 Rainwater to Flush Toilets or Meet 50% of Landscape Irrigation Demand	0					3	
No	C9. Recycled Wastewater Irrigation System	0					1	
No	C10. Submeter or Dedicated Meter for Landscape Irrigation	0					2	
No	C11. Efficient Landscape Water Budget	0					1	
<b>C12. Environmentally Preferable Materials for Site</b>								
No	C12.1 Environmentally Preferable Materials for 75% of Hardscapes and Fencing	0				1		
No	C12.2 Play Structures and Surfaces Have an Average Recycled Content 40%	0				1		
TBD	C13. Reduced Light Pollution		1					
No	C14. Large Mature Trees()	0	1					
No	C15. Third-Party Landscape Program Certification	0					1	
No	C16. Maintenance Contract with Certified Professional	0					1	
No	C17. Community Garden	0	2					
<b>D. STRUCTURAL FRAME AND BUILDING ENVELOPE</b>								
<b>D1. Optimal Value Engineering</b>								
No	D1.1 Joists, Rafters, and Studs at 24 Inches on Center	0		1		2		
No	D1.2 Non-Load Bearing Door and Window Headers Spaced for Load	0				1		

Draft GreenPoint Rated New Home Multi-Family Version 6.2



Octane Fayette		Points Targeted	Community	Energy	Materials	Resources	Water	
No	D1.3 Advanced Framing Measures	0				2		
DE. Construction Material Efficiency								
TSO	D2.1 Prefabricated Wall or Roof Framing					2		
No	D2.2 Prefabricated Modular Units	0			0			
No	D3. Engineered Beams and Headers	0				1		
No	D4. Insulated Headers	0		1		1		
D5. FSC-Certified Wood								
No	D5.1 Dimensional Lumber, Studs, and Timber	0				0		
No	D5.2 Panel Products	0				0		
D6. Solid Wall Systems								
No	D6.1 At Least 90% of Floors	0				1		
No	D6.2 At Least 90% of Exterior Walls	0		1		1		
No	D6.3 At Least 90% of Roofs	0		1		1		
No	D7. Energy Hubs on Roof Trusses	0		1				
No	D8. Overhangs and Gutters	0		1		1		
D9. Reduced Pollution Entering the Home from the Garage								
No	D9.1 Detached or No Garage	0			2			
Yes	D9.2 Mitigation Strategies for Attached Garage	1			1			
D10. Structural Pest and Rot Control								
No	D10.1 All Wood Located At Least 12 Inches Above the Soil	0				1		
No	D10.2 Wood Framing Treated With Borates or Factory-Integrated, or Wall Materials Other Than Wood	0				1		
No	D11. Moisture-Resistant Materials in Wet Areas (such as Kitchens, Bathrooms, Utility Rooms, and Basements)	0			1	1		

Draft GreenPoint Rated New Home Multi-Family Version 6.0

Octane Fayette		Points Targeted	Community	Energy	Materials	Resources	Water	
E. EXTERIOR								
No	E1. Environmentally Preferable Decking	0				1		
No	E2. Flashing Installation Third-Party Verified	0				2		0
No	E3. Rain-Screen Wall System	0				2		
TSO	E4. Durable and Non-Combustible Cladding Materials					1		
TSO	E5. Durable and Fire-Resistant Roofing Materials or Assembly					1		10 pt. max if assembly = 3 pt. each = Class A
No	E6. Vegetated Roof	0	2	2				
TSO	E7. Cool Roof			1				
F. INSULATION								
F1. Insulation with 30% Post-Consumer or 80% Post-Industrial Recycled Content								
Yes	F1.1 Walls and Floors	0.5				0.5		
Yes	F1.2 Ceilings	0.5				0.5		
F2. Low-Emitting Insulation								
Yes	F2.1 Walls and Floors	0.5			0.5			
Yes	F2.2 Ceilings	0.5			0.5			
F3. Insulation That Does Not Contain Fire Retardants								
Yes	F3.1 Cavity Walls and Floors	1			1			
Yes	F3.2 Ceilings	1			1			
TSO	F3.3 Interior and Exterior Insulation				1			
G. PLUMBING								
G1. Efficient Distribution of Domestic Hot Water								
No	G1.2 Water/Sensor Volume Limit for Hot Water Distribution	0					1	
No	G1.3 Increased Efficiency in Hot Water Distribution	0					2	
G2. Install Water-Efficient Fixtures								
Yes	G2.1 Water/Sensor Showerheads ≤ 1.75 gpm	2					2	
No	G2.1 Water/Sensor Bathroom Faucets ≤ 1.0 gpm	0					1	
1.28 gpf	G2.3 Water/Sensor Toilets with a Maximum Performance (MP) Threshold of No Less Than 500 Grams ≤ 1.28 gpf OR ≤ 1.1 gpf	1					2	
No	G2.4 Urinals with Flush Rate of ≤ 0.1 gpf	0					1	
No	G3. Pre-Plumbing for Graywater System	0					2	
No	G4. Operational Graywater System	0					4	
No	G5. Thermostatic Shower Shut-Off Valve	0					1	
TSO	G6. Submeter Water for Tenants						2	
H. HEATING, VENTILATION, AND AIR CONDITIONING								
H1. All Electric or Sealed Combustion Units								
Yes	H1.1 Sealed Combustion Furnace or Heat Pump	1			1			

Draft GreenPoint Rated New Home Multi-Family Version 6.0

Octane Fayette		Points Targeted	Community	Energy	IndoorHealth	Resources	Water	
Yes	H1.2 Sealed Combustion or Heat Pump Water Heater	1			1			
No	H1. High Performing Zoned Hydronic Radiant Heating System	0		1	1			
H1. Effective Ductwork								
TBD	H1.1 Duct Mastic on Duct Joints and Seams			1				
No	H1.2 Pressure Balance the Ductwork System	0		1				
H1. Advanced Practices for Cooling								
No	H1.1 ENERGY STAR® Ceiling Fans in Living Areas and Bedrooms	0		1				
No	H1.2 Operable Windows and Skylights Located to Induce Cross Ventilation in At Least One Room in 80% of Units	0		1				
H1. Whole House Mechanical Ventilation Practices to Improve Indoor Air Quality								
Yes	H1.1 Meet ASHRAE Standard 62.2-2019 Ventilation Residential Standards	1	1	1	1	1	1	
No	H1.2 Advanced Ventilation Standards	0			2			
No	H1.3 Outdoor Air is Filtered and Tempered	0			1			
H1. Effective Range Design and Installation								
No	H1.1 Effective Range Hood Ducting and Design	0			1			
No	H1.2 Automatic Range Hood Control	0			1			
No	H1. High Efficiency HVAC Filter (MERV 14+)	0			1			
No	H1. Advanced Refrigerants	0			1			
I. RENEWABLE ENERGY								
2.0%	I1. Onsite Renewable Generation (PV, Micro Hydro and Wind)	0		25				
I2. Low Carbon Homes								
No	I2.1 Near Zero Energy Home	0		2				
No	I2.2 Near Zero Energy Home with Flexibility Strategies	0		2				
I3. Energy Storage and Thermal Load Shifting								
No	I3.1 Battery Energy Storage System (BESS)	0		2				
No	I3.2 Auxiliary Thermal Energy Storage System or Pre-Heating of Hot Water	0		1				
No	I3.3 Pre-Cooling Equipment for AC	0		1				
No	I4. Solar Hot Water Systems to Preheat Domestic Hot Water	0		4				
J. BUILDING PERFORMANCE AND TESTING								
No	J1. Third-Party Verification of Quality of Insulation Installation	0			1			
No	J2. Supply and Return Air Flow Testing	0		1	1			
TBD	J3. Compartmentalization of Units			1	1			BDE confirmed the units will have a balanced system.
Yes	J4. All Electric or Combustion Appliance Safety Testing	1			1			
J5. Building Energy Performance								
Option 1: All Electric Compliance	J5.1 All Electric Home Outperforms Title 24	45		25+				
0.0%	J5.2 Non-Residential Spaces Outperform Title 24	0.0		15				

Draft GreenPoint Rated New Home Multi-Family Version 6.0

Octane Fayette		Points Targeted	Community	Energy	IndoorHealth	Resources	Water	
Yes	J6. Title 24 Prepared and Signed by a CABEC Certified Energy Analyst	1		1				
No	J7. Participation in Utility Program with Third-Party Plan Review	0		1				
No	J8. ENERGY STAR® for Homes	0		1				
No	J9. EPA Indoor airPlus Certification				1			
K. FINISHES								
K1. Entryways Designed to Reduce Tracked-In Contaminants								
No	K1.1 Entryways to Individual Units	0			1			
Yes	K1.2 Entryways to Buildings	1			1			BDE confirmed mat.
K2. Low-VOC Interior Wall and Ceiling Paints								
TBD	K2.1 Zero-VOC Interior Wall and Ceiling Paints (>= 5 gal)				2			
No	K3. Low-VOC Caulks and Adhesives	0			1			
K4. Environmentally Preferable Materials for Interior Finish								
No	K4.1 Cabinets	0				2		
No	K4.2 Interior Trim	0				2		
No	K4.3 Shelving	0				2		
No	K4.4 Doors	0				2		
No	K4.5 Countertops	0				1		
K5. Formaldehyde Emissions in Interior Finish Exceed CARB								
No	K5.1 Doors	0			1			
No	K5.2 Cabinets and Countertops	0			2			
No	K5.3 Interior Trim and Shelving	0			2			
No	K6. Products That Comply With the Health Product Declaration Open Standard	0			2			
No	K7. Indoor Air Formaldehyde Level Less Than 27 Parts Per Billion	0			2			
No	K8. Comprehensive Inclusion of Low-Emitting Finishes				1			
K9. Durable Cabinets								
No	K9.1 Durable Cabinet Construction	0				1		
No	K9.2 Durable Cabinet Hardware	0				1		
No	K10. At Least 25% of Interior Furniture Has Environmentally Preferable Attributes	0				1		

Draft GreenPoint Rated New Home Multi-Family Version 6.0

Octane Fayette		Points Targeted	Community	Energy	MOHealth	Resources	Water	
L. FLOORING								
TBD	L1. Environmentally Preferable Flooring					3		
TBD	L3. Durable Flooring				1	1		
No	L4. Thermal Mass Flooring	0		1				
M. APPLIANCES AND LIGHTING								
Yes	M1. ENERGY STAR® Dishwasher	1					1	
M2. Efficient Clothes Washing and Drying								
TBD	M2.1 CEE-Rated or ENERGY STAR® Clothes Washer			1			2	
Yes	M2.2 ENERGY STAR® Dryer	1		2				
No	M2.3 Solar Dryer/ Laundry Lines	0		0.5				
<20 cubic feet	M3. Size-Efficient ENERGY STAR® Refrigerator	2		2				
M4. Permanent Centers for Waste Reduction Strategies								
No	M4.1 Built-In Recycling Center	0				1		
No	M4.2 Built-In Composting Center	0				1		
Yes	M4.3 Triple Trash Chutes in Multifamily Building	1				1		
M5. Lighting Efficiency								
Yes	M5.1 High-Efficiency Lighting	2		2				
No	M5.2 Lighting System Designed to IEBCA Fixture/Standard or Designed by Lighting Consultant	0		2				
Tier 1	M6. Electric Vehicle Charging Stations and Infrastructure	2		2	2			
No	M7. Central Laundry	0					1	
Yes	M8. Gearless Elevator	1		1				
No	M9. Gas Infrastructure Removed for Major Alterations	0			4			
No	M10. All-Electric Commercial Kitchen	0			4			
N. COMMUNITY								
N1. Smart Development								
Yes	N1.1 Infill Site	2	1			1		
No	N1.2 Designated Brownfield Site	0	1			1		
>30	N1.3 Conserve Resources by Increasing Density	6		2		2		
No	N1.4 Cluster Homes for Land Preservation	0	1			1		
	N1.5 Home Size Efficiency	3				10		
1170	Enter the area of the home, in square feet							
2	Enter the number of bedrooms							
N2. Home(s) Development Located Near Transit								
Yes	N2.1 Within 1 Mile of a Major Transit Stop	1	1					
No	N2.2 Within 1/2 mile of a Major Transit Stop	0	2					

Draft GreenPoint Rated New Home Multi Family Version 6.0

Octane Fayette		Points Targeted	Community	Energy	MOHealth	Resources	Water	
N3. Pedestrian and Bicycle Access								
	N3.1 Pedestrian Access to Services Within 1/2 Mile of Community Services	2	1					
5	Enter the number of Tier 1 services							
4	Enter the number of Tier 2 services							
No	N3.2 Connection to Pedestrian Pathways	0	1					
No	N3.3 Traffic Calming Strategies	0	2					
No	N3.4 Sidewalks Buffered from Roadways and 5-6 Feet Wide	0	1					
>30%	N3.5 Bicycle Storage for Residents	2	2					
No	N3.6 Bicycle Storage for Non-Residents	0	1					
1.5 spaces per unit	N3.7 Reduced Parking Capacity	1	2					
N4. Outdoor Gathering Places								
No	N4.1 Public or Semi-Public Outdoor Gathering Places for Residents	0	1					
No	N4.2 Public Outdoor Gathering Places with Direct Access to Community Services	0	1					
N5. Social Interaction								
TBD	N5.1 Residence Entries with Views to Commons		1					
TBD	N5.2 Entrances Visible from Street and/or Other Front Doors		1					
No	N5.3 Porches Oriented to Street and Public Space	0	1					
N6. Passive Solar Design								
No	N6.1 Heating Load	0		2				
No	N6.2 Cooling Load	0		2				
N7. Adaptable Building								
No	N7.1 Universal Design Principles in Units	0	1			1		
No	N7.2 Full-Function Independent Rental Unit	0	1					
N8. Resiliency								
No	N8.1 Climate Impact Assessment	0	1			1	1	
No	N8.2 Strategies to Address Assessment Findings	0	1			1	1	
N9. Social Equity								
No	N9.1 Diverse Workforce	0	1				1	
No	N9.2 Community Location	0	1			1		
N10. Affordability								
No	N10.1 Dedicated Units for Households Making 80% of AMI or Less	0	2					
No	N10.2 Units with Multiple Bedrooms for Households Making 80% of AMI or Less	0	1					
No	N10.3 At Least 20% of Units at 100% AMI or Less are For Sale	0	1					
N11. Mixed-Use Developments								
No	N11.1 Live/Work Units Include a Dedicated Commercial Entrance	0	1					

Draft GreenPoint Rated New Home Multi Family Version 6.0



Octane Fayette		Points Targeted	Community	Energy	WQW	Resources	Water	
No	M11.2 At Least 2% of Development Floor Space Supports Mixed Use	0	1					
No	M11.3 Half of the Non-Residential Floor Space is Dedicated to Community Service	0	1					
D. OTHER								
Yes	O1. GreenPoint Rated Checklist in Blueprints	Y	N	N	N	N	N	
No	O2. Pre-Construction Kickoff Meeting with Rater and Subcontractors	0		0.5		1	0.5	
No	O3. Orientation and Training to Occupants—Conduct Educational Walkthroughs	0		0.5	0.5	0.5	0.5	
No	O4. Builder's or Developer's Management Staff are Certified Green Building Professionals	0		0.5	0.5	0.5	0.5	
O5. Home System Monitors								
No	O5.1 Home Energy System Monitors	0		2				
No	O5.2 Home Water System Monitors	0					2	
No	O5.3 Home Indoor Air Quality System Monitors	0			2			
No	O5.4 Home Outdoor Air Quality System Monitors	0	1		1			
O6. Green Building Education								
No	O6.1 Marketing Green Building	0	2					
No	O6.2 Green Building Signage	0		0.5			0.5	
Yes	O7. Green Appraisal Addendum or Energy Efficiency Score	1	1					
No	O8. Detailed Durability Plan and Third-Party Verification of Plan Implementation	0				1		
No	O9. Residents Are Offered Free or Discounted Transit Passes	0	2					
No	O10. Vandalism Deterrence Practices and Vandalism Management Plan	0	1					
Yes	O11. Smokefree Housing	2			2			
No	O12. Integrated Pest Management Plan	0			1			
P. DESIGN CONSIDERATIONS								
P1. Acoustics: Noise and Vibration Control								
	Enter the number of Tier 1 practices		1		1			
	Enter the number of Tier 2 practices							
P2. Mixed-Use Design Strategies								
No	P2.1 Tenant Improvement Requirements for Build-Outs	0			1		1	
No	P2.2 Commercial Loading Area Separated for Residential Area	0			1			
No	P2.3 Separate Mechanical and Plumbing Systems	0			1			
P3. Commissioning								
No	P3.1 Design Phase	0		1	1			
No	P3.2 Construction Phase	0		2	1			
No	P3.3 Post-Construction Phase	0		2	1			
No	P4. Building Enclosure Testing	0		1	1	1		
INNOVATIONS								

Draft GreenPoint Rated New Home Multi Family Version 6.0

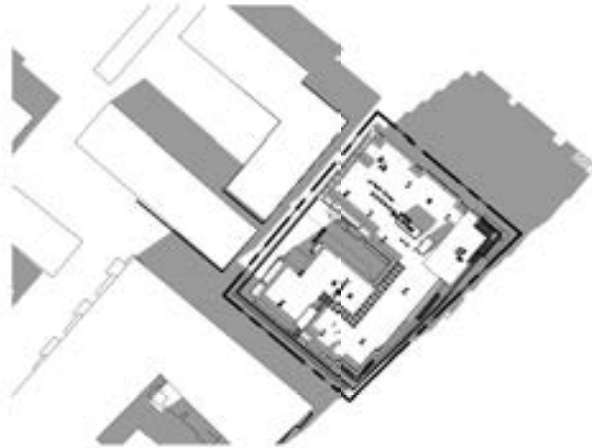
Octane Fayette		Points Targeted	Community	Energy	WQW	Resources	Water	
No	Enter Innovation 1 description here. Enter up to four points at right.	0						
No	Enter Innovation 2 description here. Enter up to four points at right.	0						
No	Enter Innovation 3 description here. Enter up to four points at right.	0						
No	Enter Innovation 4 description here. Enter up to four points at right.	0						
Summary								
Total Available Points in Specific Categories		420	80	100	80	100	80	
Minimum Points Required in Specific Categories		50	2	25	6	6	6	
Total Points Targeted		90.0	8.0	50.0	11.0	11.0	9.0	

Draft GreenPoint Rated New Home Multi Family Version 6.0

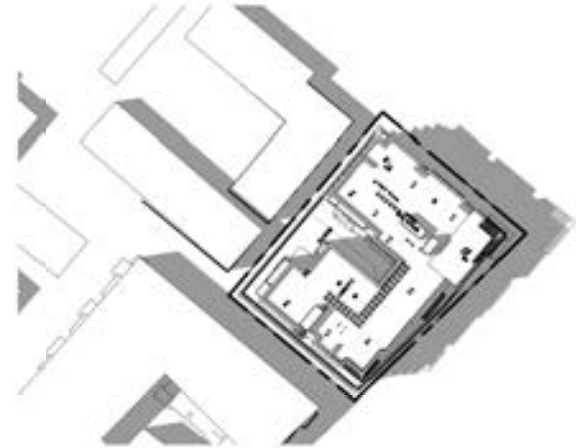




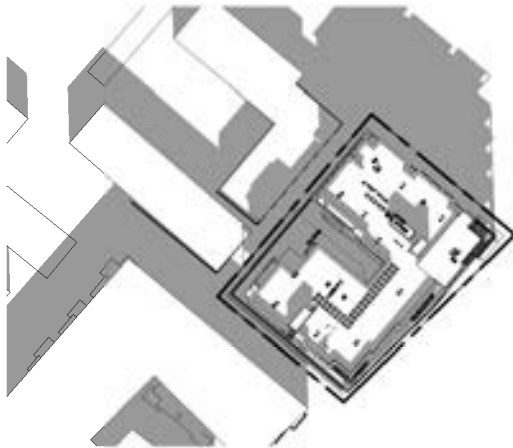
**WINTER - 3PM**



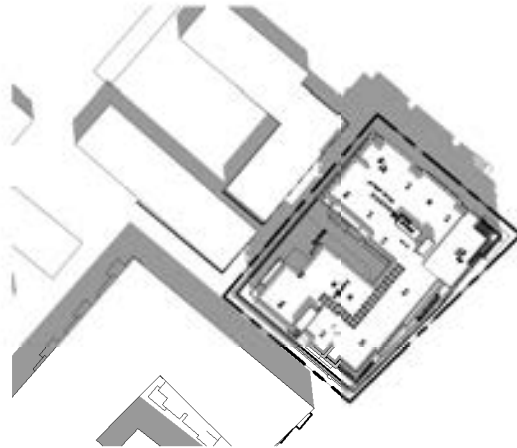
**SPRING / FALL - 3PM**



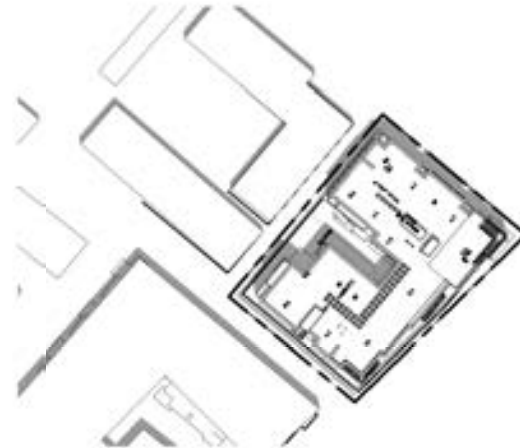
**SUMMER - 3PM**



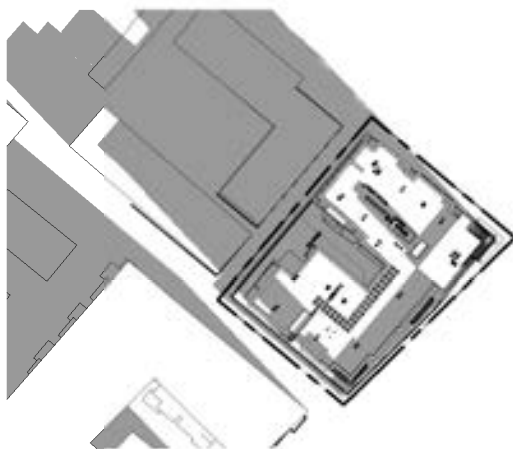
**WINTER - 12PM**



**SPRING / FALL - 12PM**



**SUMMER - 12PM**



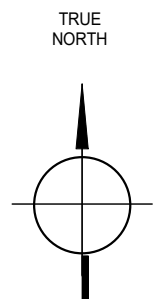
**WINTER - 9AM**



**SPRING / FALL - 9AM**

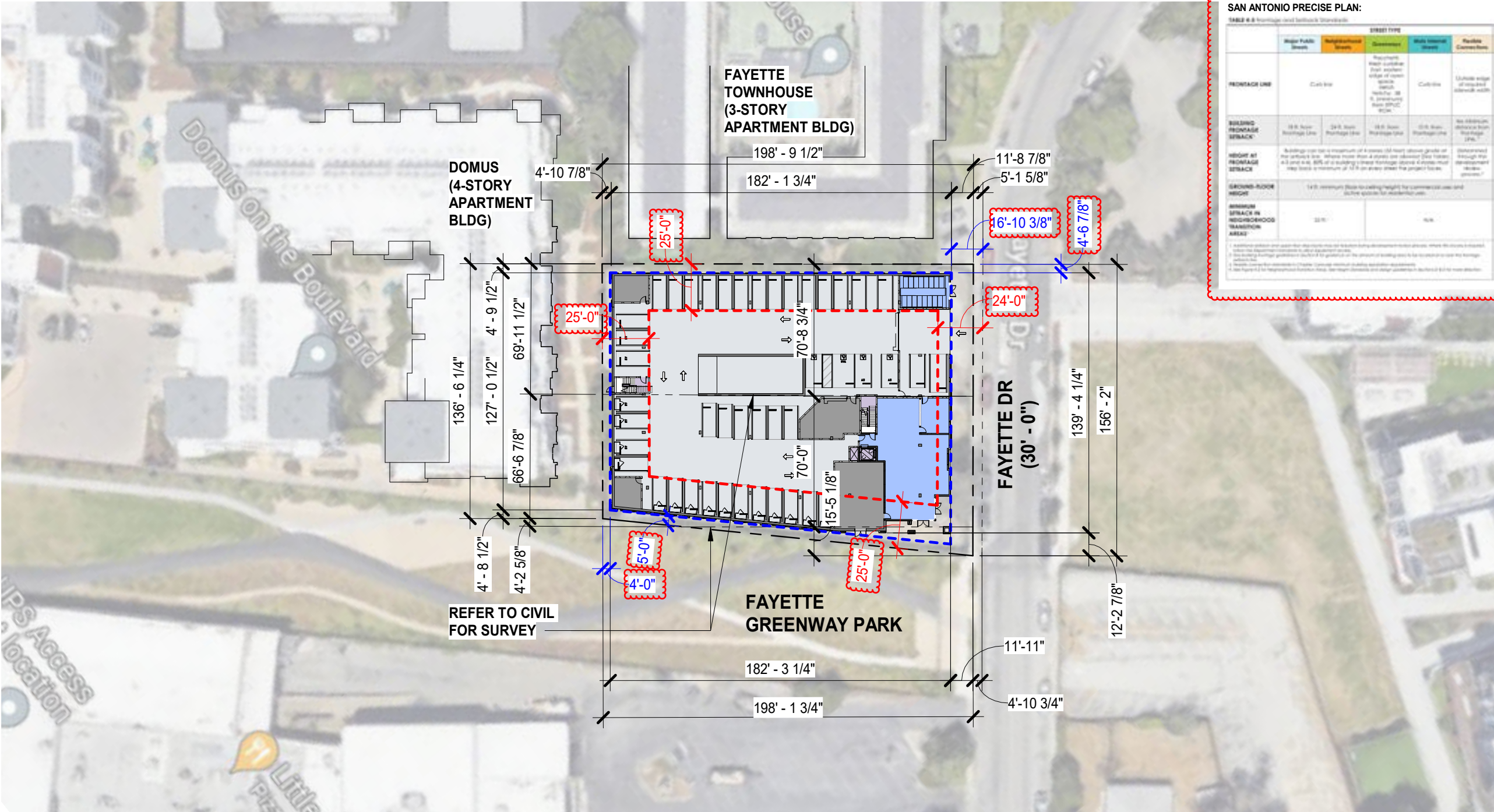


**SUMMER - 9AM**



**AP0.23**





**SAN ANTONIO PRECISE PLAN:**

TABLE 6-8 Frontage and Setback Standards

	Major Public Streets	Neighborhood Streets	Commercial	Multi-Family Streets	Residential Streets
FRONTAGE LINE	Curb line	Requirements: Front setback: 10' minimum; 15' preferred. Side setback: 5' minimum; 10' preferred. Rear setback: 10' minimum; 15' preferred.	Curb line	Curb line	Outside edge of finished sidewalk width
BUILDING FOOTPRINT SETBACK	15 ft. from Frontage line	15 ft. from Frontage line	15 ft. from Frontage line	15 ft. from Frontage line	No minimum distance from Frontage line
HEIGHT AT FRONTAGE SETBACK	Buildings over 15 ft. in height must be set back from the frontage line by a minimum of 10 ft. and a maximum of 15 ft. for buildings over 15 ft. in height.	Buildings over 15 ft. in height must be set back from the frontage line by a minimum of 10 ft. and a maximum of 15 ft. for buildings over 15 ft. in height.	Buildings over 15 ft. in height must be set back from the frontage line by a minimum of 10 ft. and a maximum of 15 ft. for buildings over 15 ft. in height.	Buildings over 15 ft. in height must be set back from the frontage line by a minimum of 10 ft. and a maximum of 15 ft. for buildings over 15 ft. in height.	Buildings over 15 ft. in height must be set back from the frontage line by a minimum of 10 ft. and a maximum of 15 ft. for buildings over 15 ft. in height.
GROUND-ROOF HEIGHT	15 ft. maximum (Based on building height for commercial use and 15 ft. maximum for residential use)	15 ft. maximum (Based on building height for commercial use and 15 ft. maximum for residential use)	15 ft. maximum (Based on building height for commercial use and 15 ft. maximum for residential use)	15 ft. maximum (Based on building height for commercial use and 15 ft. maximum for residential use)	15 ft. maximum (Based on building height for commercial use and 15 ft. maximum for residential use)
SETBACK IN NEIGHBORHOOD TRANSITION AREA	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.

1. In addition to the setback and height standards, the following standards apply to buildings in the transition area: where the street is a major street, the building height must be 15 ft. or less; where the street is a minor street, the building height must be 10 ft. or less.

2. The building height standards in this table are for buildings that are 15 ft. or less in height. For buildings that are more than 15 ft. in height, the building height must be 15 ft. or less.

3. The building height standards in this table are for buildings that are 15 ft. or less in height. For buildings that are more than 15 ft. in height, the building height must be 15 ft. or less.

4. The building height standards in this table are for buildings that are 15 ft. or less in height. For buildings that are more than 15 ft. in height, the building height must be 15 ft. or less.

**LEGEND**

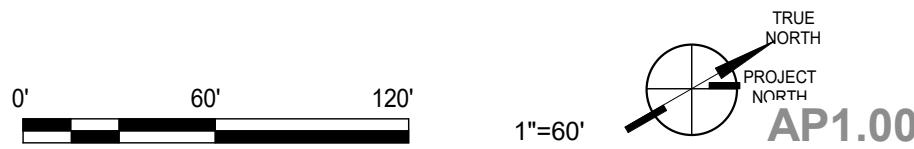
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— — — — — EXISTING LOT LINE

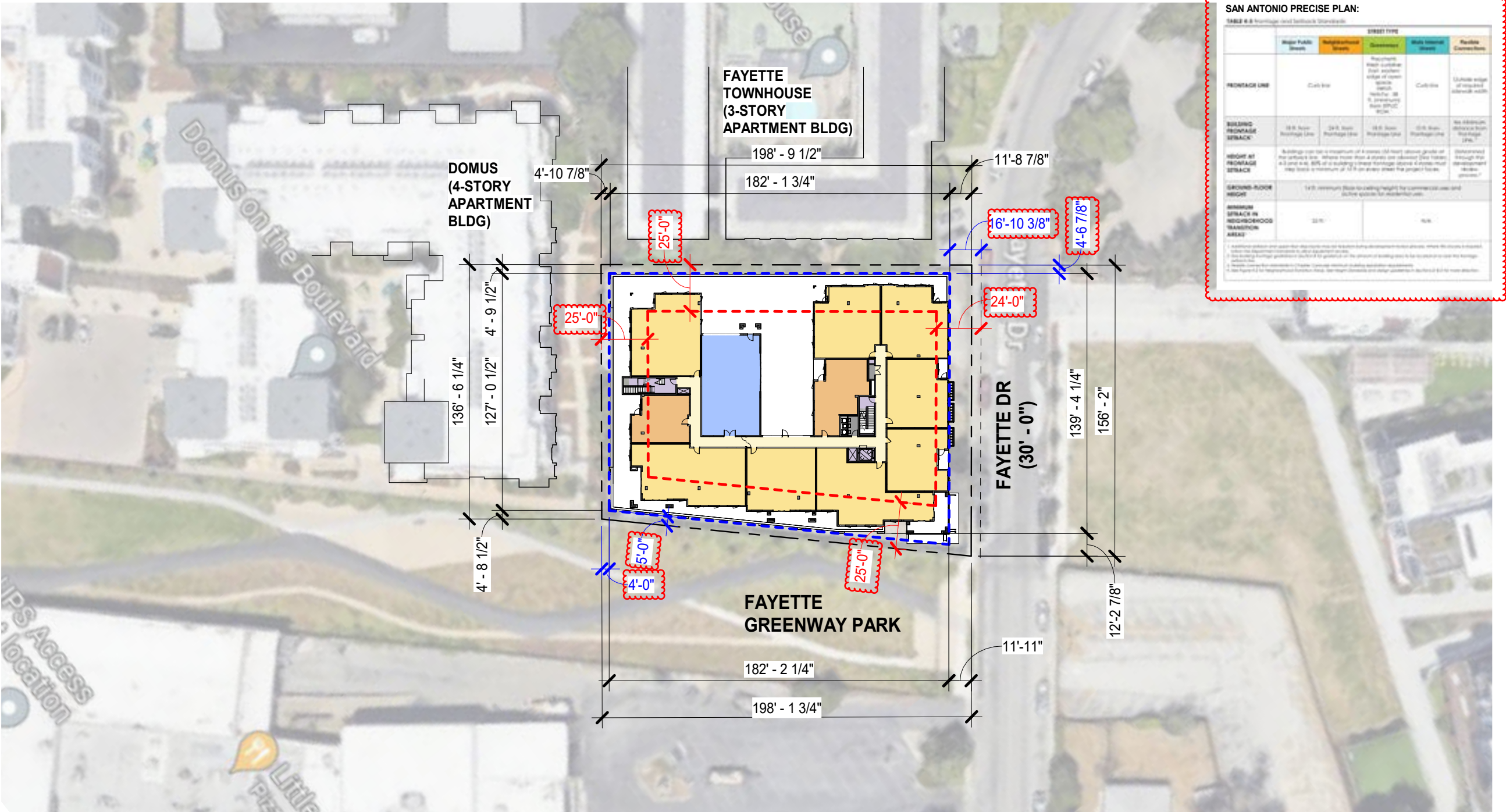
— — — — — CURBLINE

— — — — — PROPOSED SETBACK PER LEVEL

— — — — — P-40 ZONING SETBACK PER LEVEL







**SAN ANTONIO PRECISE PLAN:**

TABLE 6-8 Frontage and Setback Standards

	Major Public Streets	Neighborhood Streets	Commercial	Multi-Family Streets	Residential Streets
FRONTAGE LINE	Curb line	Requirements: Street frontage line (East: eastern edge of street; West: West of 10 ft. (minimum) from street line)	Curb line	Curb line	Outside edge of finished sidewalk width
BUILDING FRONTAGE SETBACK	15 ft. from Frontage Line	15 ft. from Frontage Line	15 ft. from Frontage Line	15 ft. from Frontage Line	No setback (distance from frontage line)
HEIGHT AT FRONTAGE SETBACK	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.
GROUND-ROOF HEIGHT	15 ft. maximum (based on building height) for commercial use and 10 ft. maximum for residential use.	15 ft. maximum (based on building height) for commercial use and 10 ft. maximum for residential use.	15 ft. maximum (based on building height) for commercial use and 10 ft. maximum for residential use.	15 ft. maximum (based on building height) for commercial use and 10 ft. maximum for residential use.	15 ft. maximum (based on building height) for commercial use and 10 ft. maximum for residential use.
SETBACK IN NEIGHBORHOOD TRANSITION AREA	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.

1. Setback shall be measured from the frontage line. 2. Setback shall be measured from the frontage line. 3. Setback shall be measured from the frontage line. 4. Setback shall be measured from the frontage line. 5. Setback shall be measured from the frontage line.

**LEGEND**

- PROPERTY LINE
- EXISTING LOT LINE
- CURBLINE
- PROPOSED SETBACK PER LEVEL
- P-40 ZONING SETBACK PER LEVEL

0' 60' 120'

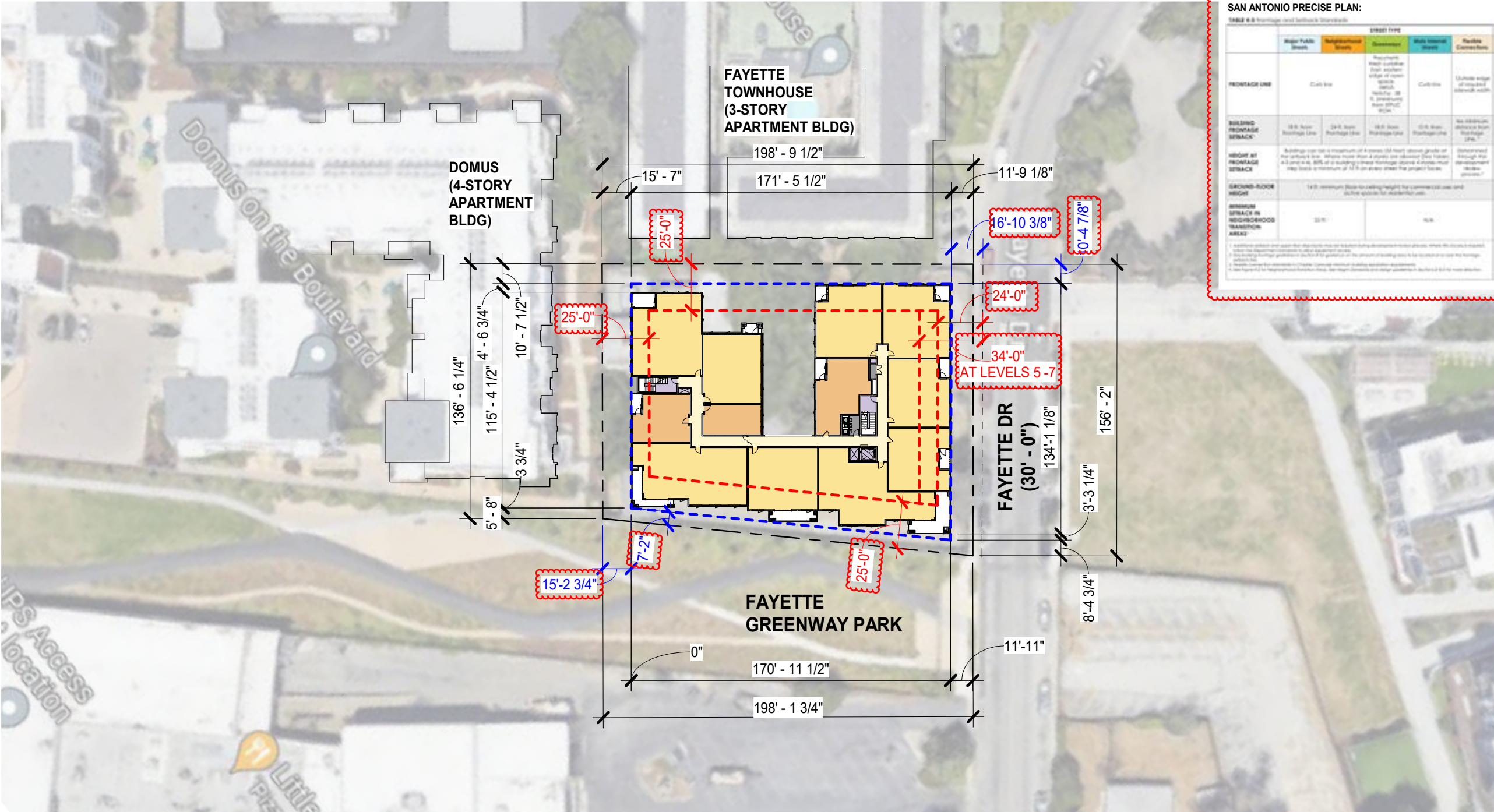
1"=60'

TRUE NORTH

PROJECT NORTH

**AP1.01**





**SAN ANTONIO PRECISE PLAN:**

TABLE 6-8 Frontage and Setback Requirements

	Major Public Streets	Neighborhood Streets	Commercial	Multi-Family Streets	Residential Streets
FRONTAGE LINE	Curb line	Requirements: Front setback: 10' (minimum) 15' (maximum) Side setback: 10' (minimum) 15' (maximum) Rear setback: 10' (minimum) 15' (maximum)	Curb line	Curb line	Outside edge of finished sidewalk width
BUILDING FRONTAGE SETBACK	15 ft. from Frontage Line	15 ft. from Frontage Line	15 ft. from Frontage Line	15 ft. from Frontage Line	No setback (distance from the edge of the sidewalk)
HEIGHT AT FRONTAGE SETBACK	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.	Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.
GROUND-ROOF HEIGHT	15 ft. maximum (height for commercial use and for use as a parking lot)	15 ft. maximum (height for commercial use and for use as a parking lot)	15 ft. maximum (height for commercial use and for use as a parking lot)	15 ft. maximum (height for commercial use and for use as a parking lot)	15 ft. maximum (height for commercial use and for use as a parking lot)
SETBACK IN NEIGHBORHOOD TRANSITION AREA	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.

1. In addition to the setback requirements, buildings shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.

2. The building frontage setback shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.

3. The building frontage setback shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.

4. The building frontage setback shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line. Buildings over 15 ft. in height (15 ft. maximum) shall be setback from the frontage line.

**LEGEND**

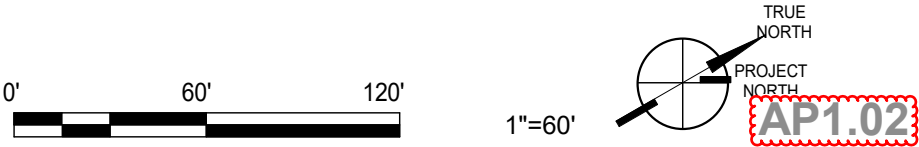
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— — — — — EXISTING LOT LINE

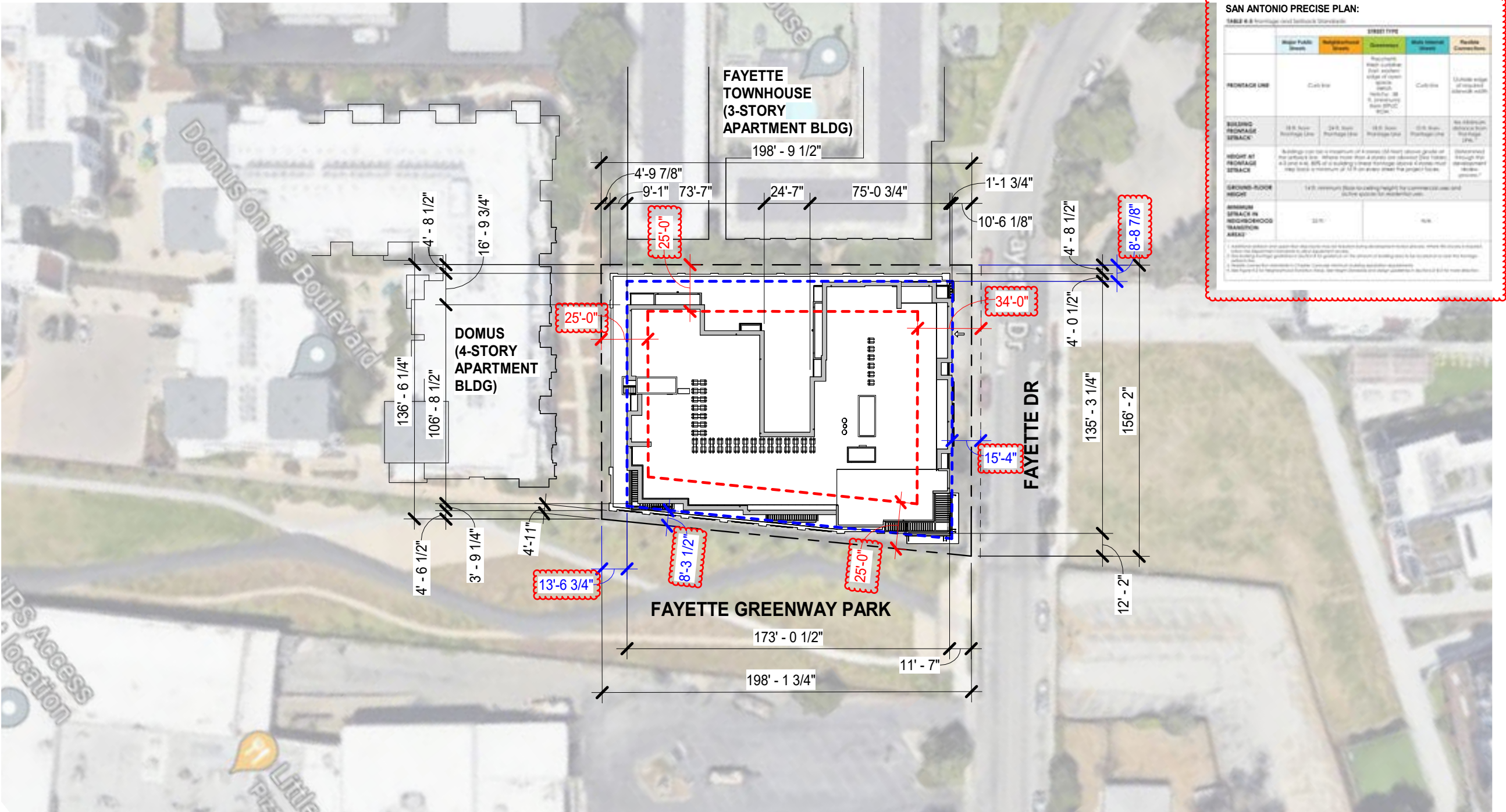
— — — — — CURBLINE

— — — — — PROPOSED SETBACK PER LEVEL

— — — — — P-40 ZONING SETBACK PER LEVEL







**SAN ANTONIO PRECISE PLAN:**

TABLE 8-8 Frontage and Setback Standards

	Major Public Streets	Neighborhood Streets	Commercial	Multi-Family Streets	Residential Streets
FRONTAGE LINE	Curb line	Requirement: Front setback. Front setback edge of street. Note: For 30 ft. frontage, use 30 ft. setback.	Curb line	Curb line	Outside edge of sidewalk. Minimum width.
BUILDING FRONTAGE SETBACK	15 ft. from Frontage line	15 ft. from Frontage line	15 ft. from Frontage line	15 ft. from Frontage line	No setback. Minimum distance from frontage line.
HEIGHT AT FRONTAGE SETBACK	Building over top is maximum of 4 stories (16 feet) above grade. For setbacks less than 4 stories, use 4 stories. (See Table 8-9 and 8-10 for building height setbacks.)	Building over top is maximum of 4 stories (16 feet) above grade. For setbacks less than 4 stories, use 4 stories. (See Table 8-9 and 8-10 for building height setbacks.)	Building over top is maximum of 4 stories (16 feet) above grade. For setbacks less than 4 stories, use 4 stories. (See Table 8-9 and 8-10 for building height setbacks.)	Building over top is maximum of 4 stories (16 feet) above grade. For setbacks less than 4 stories, use 4 stories. (See Table 8-9 and 8-10 for building height setbacks.)	Building over top is maximum of 4 stories (16 feet) above grade. For setbacks less than 4 stories, use 4 stories. (See Table 8-9 and 8-10 for building height setbacks.)
GROUND-ROOF HEIGHT	14 ft. maximum (Note for building height for commercial use and 10 ft. maximum for residential use.)				
MINIMUM SETBACK IN NEIGHBORHOOD TRANSITION AREA	25 ft.				

1. Minimum setback and height standards may be reduced during development review process, where the owner is required to submit the proposed setbacks and height standards to the Planning Commission for review and approval.

2. The building height setback standard for setbacks of 15 ft. or less shall be 15 ft. from the frontage line.

3. Setback standards for setbacks of 15 ft. or less shall be 15 ft. from the frontage line.

4. Setback standards for setbacks of 15 ft. or less shall be 15 ft. from the frontage line.

**LEGEND**

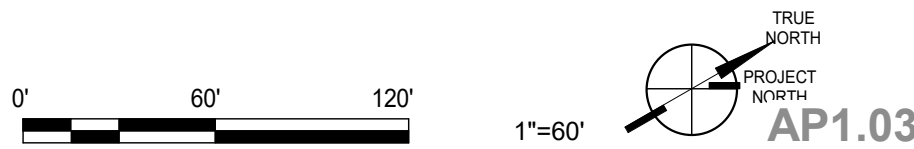
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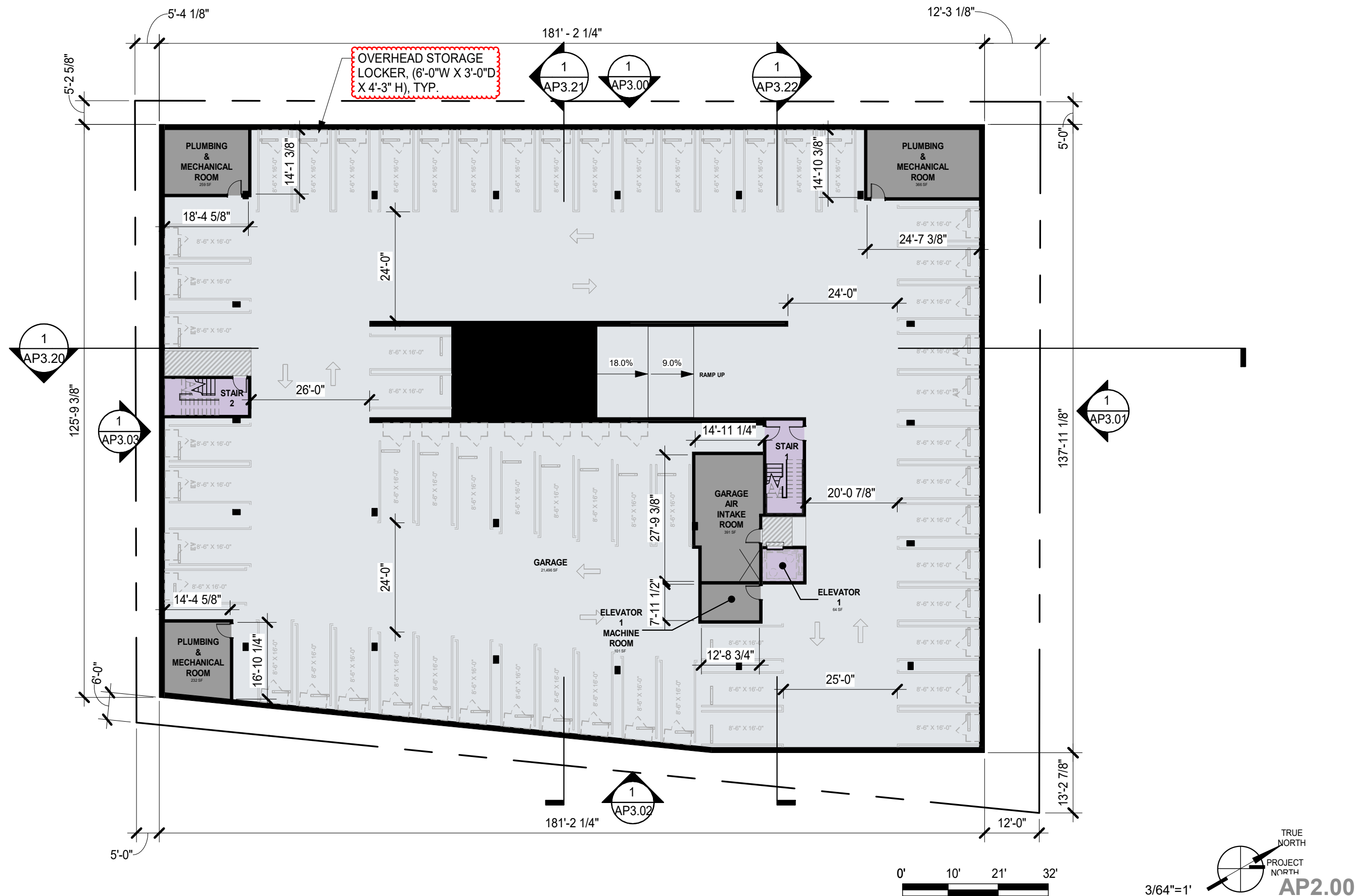
— — — — — EXISTING LOT LINE

— — — — — CURBLINE

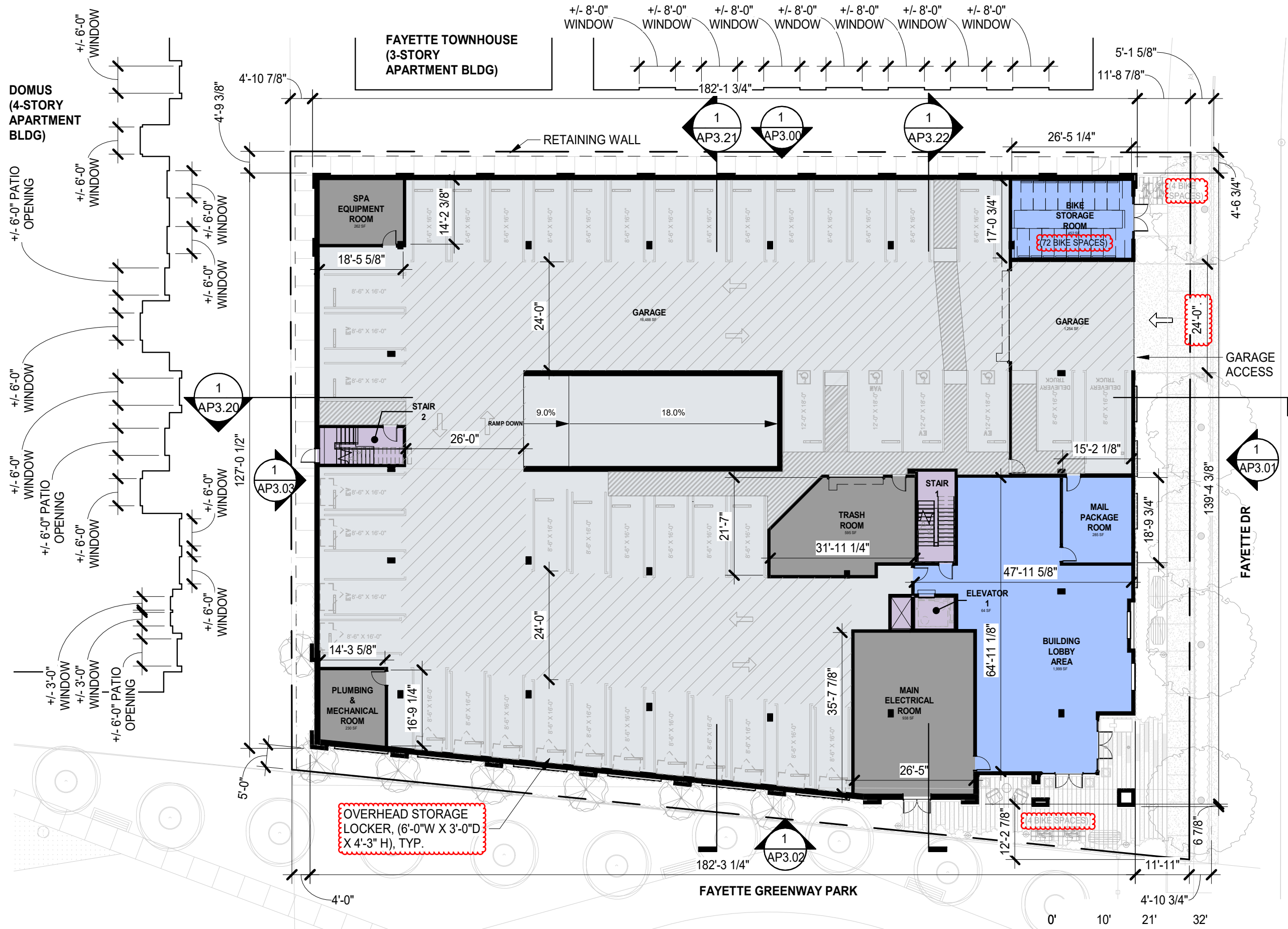
— — — — — PROPOSED SETBACK PER LEVEL

— — — — — P-40 ZONING SETBACK PER LEVEL

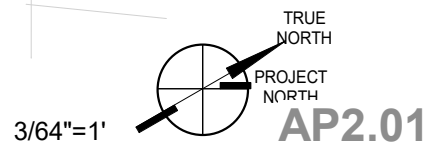
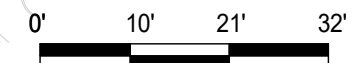


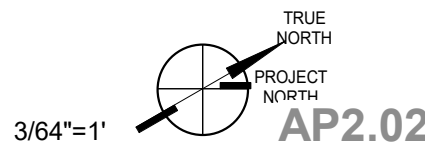
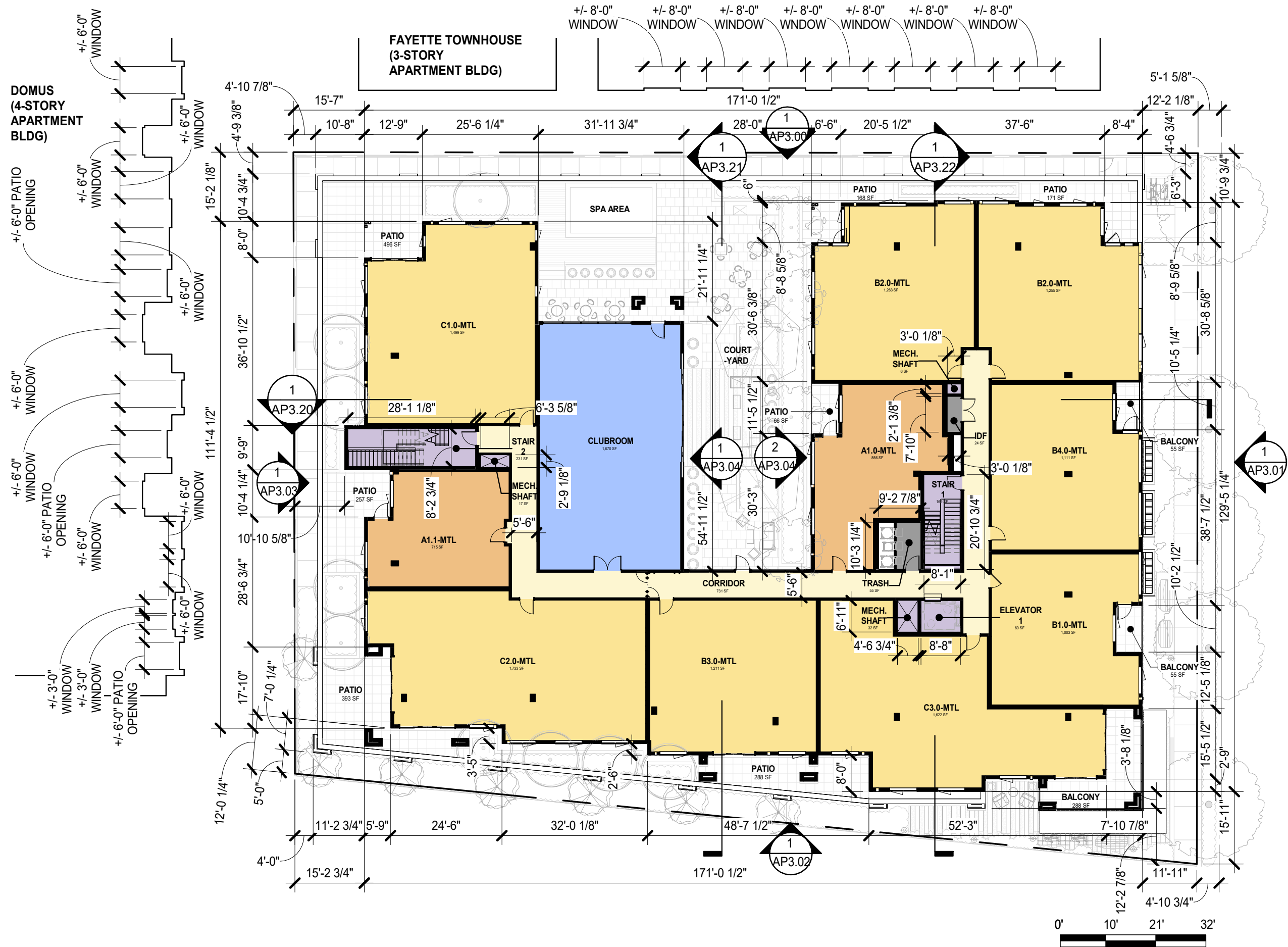


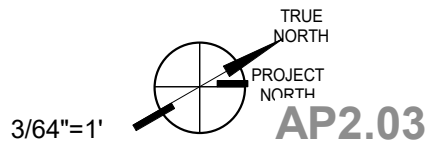
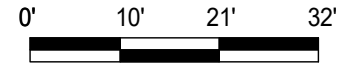
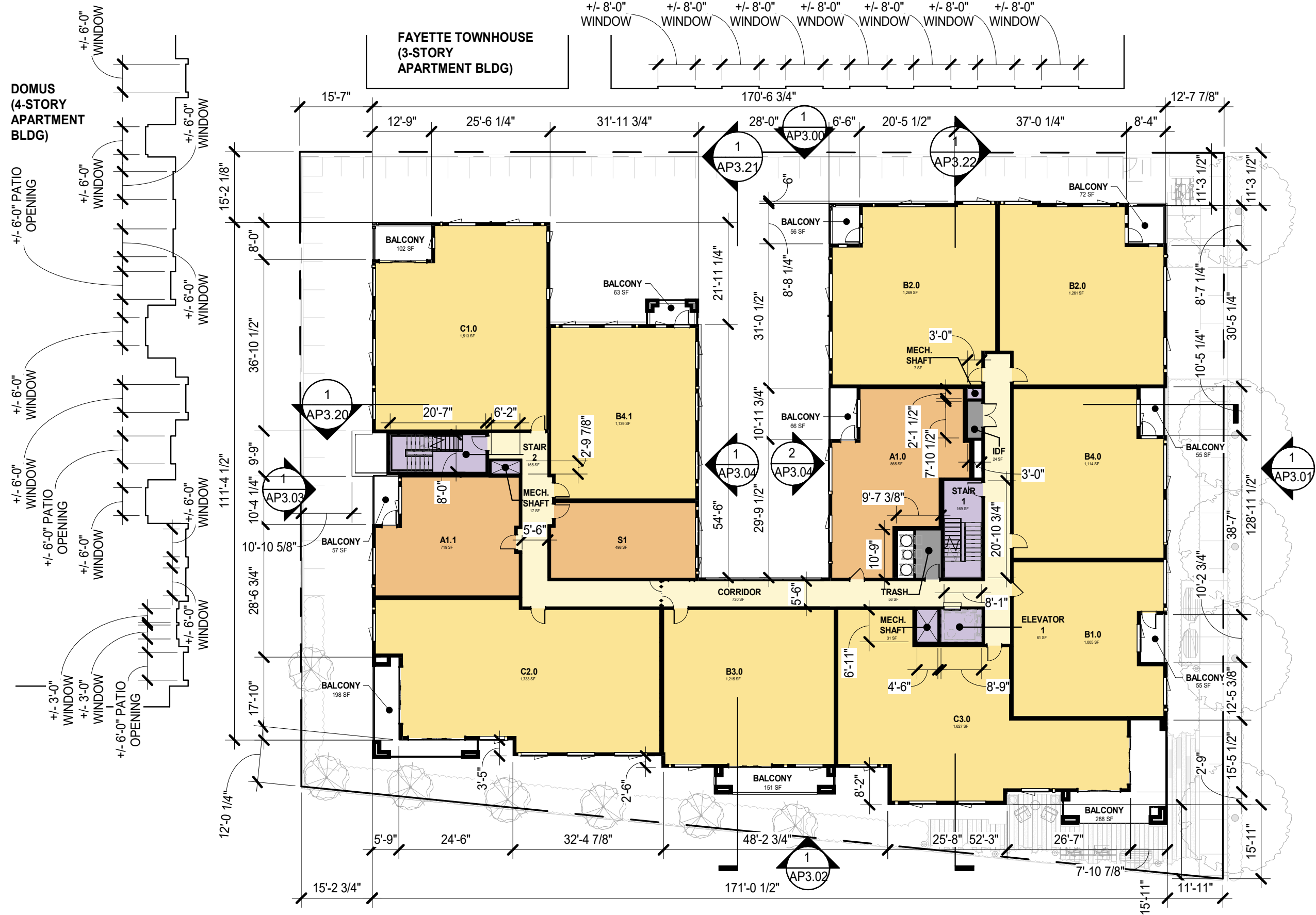




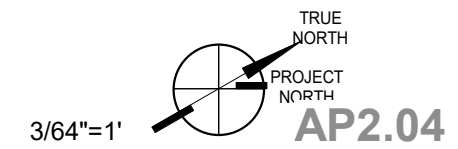
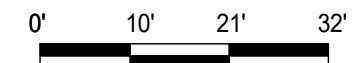
OVERHEAD STORAGE  
LOCKER, (6'-0"W X 3'-0"D  
X 4'-3" H), TYP.



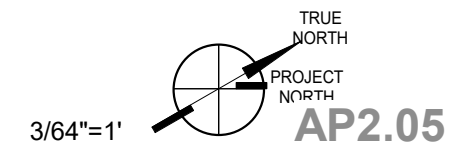
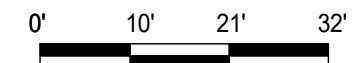
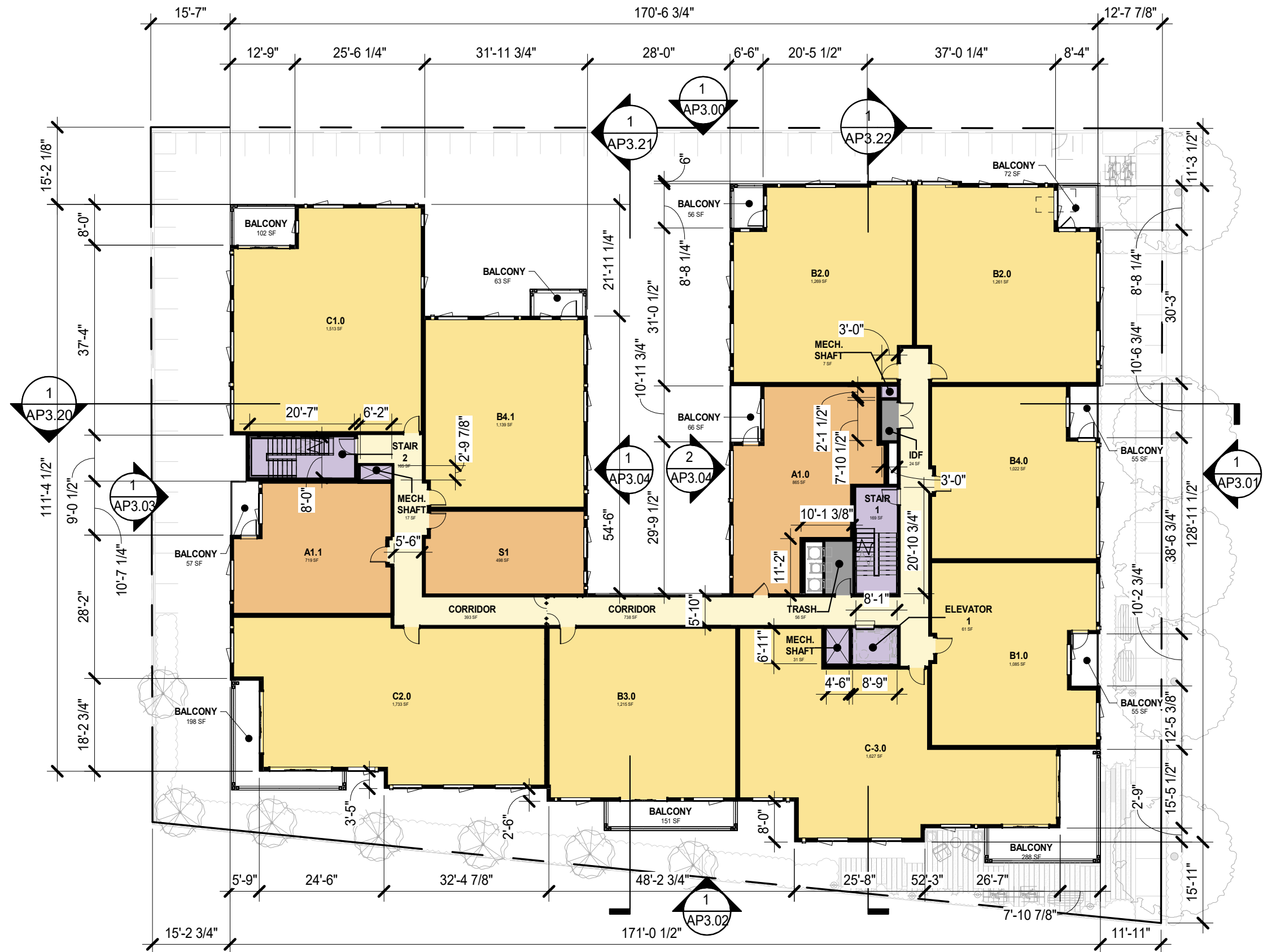


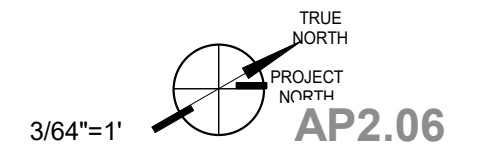
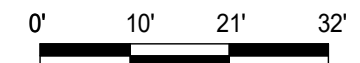
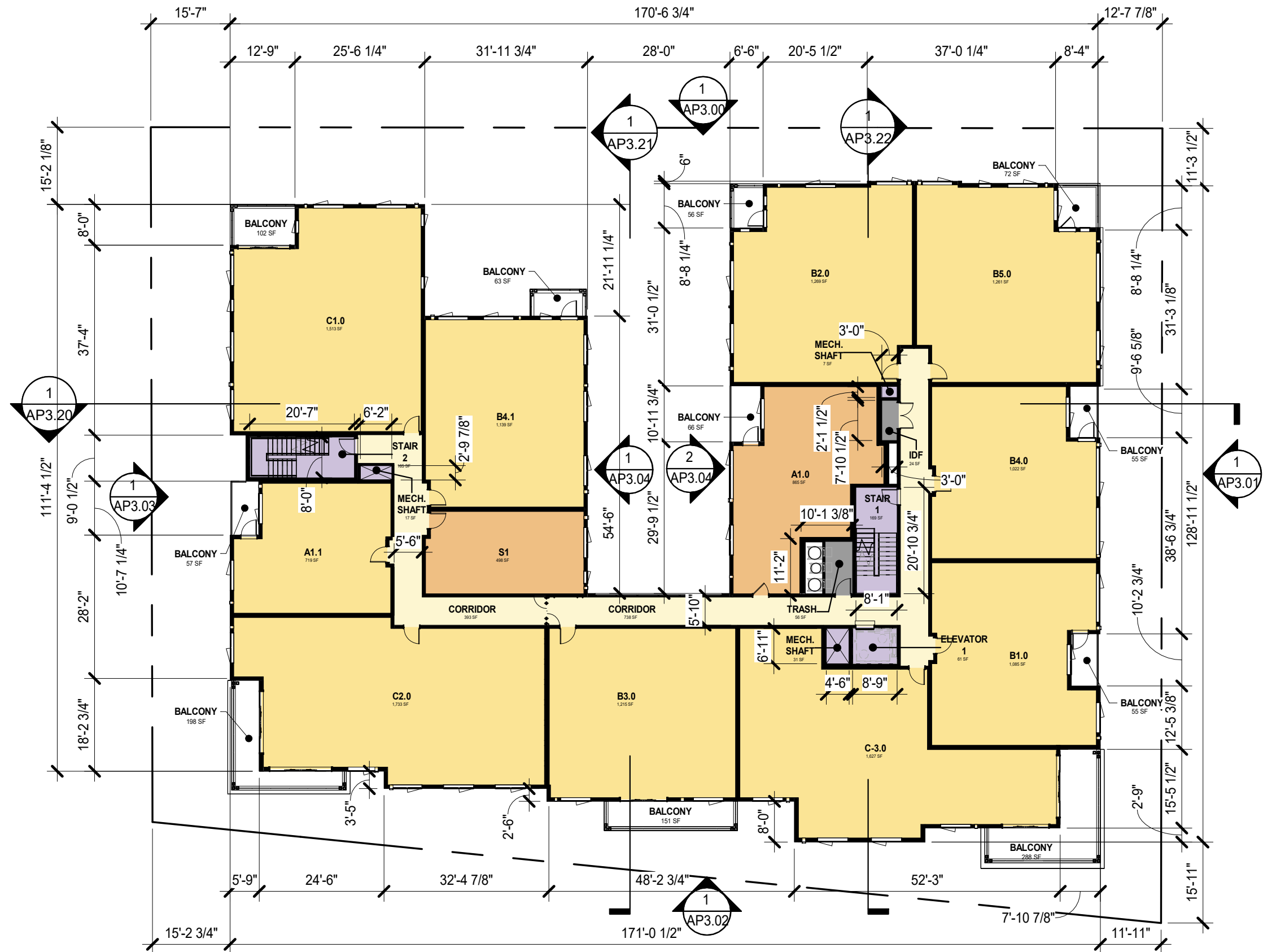


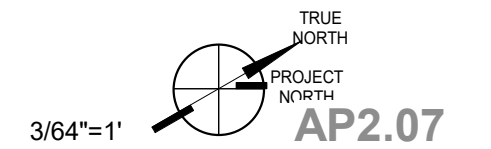
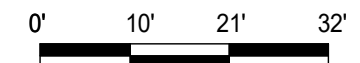
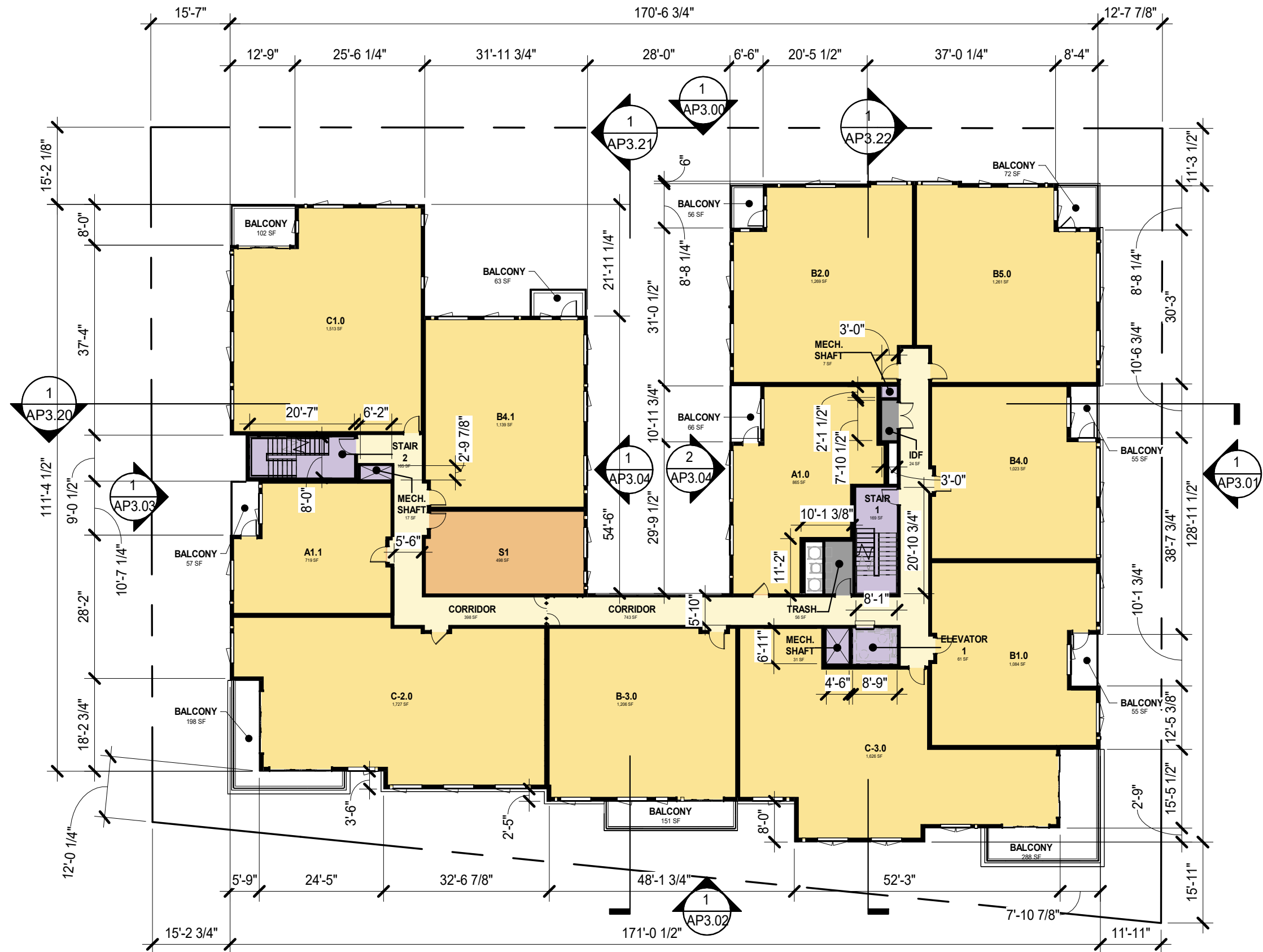








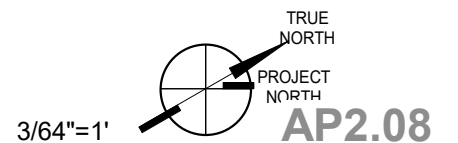
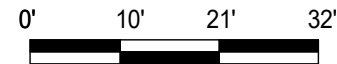
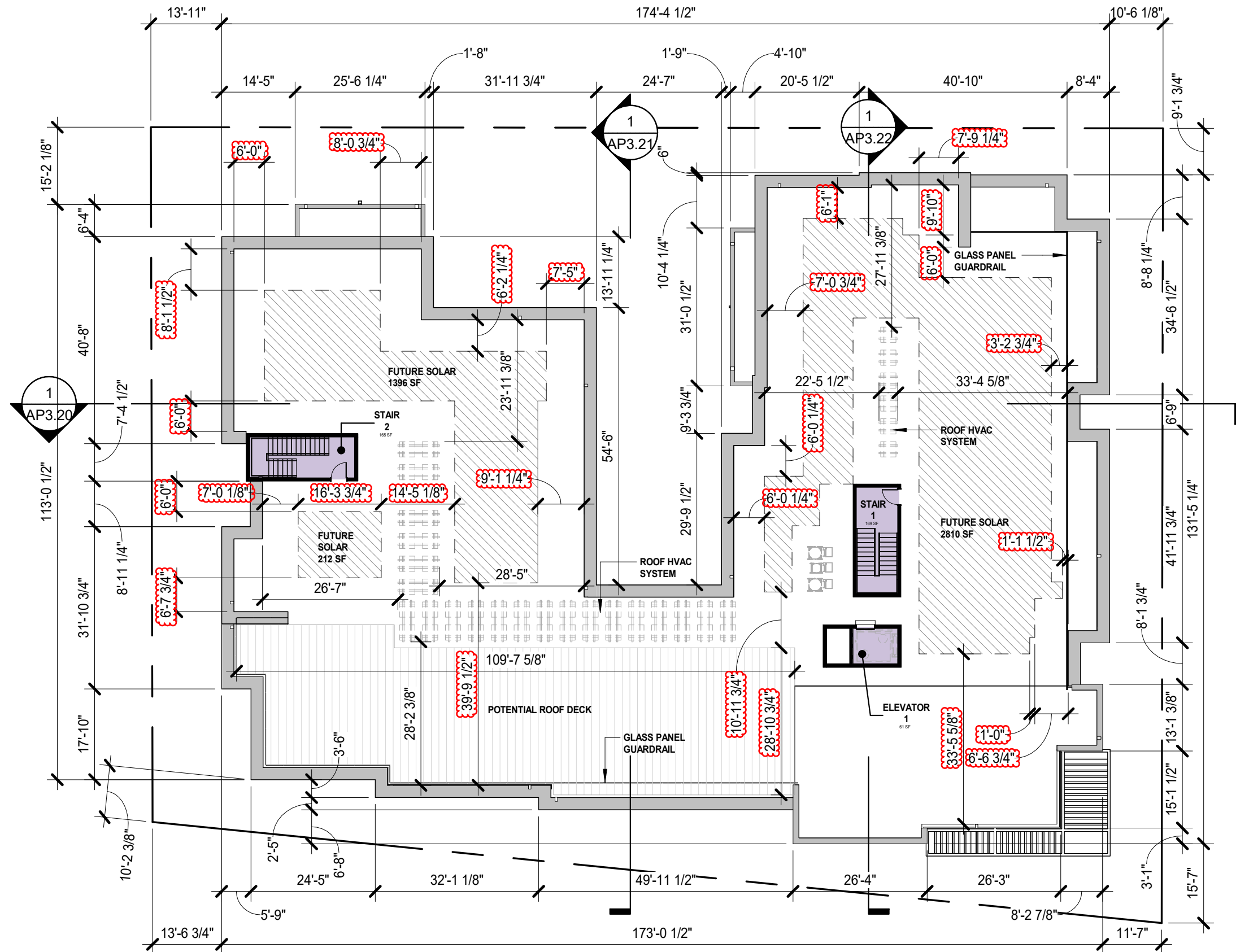




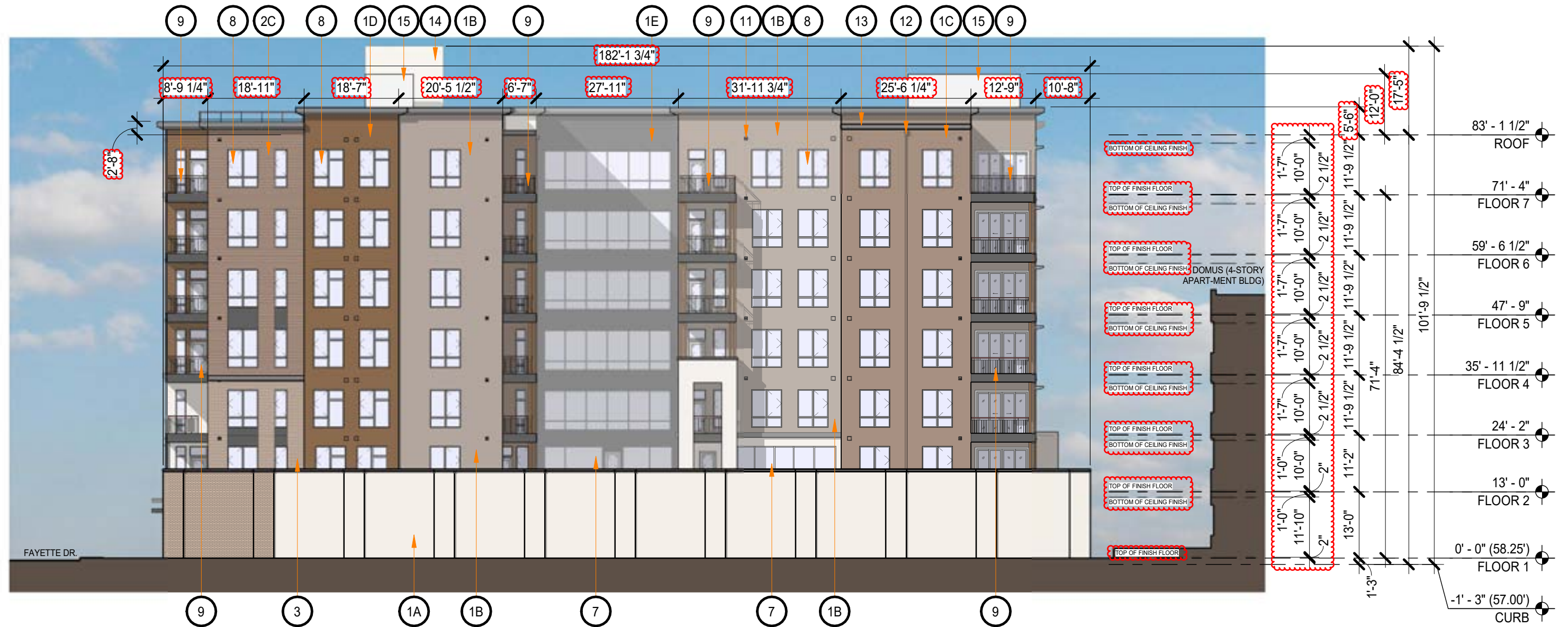
**OCTANE FAYETTE**

# BUILDING PLAN - FLOOR 7

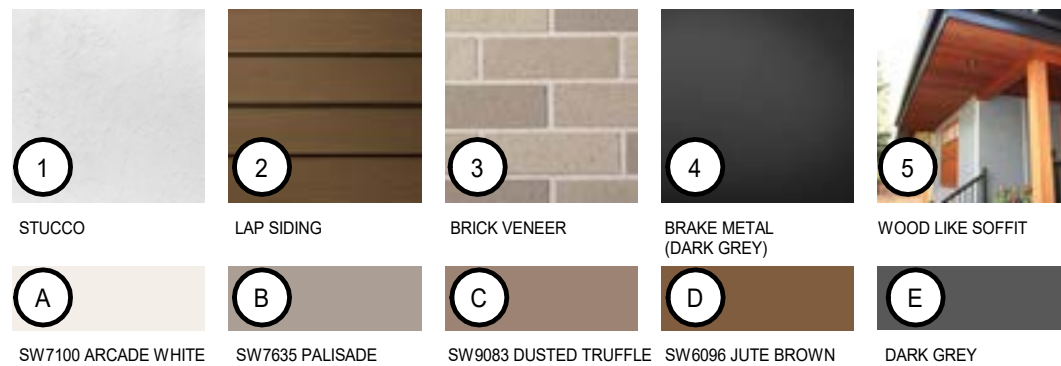
JANUARY 23, 2024







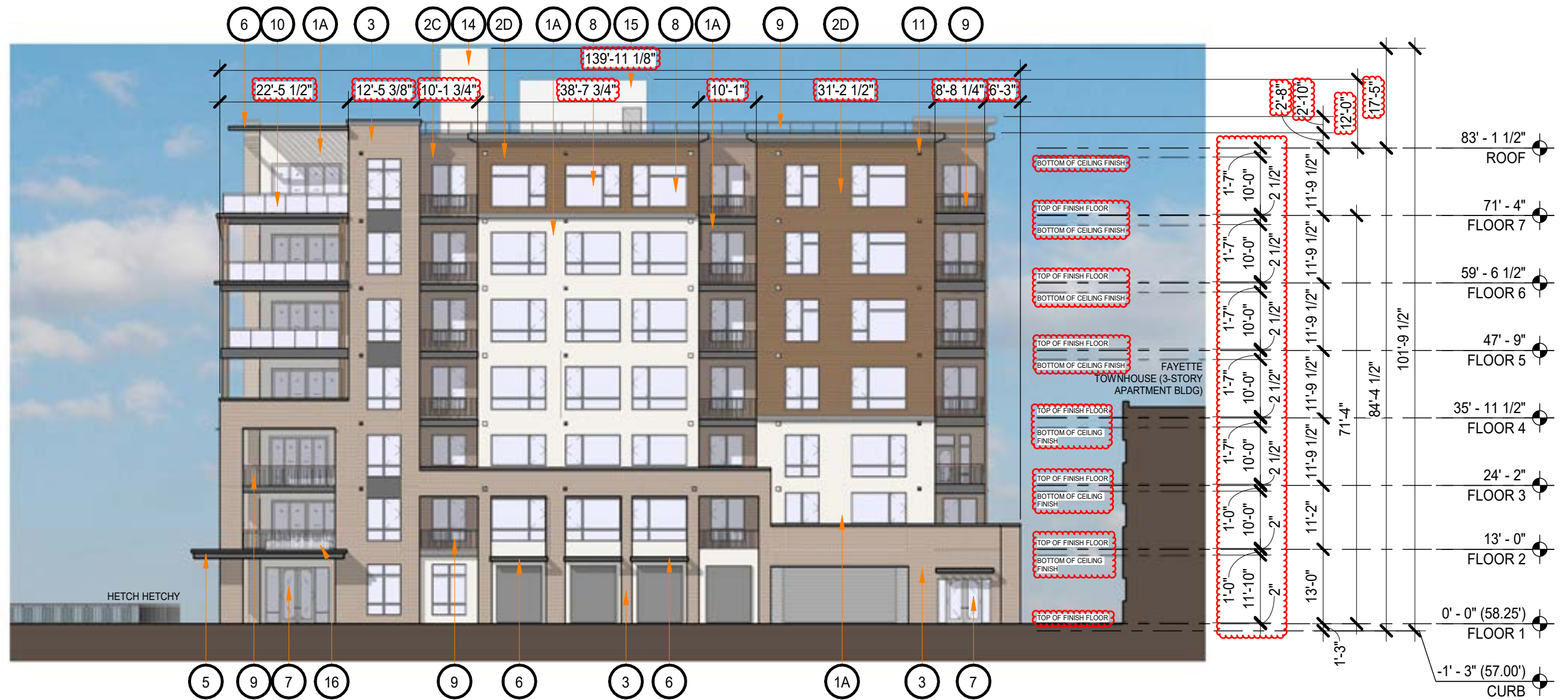
LEGEND





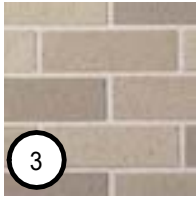
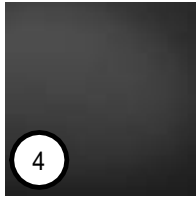


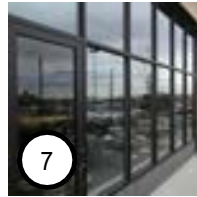



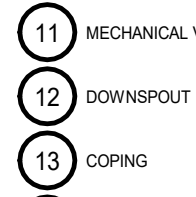
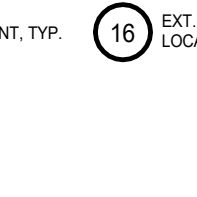
- 11 MECHANICAL VENT, TYP.
- 12 DOWNSPOUT
- 13 COPING
- 14 ELEVATOR PENTHOUSE
- 15 STAIR PENTHOUSE
- 16 EXT. SIGNAGE LOCATION



AP3.00



# LEGEND

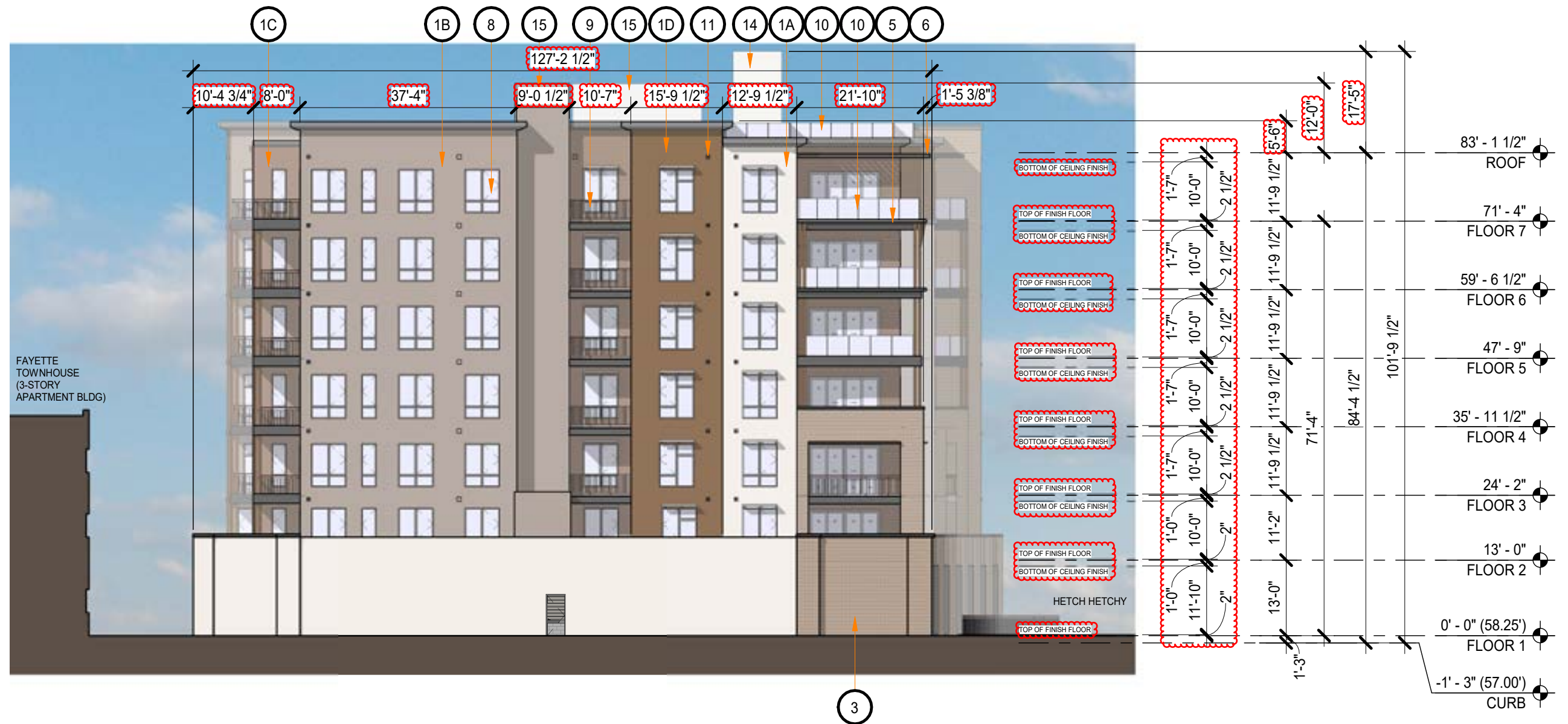
											
1	2	3	4	5	6	7	8	9	10	11	16
STUCCO	LAP SIDING	BRICK VENEER	BRAKE METAL (DARK GREY)	WOOD LIKE SOFFIT	METAL AND WOOD ACCENT AWNINGS	STOREFRONT AND NANA DOORS (BLACK)	VINYL WINDOW (BLACK)	METAL RAILING (BLACK)	GLASS RAILING	MECHANICAL VENT, TYP.	EXT. SIGNAGE LOCATION
A	B	C	D	E						12	13
SW7100 ARCADE WHITE	SW7635 PALISADE	SW9083 DUSTED TRUFFLE	SW6096 JUTE BROWN	DARK GREY						DOWNSPOUT	COPING
										14	15
										ELEVATOR PENTHOUSE	STAIR PENTHOUSE



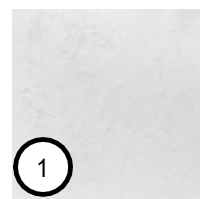
AP3.01



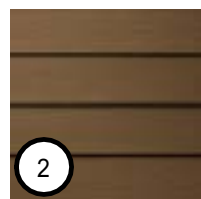




# LEGEND



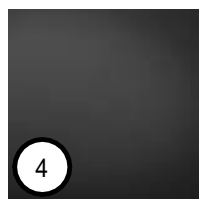
1  
STUCCO



2  
LAP SIDING



3  
BRICK VENEER



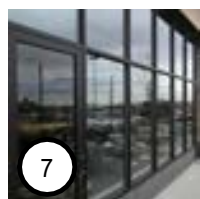
4  
BRAKE METAL  
(DARK GREY)



5  
WOOD LIKE SOFFIT



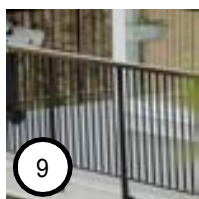
6  
METAL AND WOOD  
ACCENT AWNINGS



7  
STOREFRONT AND  
NANA DOORS (BLACK)



8  
VINYL WINDOW  
(BLACK)



9  
METAL RAILING  
(BLACK)



10  
GLASS RAILING

11 MECHANICAL VENT, TYP.

12 DOWNSPOUT

13 COPING

14 ELEVATOR PENTHOUSE

15 STAIR PENTHOUSE

16 EXT. SIGNAGE LOCATION



A  
SW7100 ARCADE WHITE



B  
SW7635 PALISADE



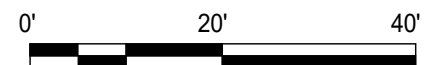
C  
SW9083 DUSTED TRUFFLE



D  
SW6096 JUTE BROWN



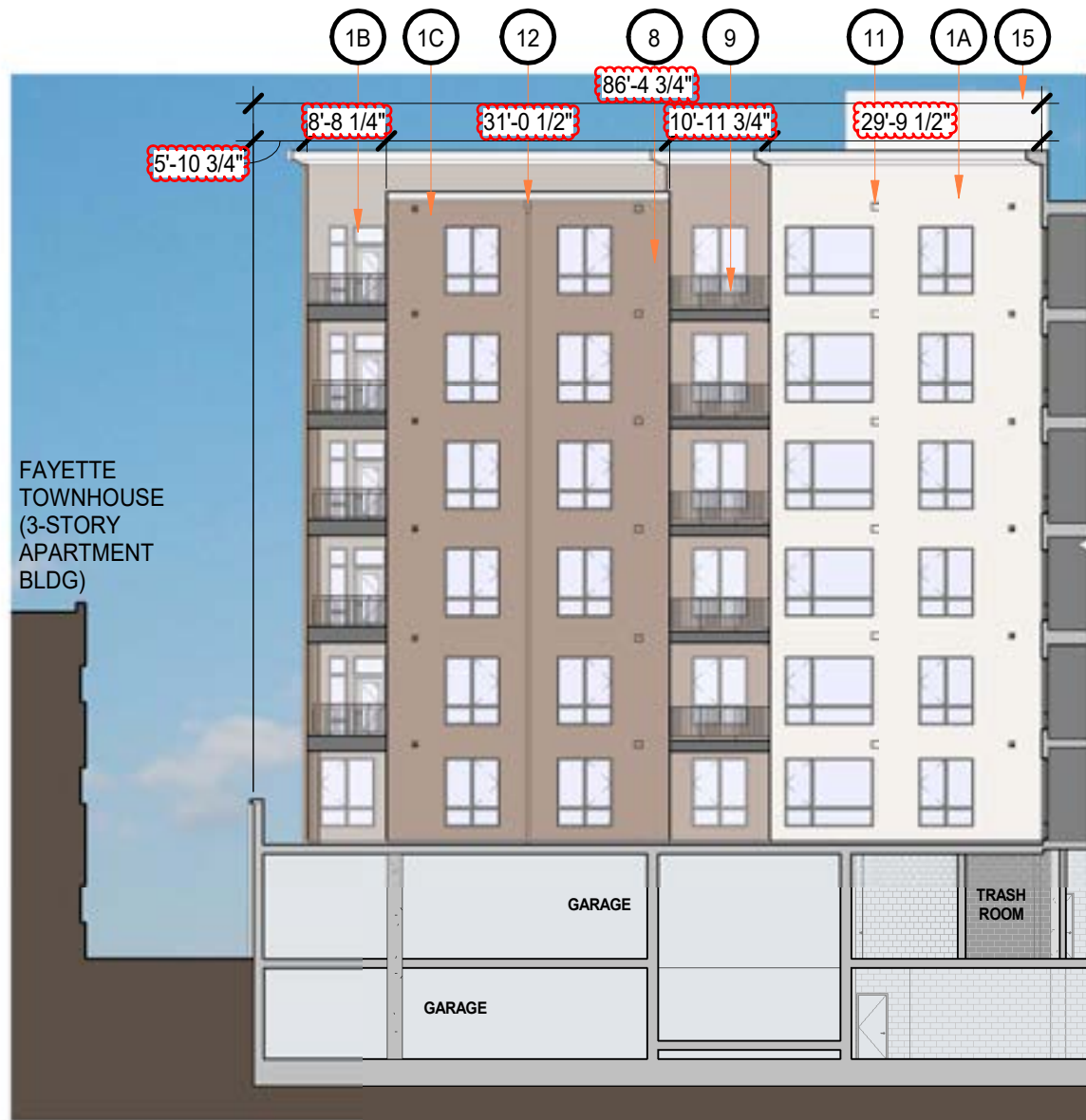
E  
DARK GREY



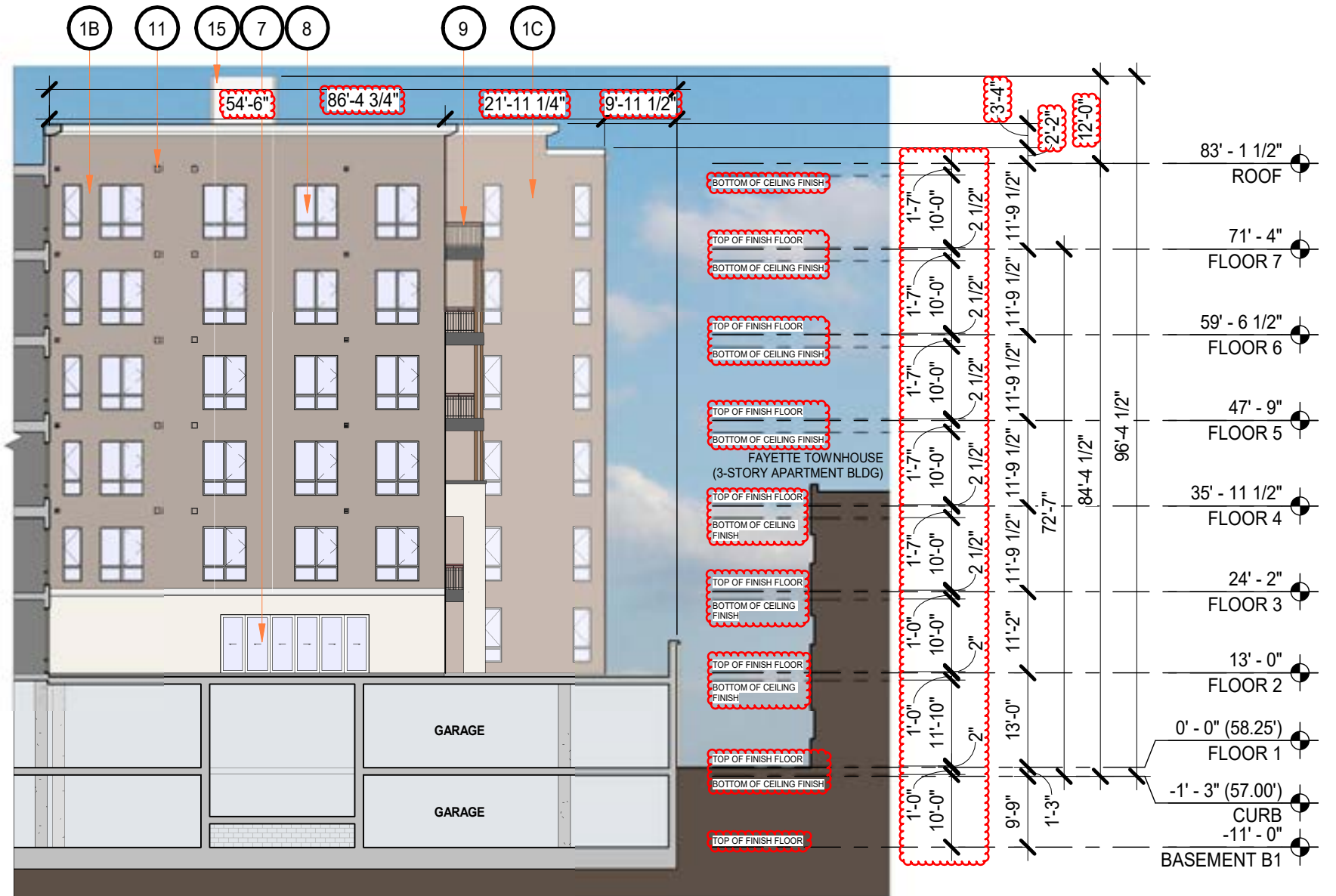
1"=20'

AP3.03




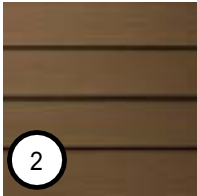

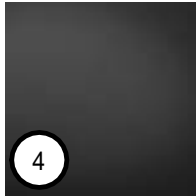








**ELEVATION - COURTYARD EAST 2**



**ELEVATION - COURTYARD WEST 1**

**LEGEND**

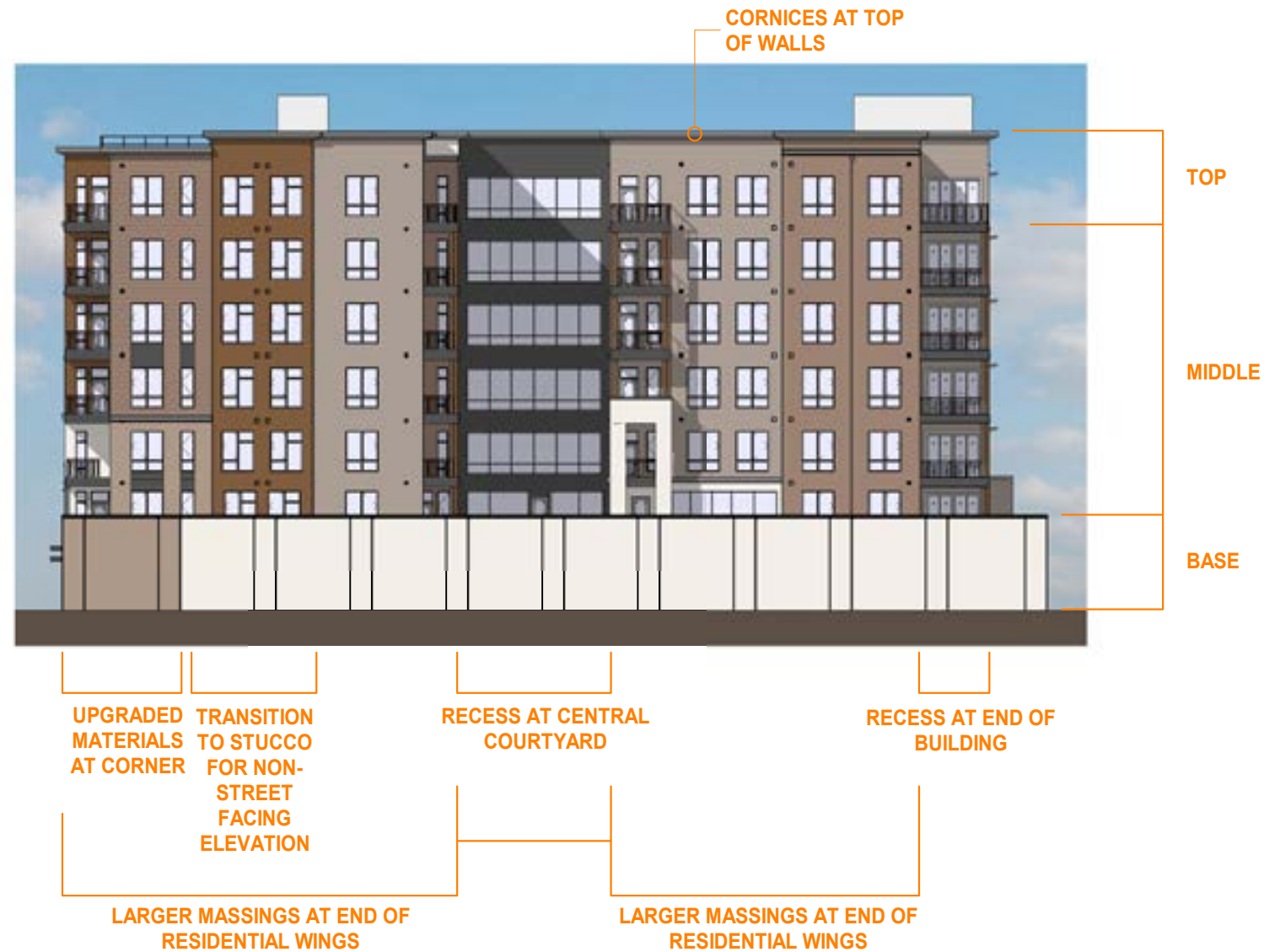
				
1 STUCCO	2 LAP SIDING	3 BRICK VENEER	4 BRAKE METAL (DARK GREY)	5 WOOD LIKE SOFFIT
				
A SW7100 ARCADE WHITE	B SW7635 PALISADE	C SW9083 DUSTED TRUFFLE	D SW6096 JUTE BROWN	E DARK GREY

				
11 MECHANICAL VENT, TYP.	12 DOWNSPOUT	13 COPING	14 ELEVATOR PENTHOUSE	15 STAIR PENTHOUSE

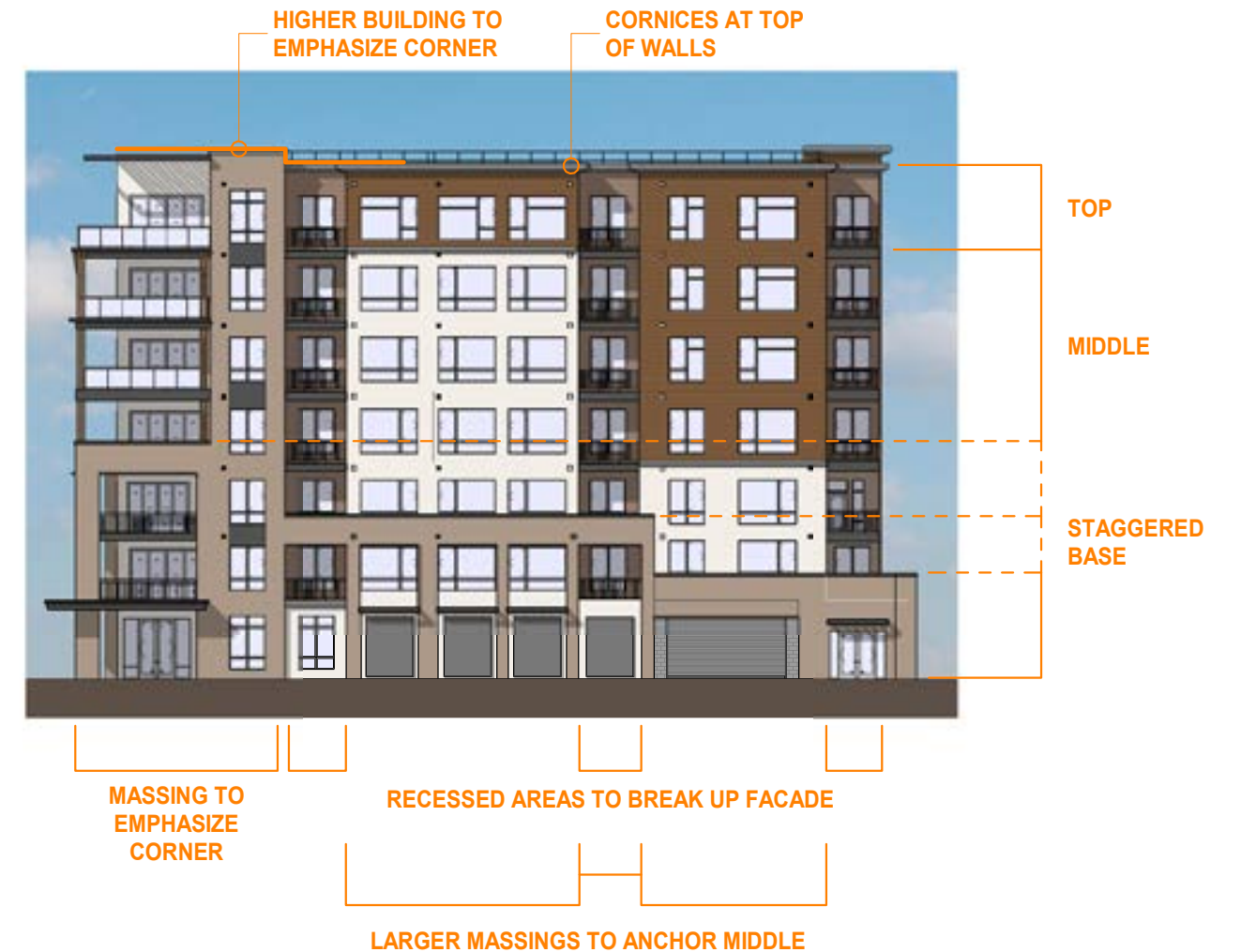
16  
EXT. SIGNAGE LOCATION



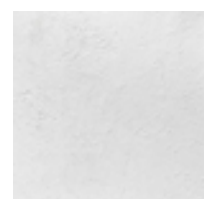
**AP3.04**



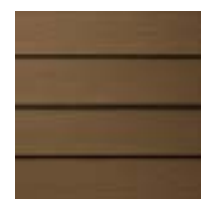
**NORTH ELEVATION @ FAYETTE TOWNHOMES**



**EAST ELEVATION @ FAYETTE DR**



STUCCO



LAP SIDING



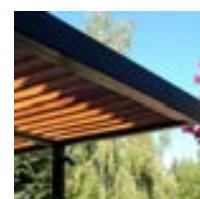
BRICK VENEER



BRAKE METAL  
(DARK GREY)



WOOD LIKE SOFFIT



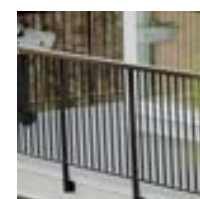
METAL AND WOOD  
ACCENT AWNINGS



STOREFRONT AND  
NANA DOORS (BLACK)



VINYL WINDOW  
(BLACK)

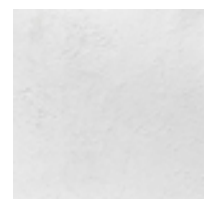
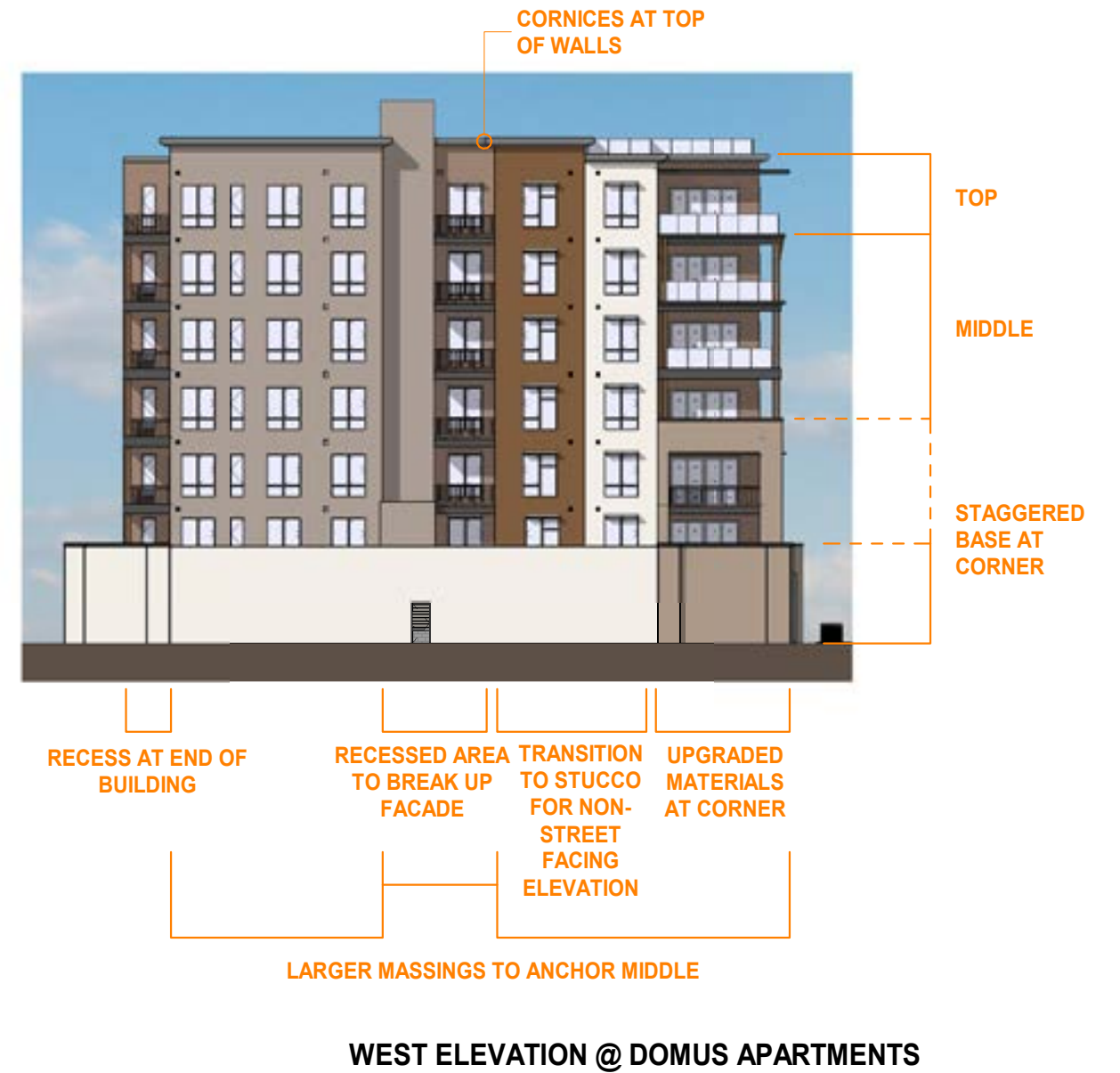
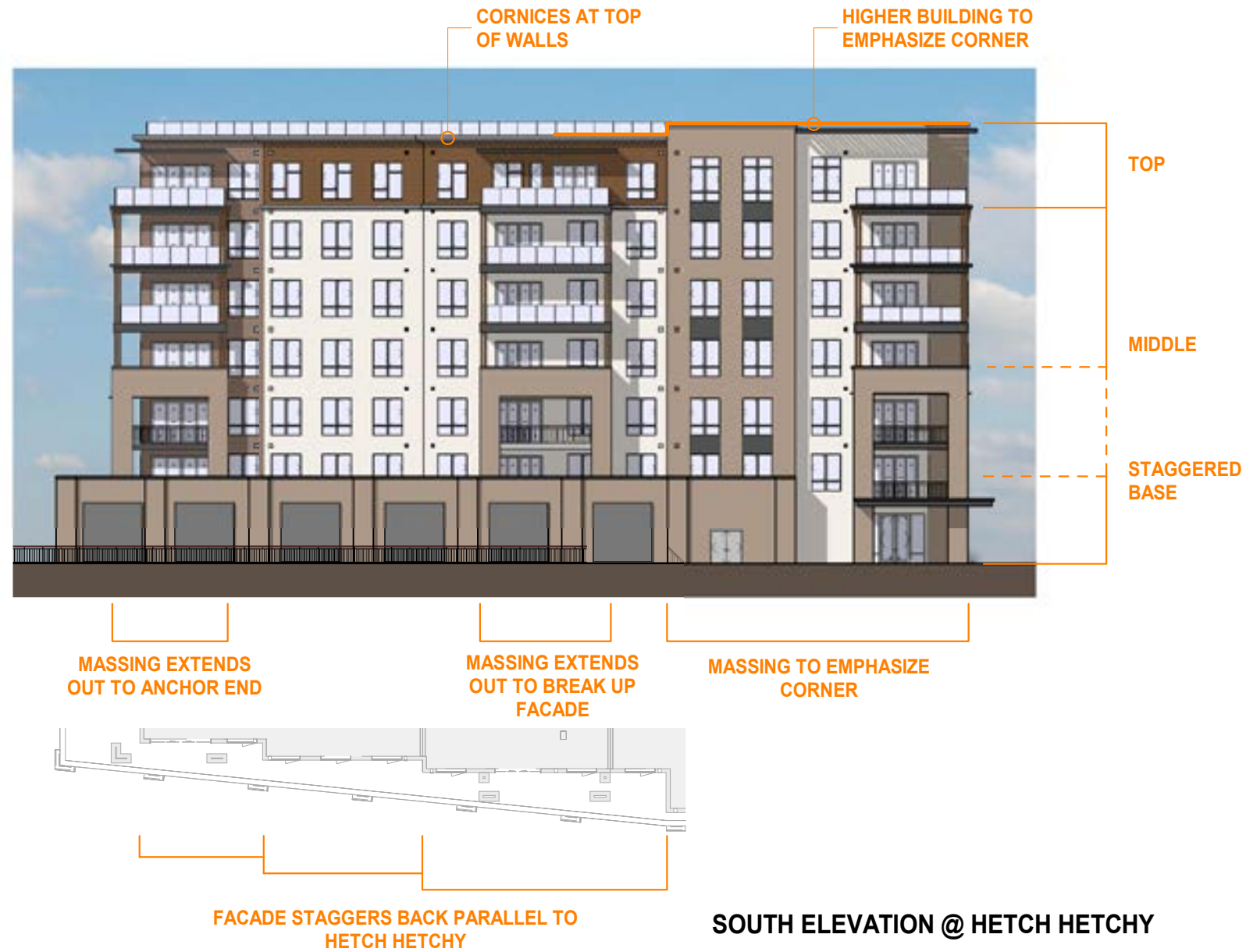


METAL RAILING  
(BLACK)

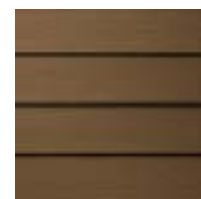


GLASS RAILING





STUCCO



LAP SIDING



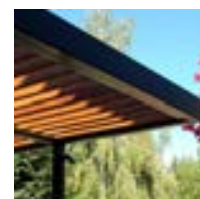
BRICK VENEER



BRAKE METAL  
(DARK GREY)



WOOD LIKE SOFFIT



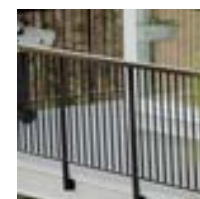
METAL AND WOOD  
ACCENT AWNINGS



STOREFRONT AND  
NANA DOORS (BLACK)



VINYL WINDOW  
(BLACK)



METAL RAILING  
(BLACK)



GLASS RAILING

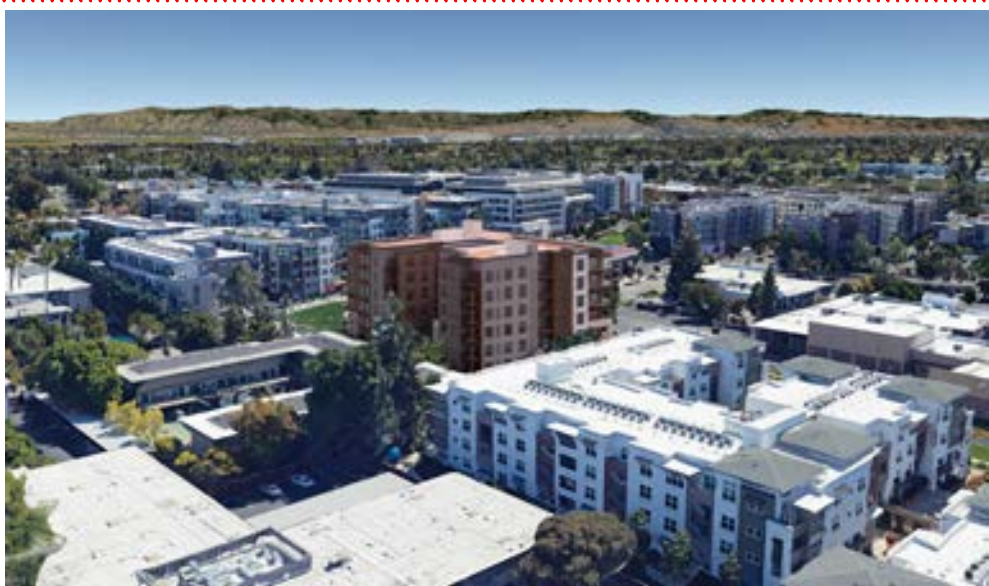




EAST CORNER PERSPECTIVE



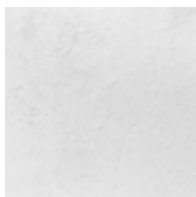
NORTH CORNER PERSPECTIVE



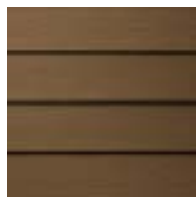
WEST CORNER PERSPECTIVE



SOUTH CORNER PERSPECTIVE



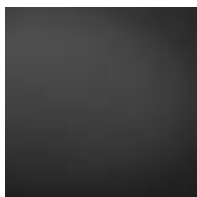
STUCCO



LAP SIDING



BRICK VENEER



BRASS METAL  
(DARK GREY)



WOOD LIKE SOFFIT



METAL AND WOOD  
ACCENT AWNINGS



STOREFRONT AND  
NANA DOORS (BLACK)



VINYL WINDOW  
(BLACK)



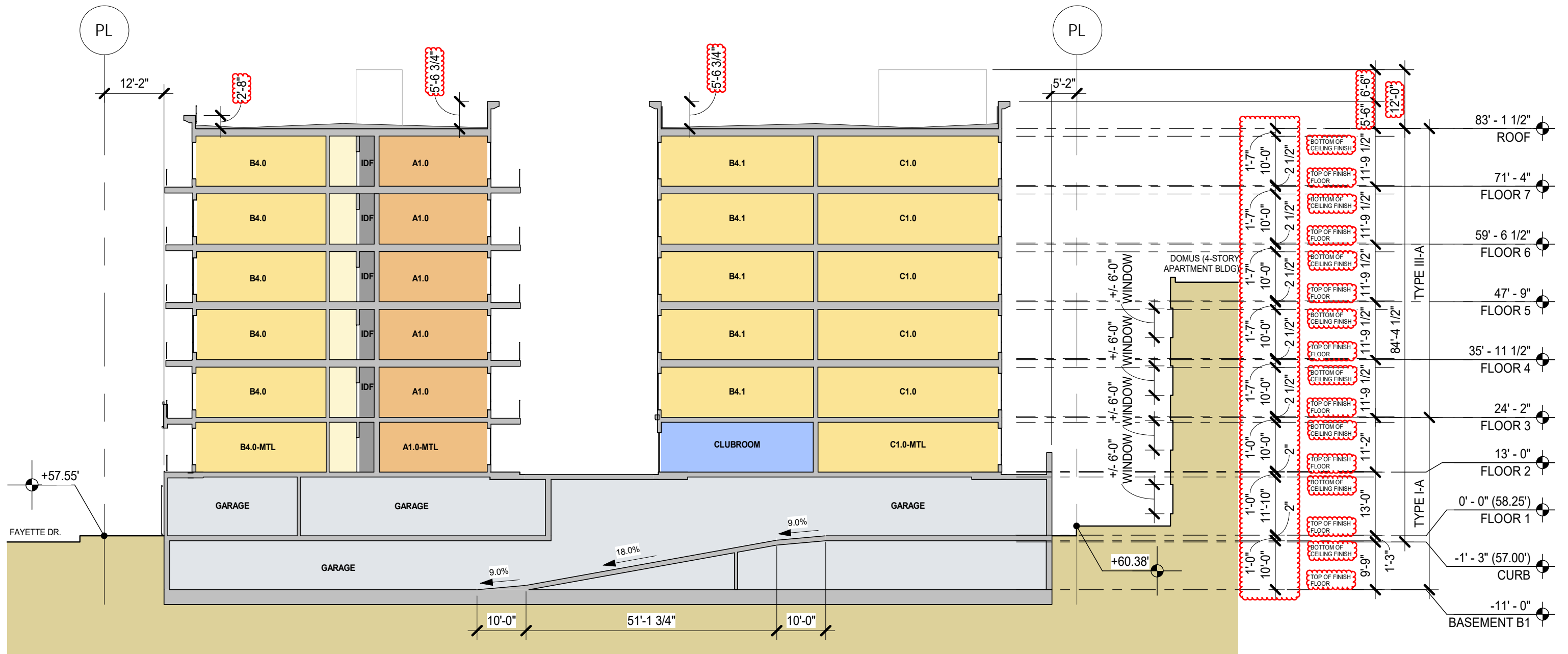
METAL RAILING  
(BLACK)

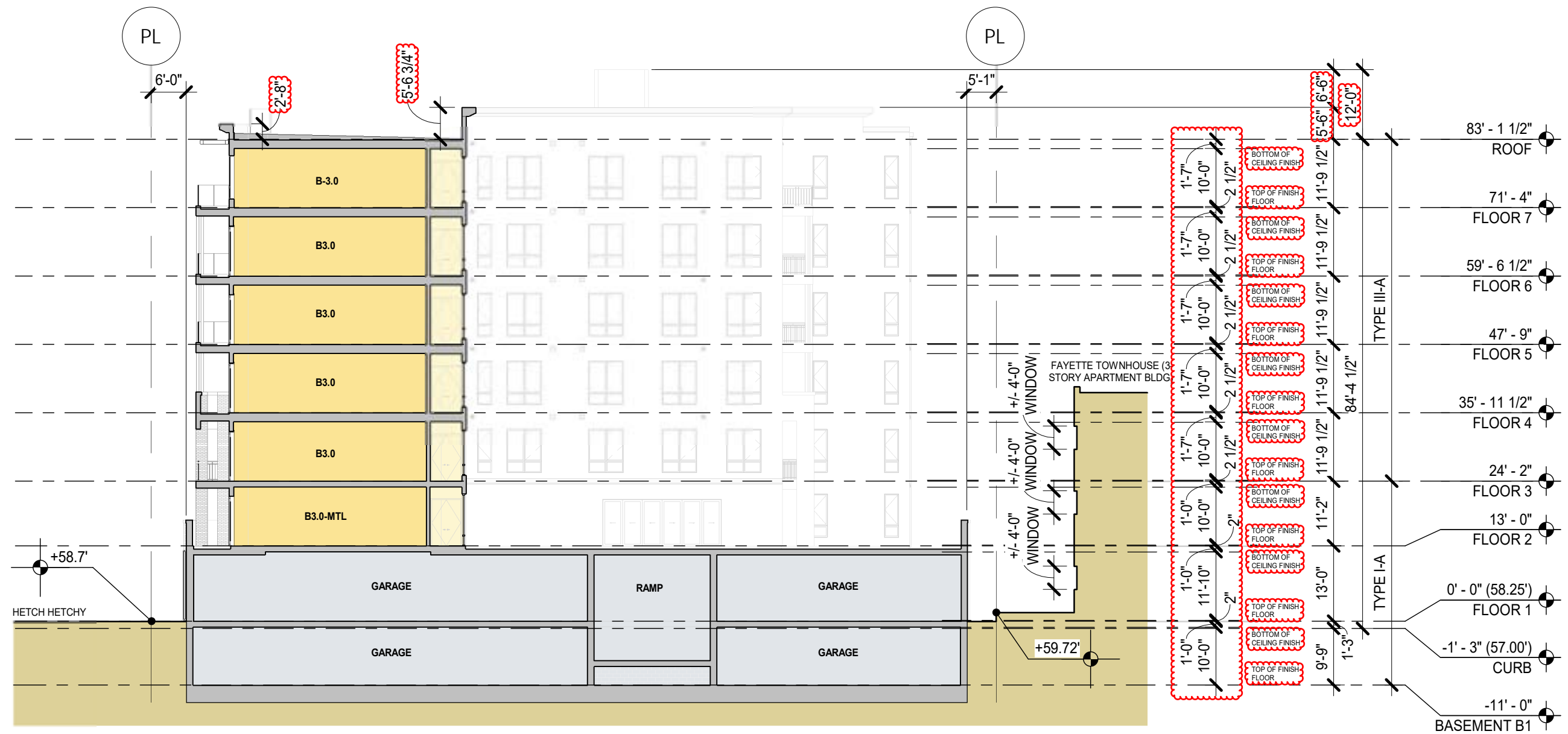


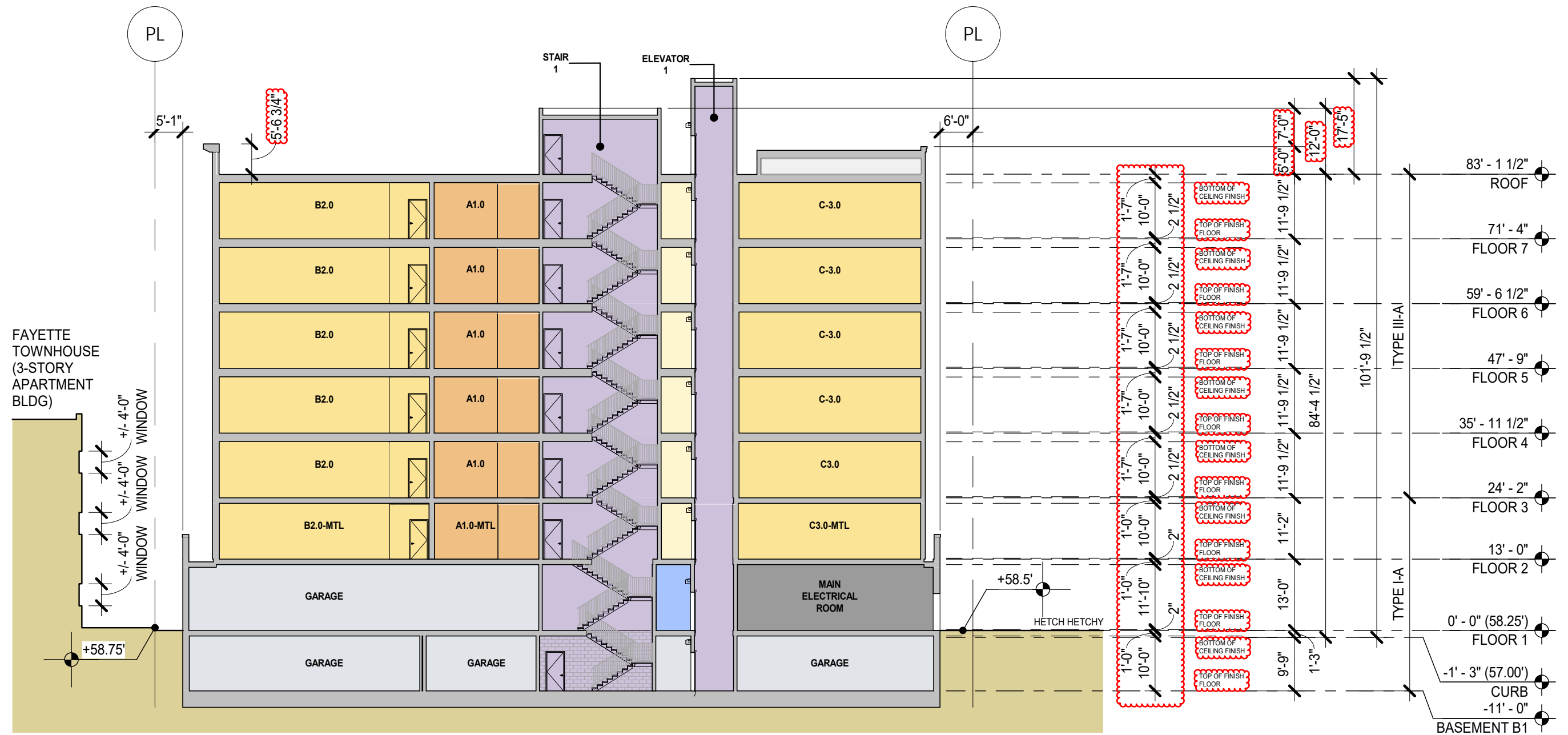
GLASS RAILING

**AP3.07**

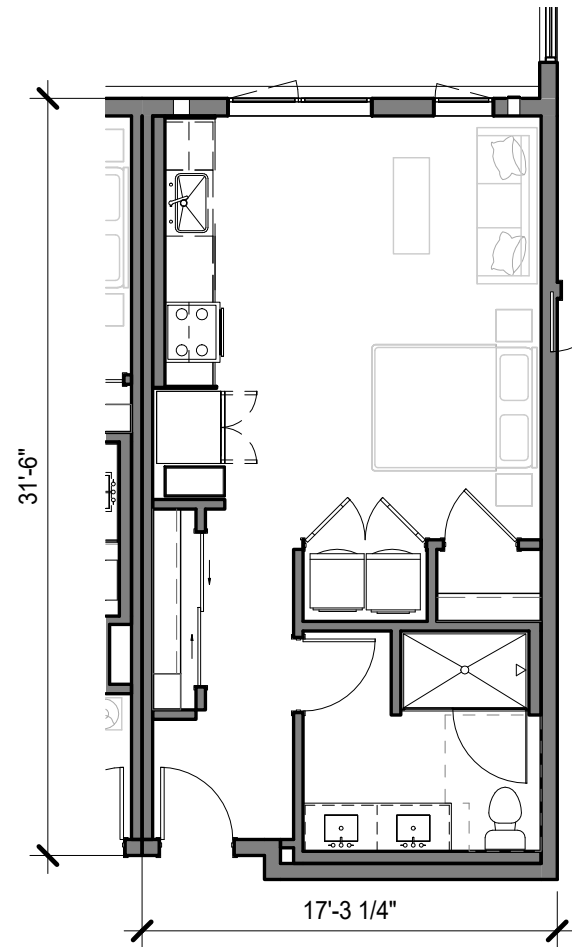




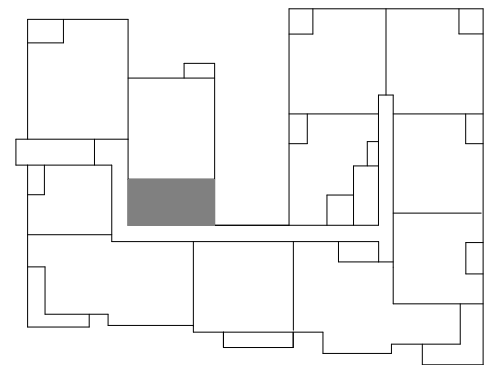








**S1 - WOOD**

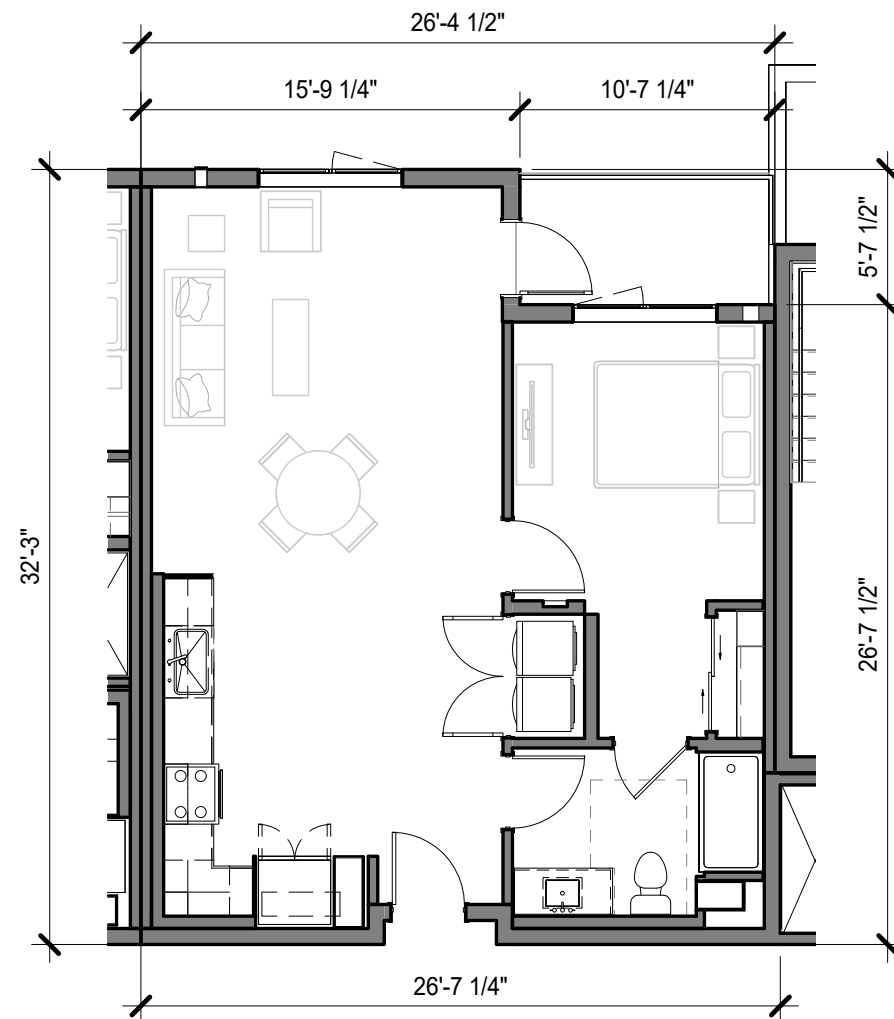


**FLOOR 3-7**



1/8"=1'

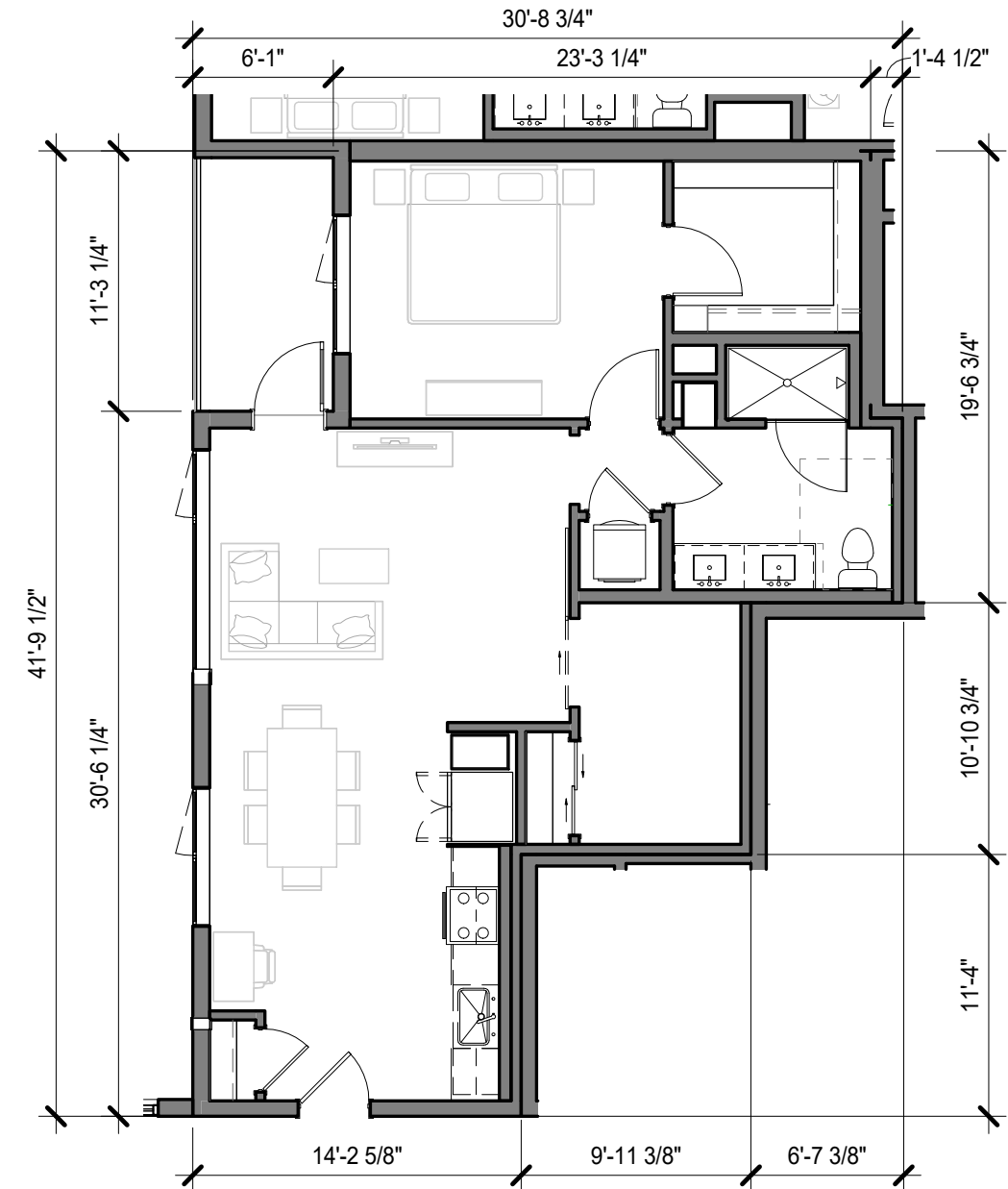
**AP4.00**



**A1.1 - MTL & WOOD**



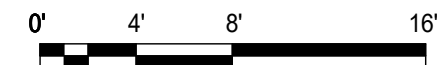
**FLOOR 2-7**



**A1.0 - MTL & WOOD**

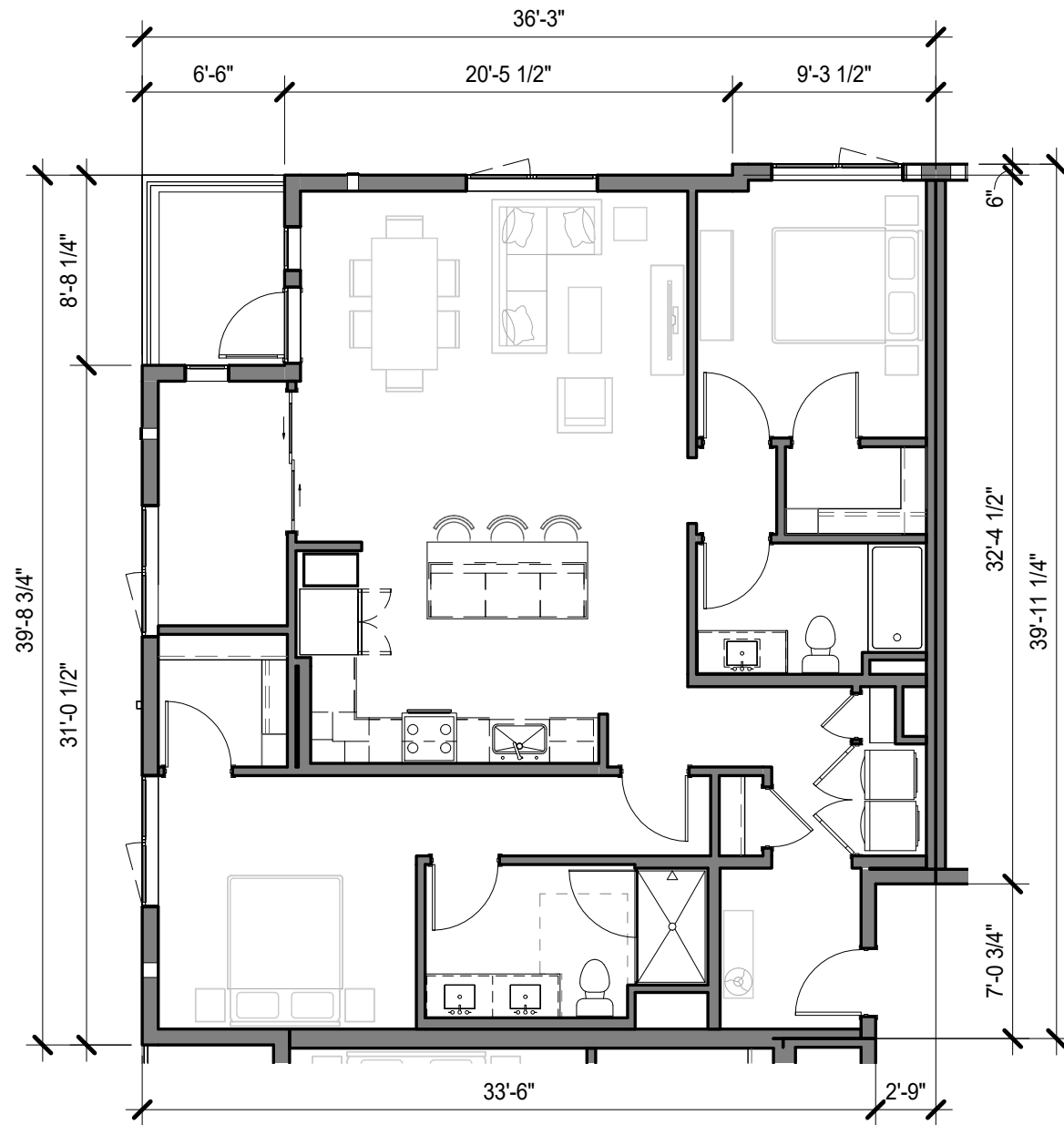


**FLOOR 2-7**



1/8"=1'

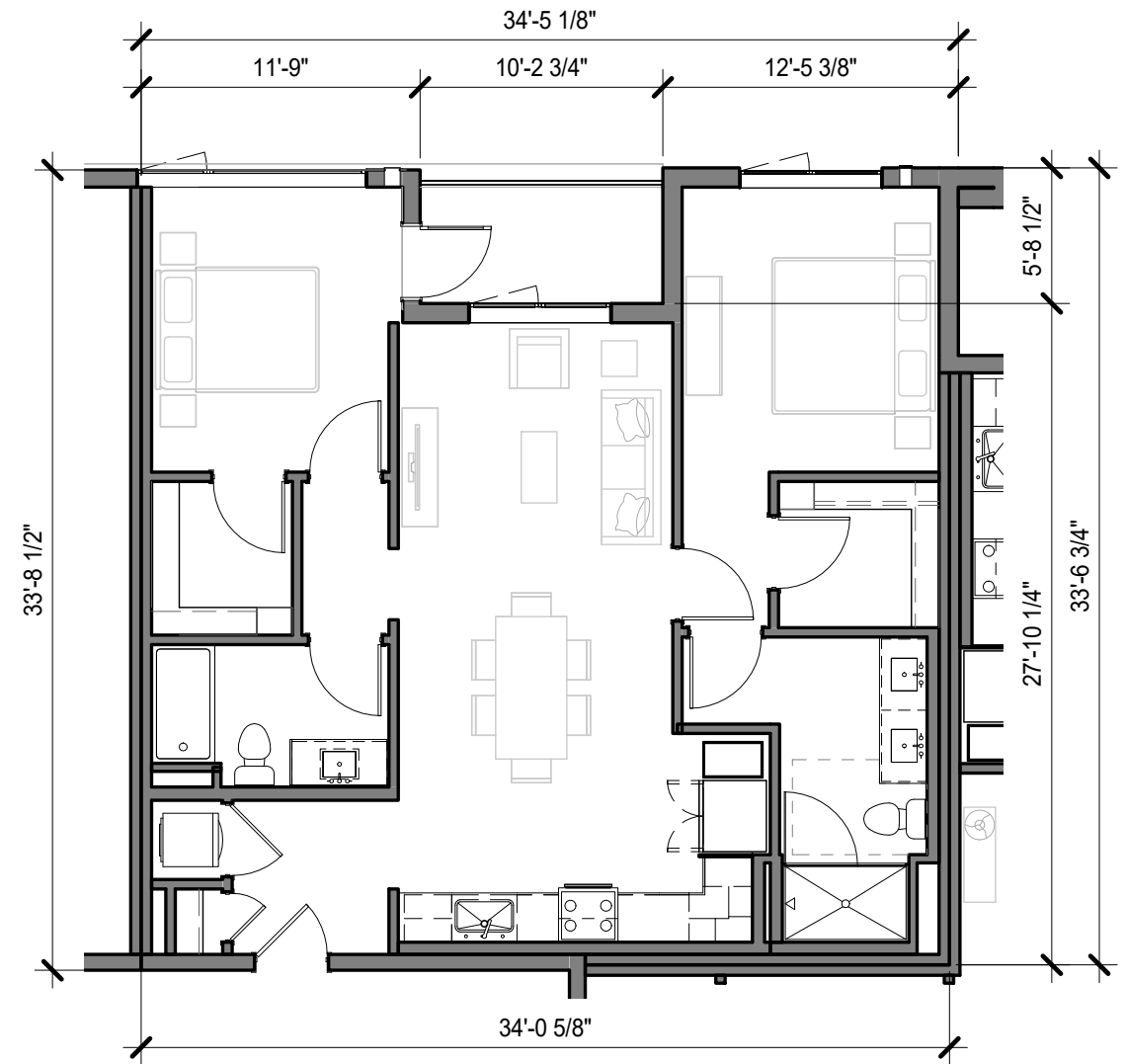
**AP4.01**



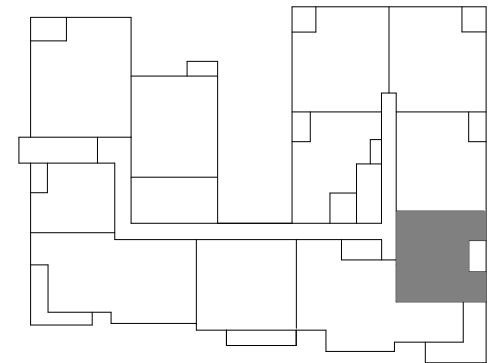
**B2.0 - MTL & WOOD**



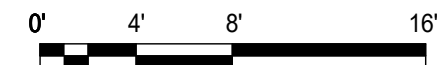
**FLOOR 2-7**



**B1.0 - MTL & WOOD**



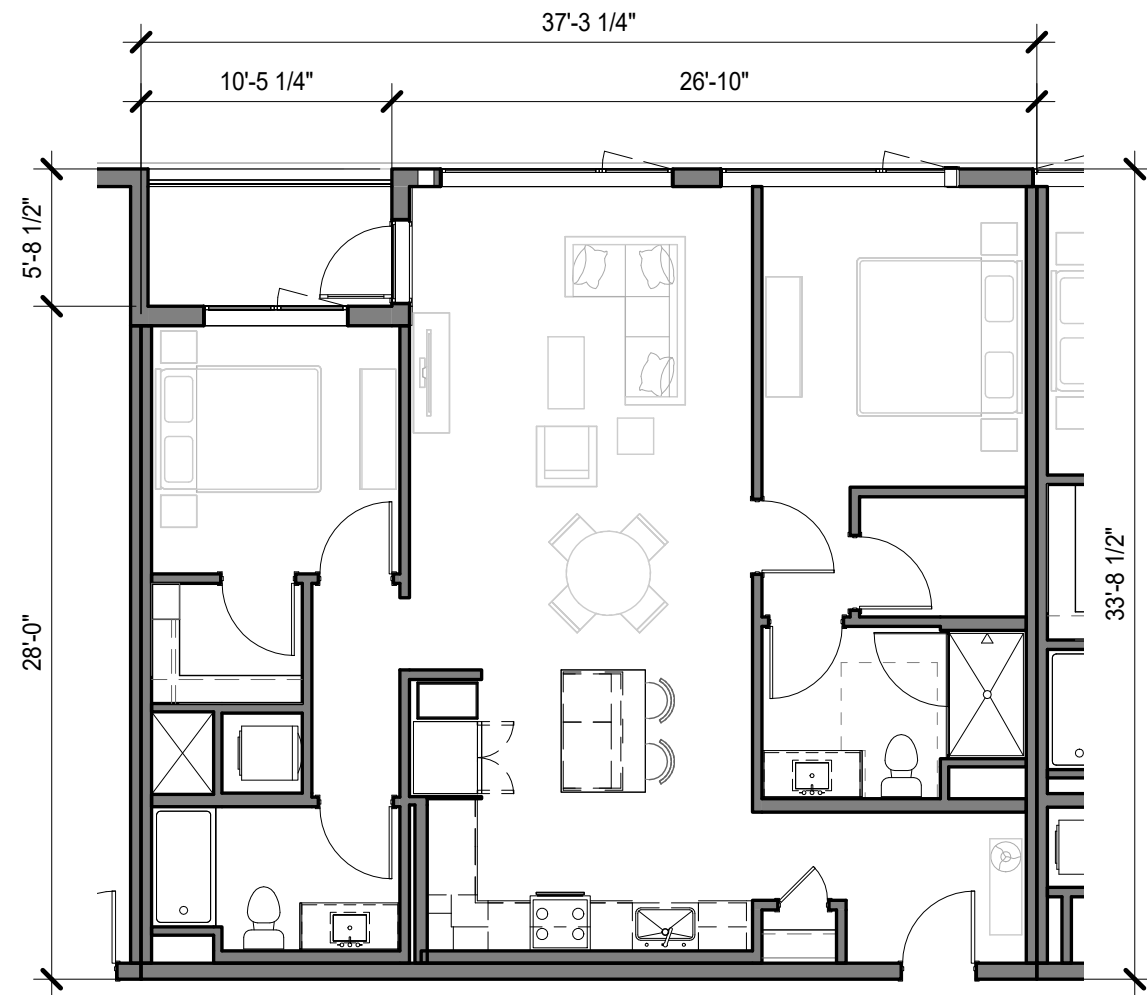
**FLOOR 2-7**



1/8"=1'

**AP4.02**

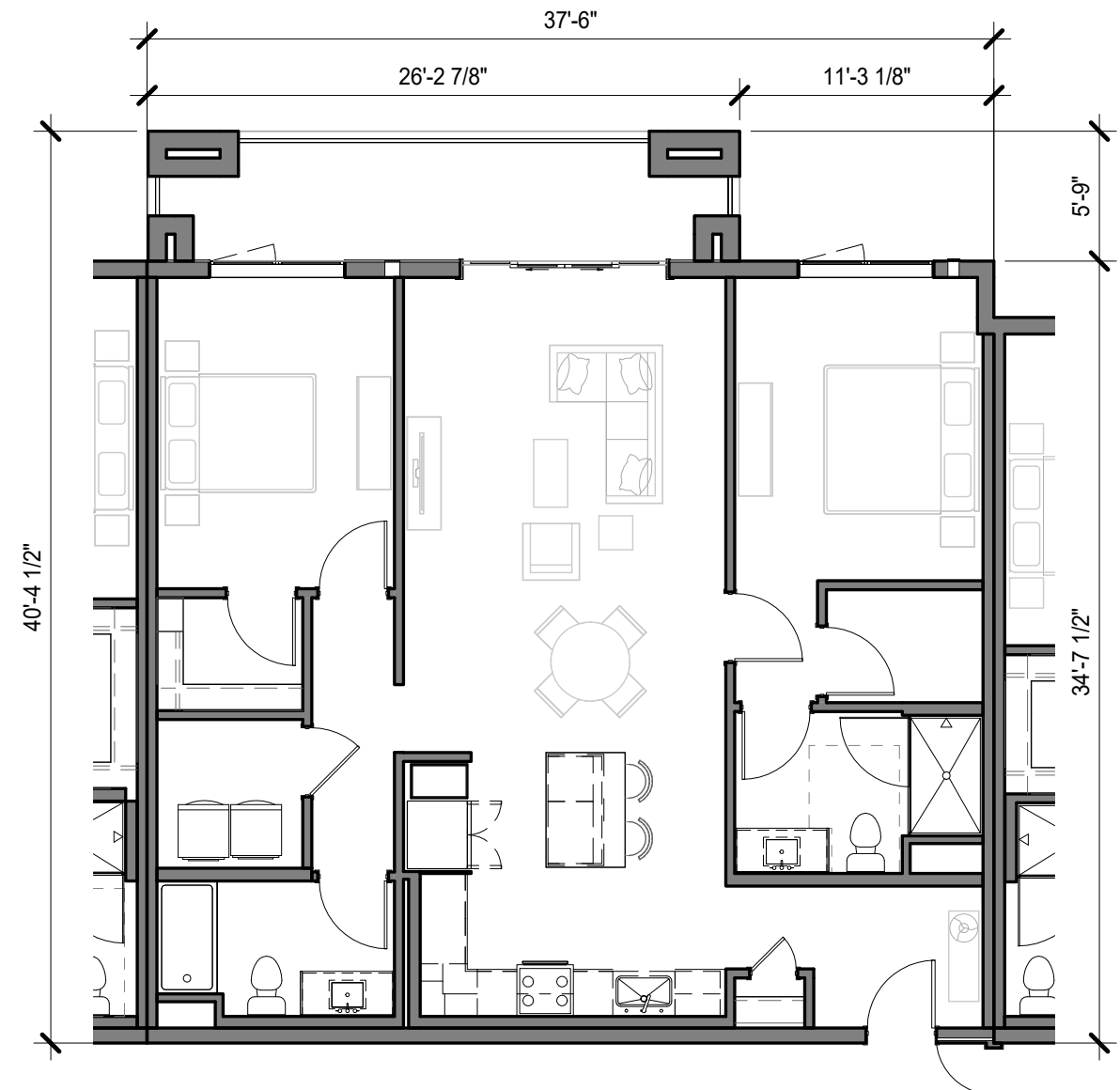




**B4.0 - MTL & WOOD**



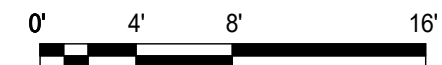
**FLOOR 2-7**



**B3.0 - MTL & WOOD**

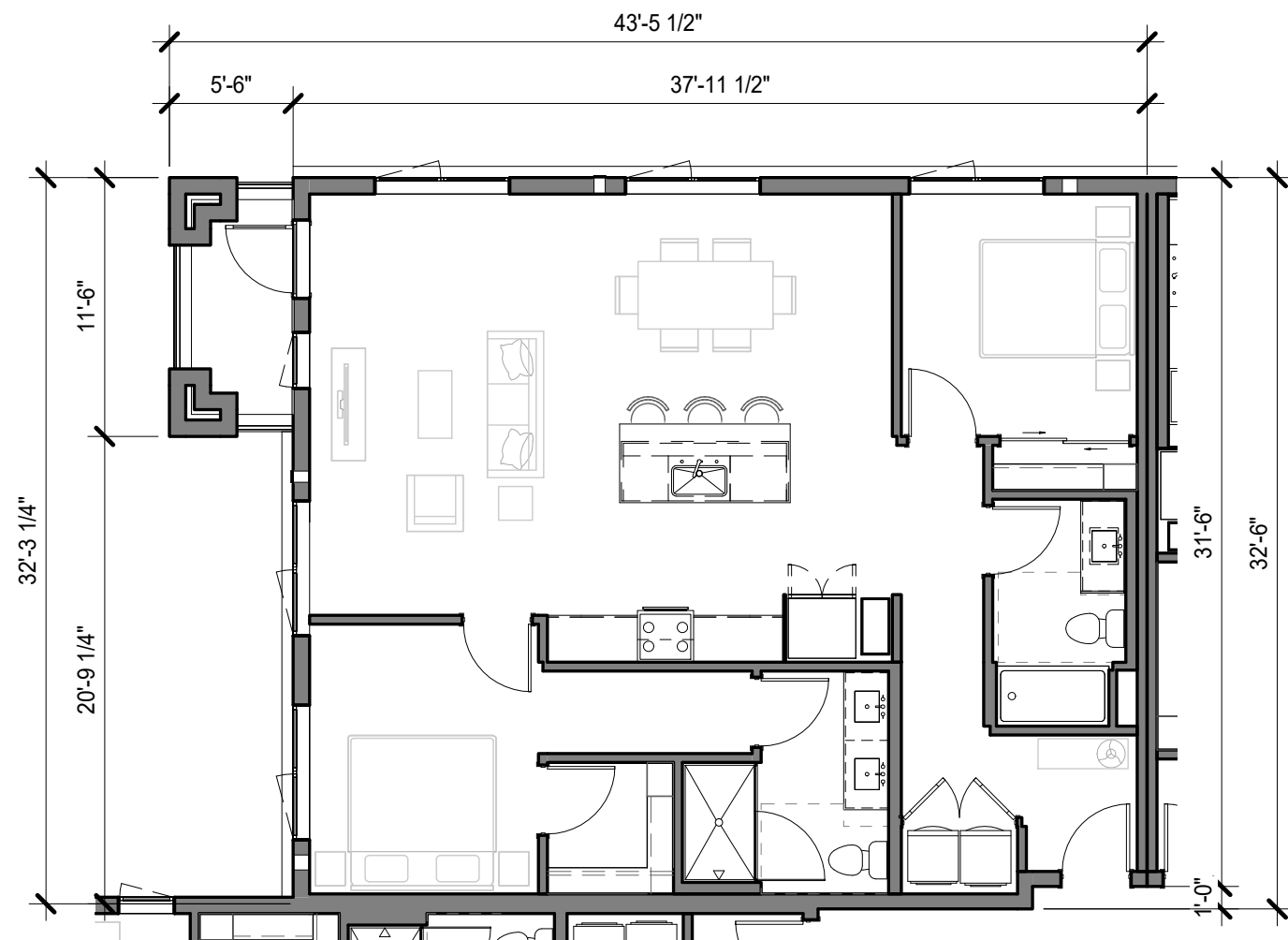


**FLOOR 2-7**



1/8"=1'

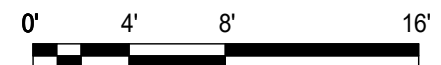
**AP4.03**



**B4.1 - MTL & WOOD**

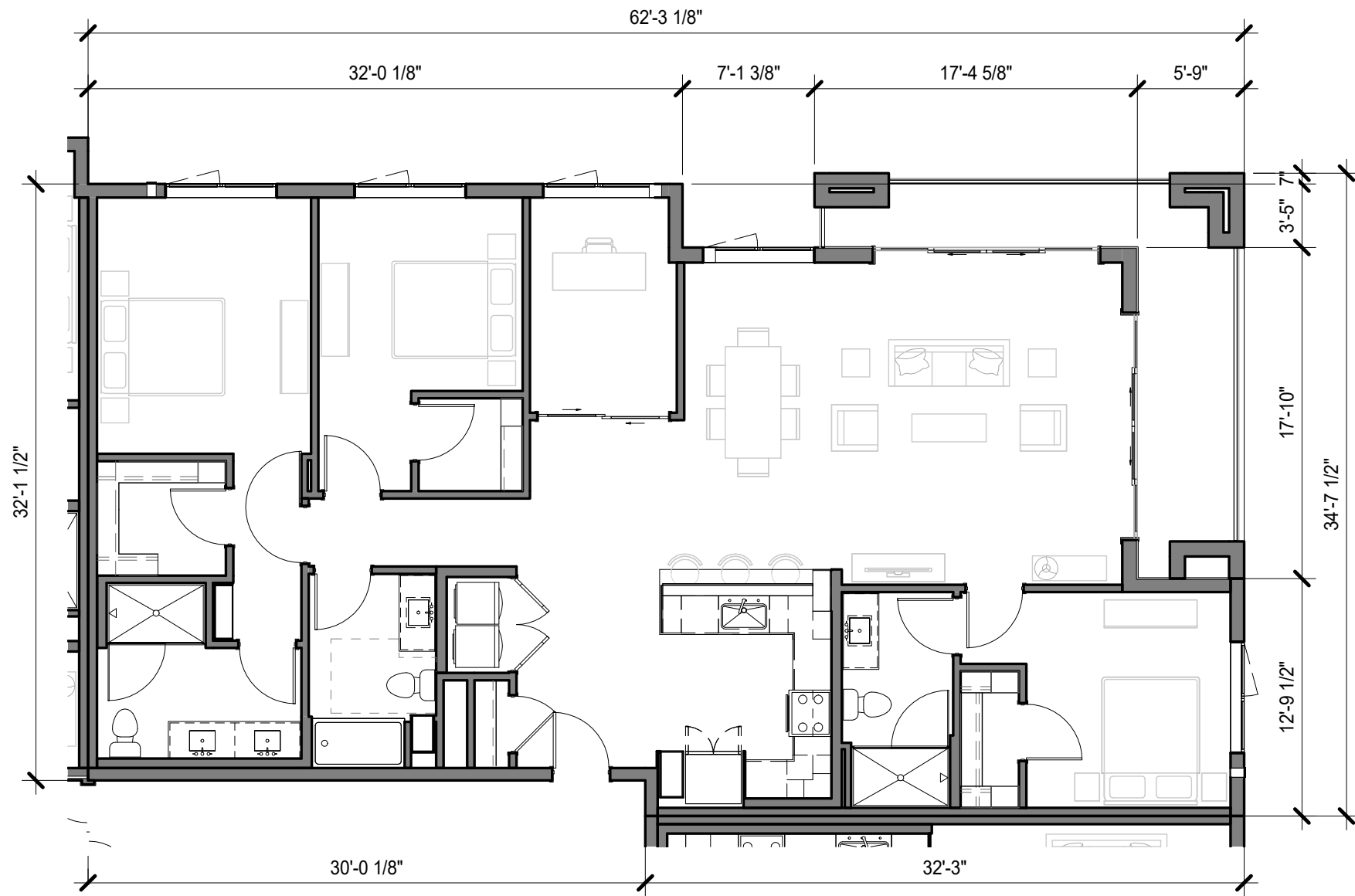


**FLOOR 3-7**



1/8"=1'

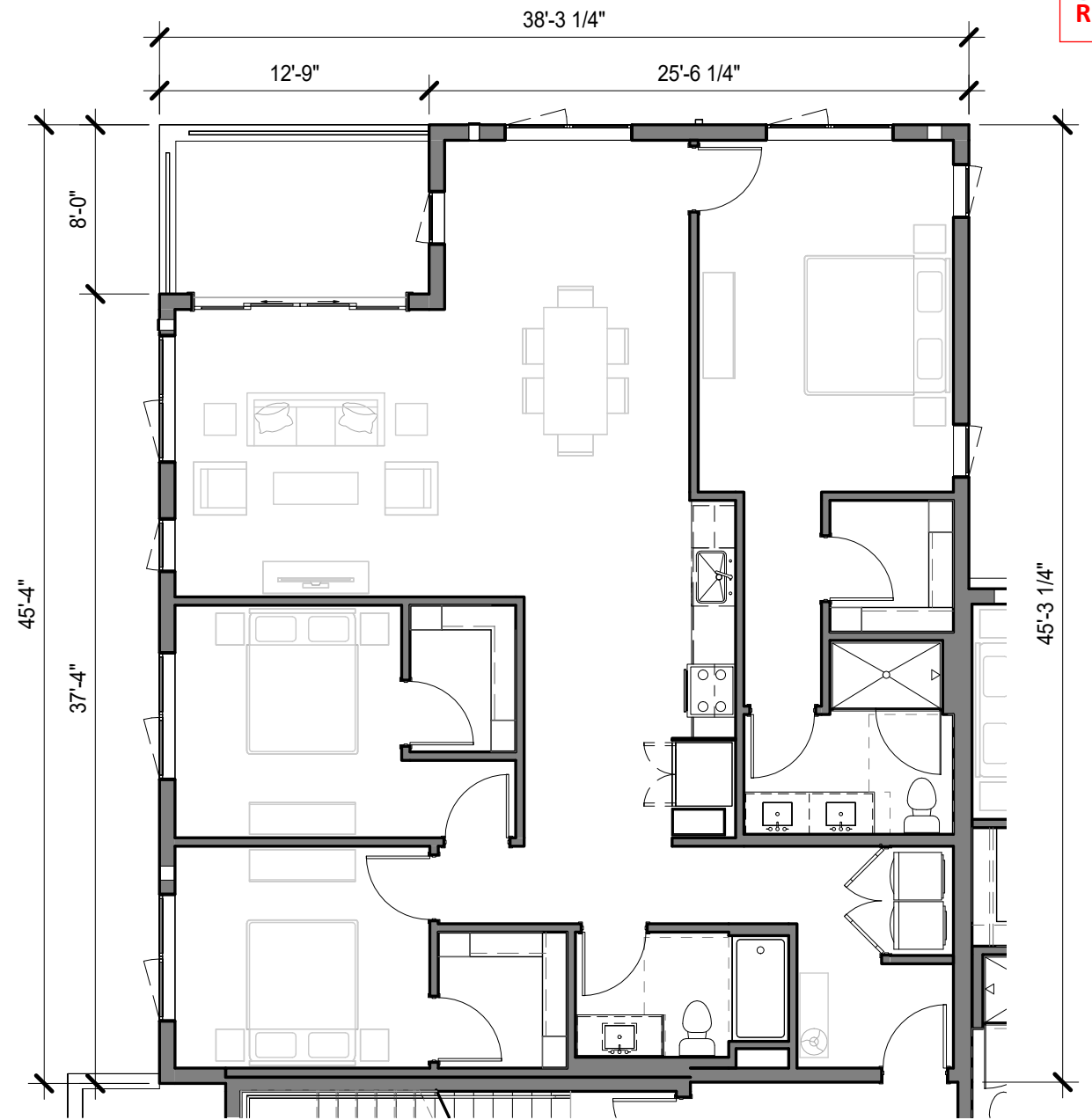
**AP4.04**



**C2.0 - MTL & WOOD**



**FLOOR 2-7**



**C1.0 - MTL & WOOD**



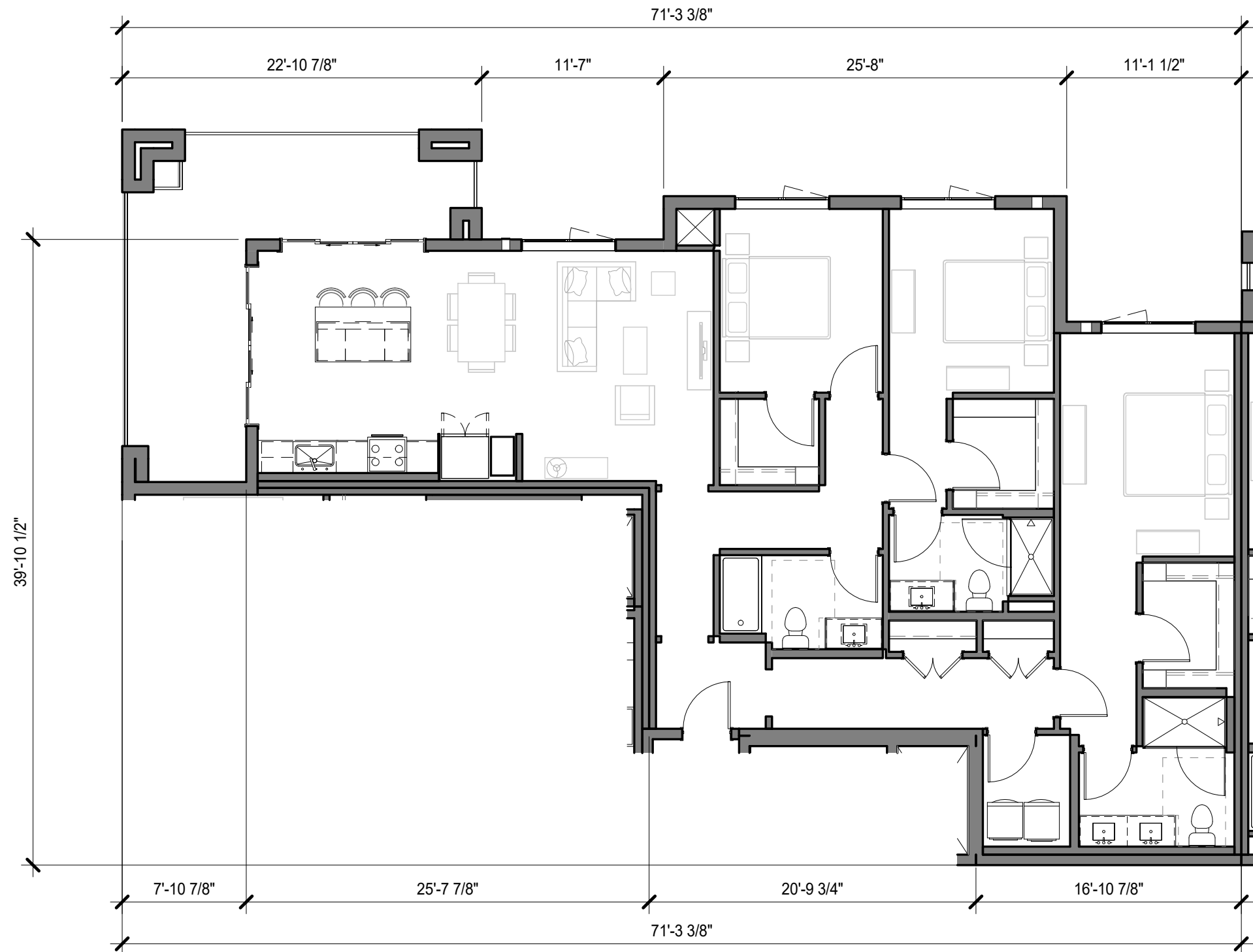
**FLOOR 2-7**



1/8"=1'

**AP4.05**

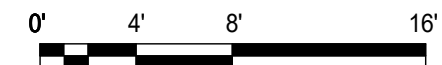




**C3.0 - MTL & WOOD**

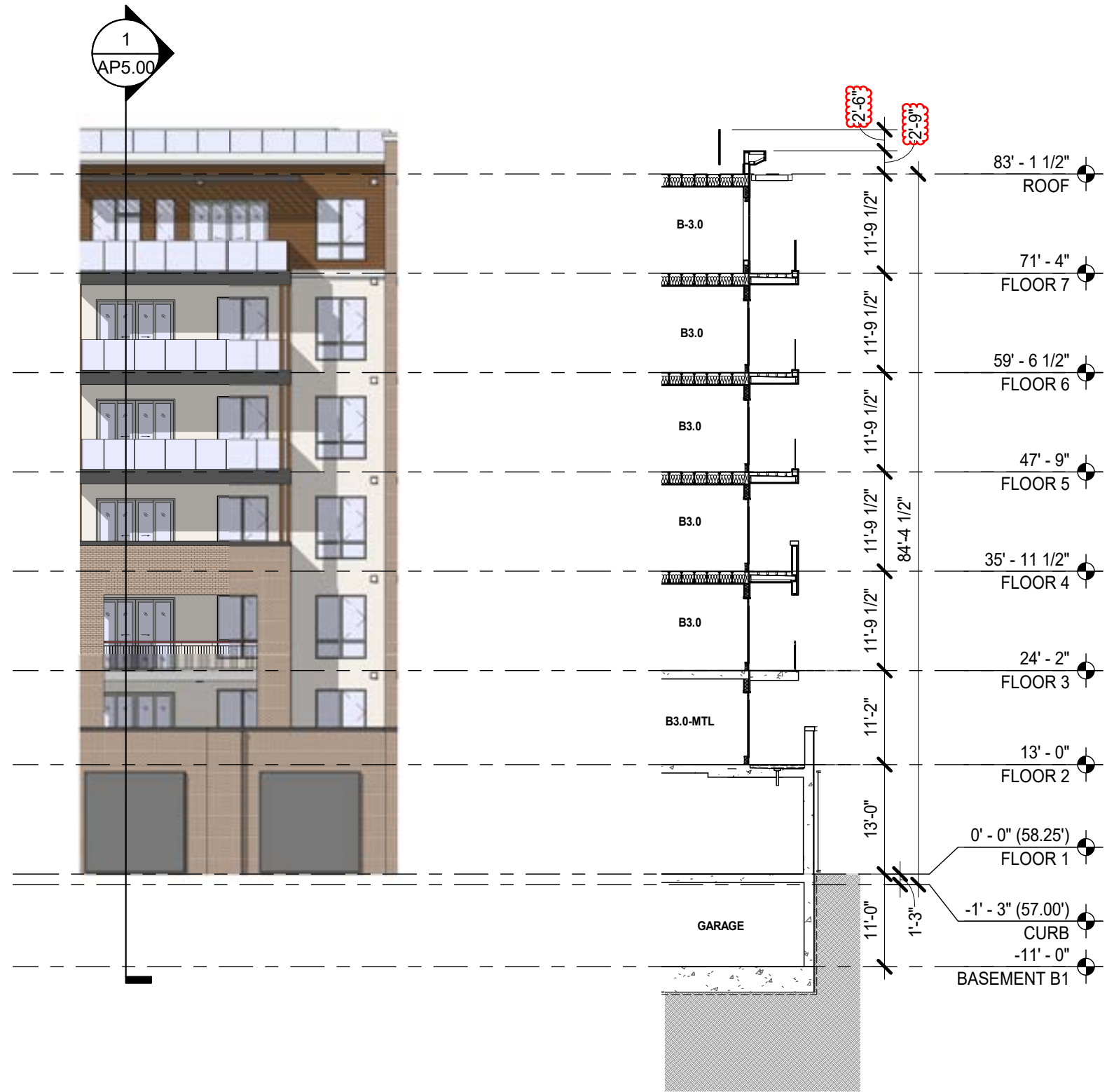


**FLOOR 2-7**



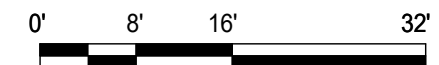
1/8"=1'

**AP4.06**



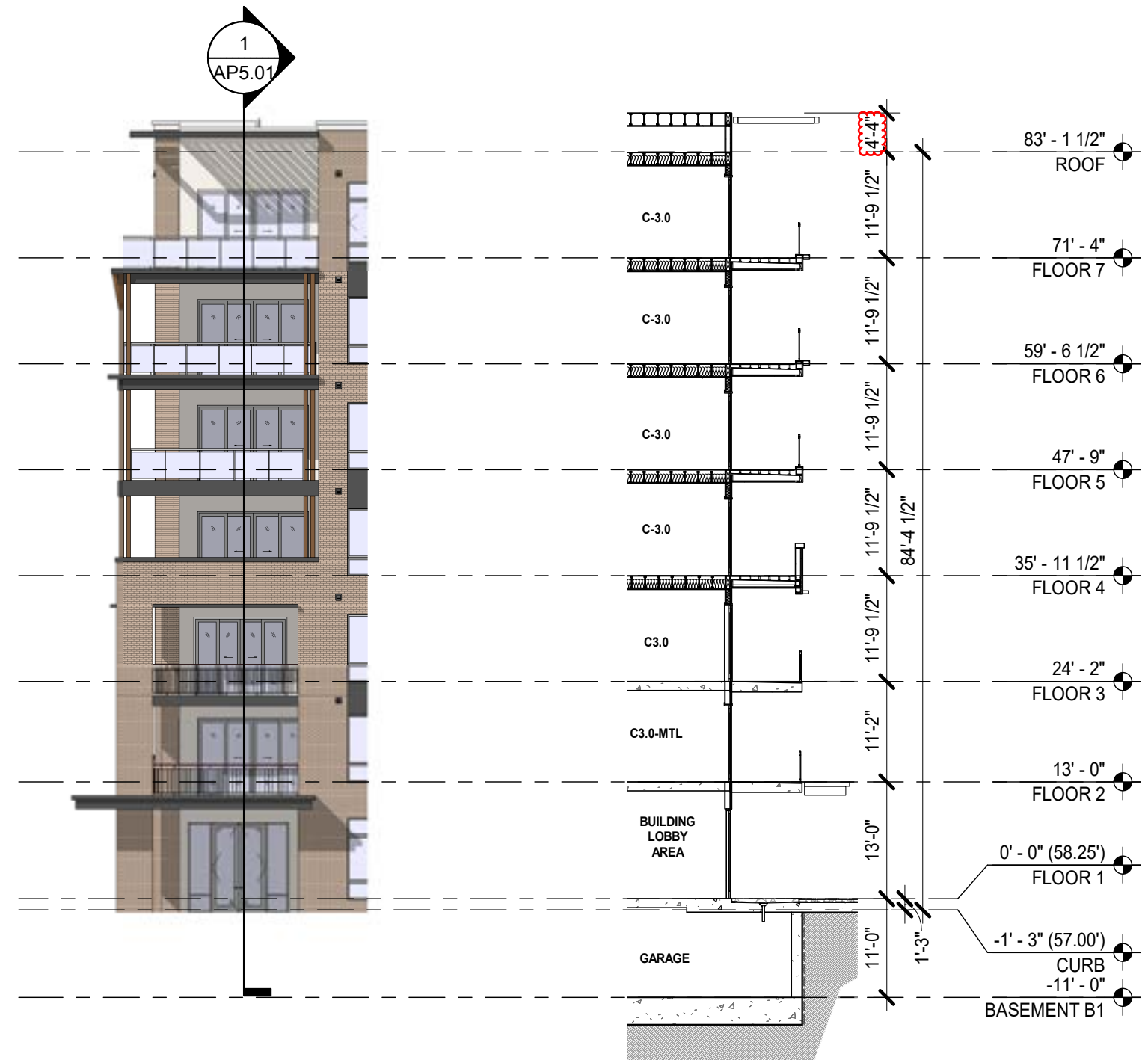
**PARTIAL SOUTH ELEVATION**

**WALL SECTION AT HETCH HETCHY**



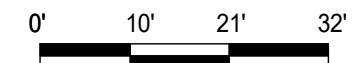
1/16"=1'

**AP5.00**



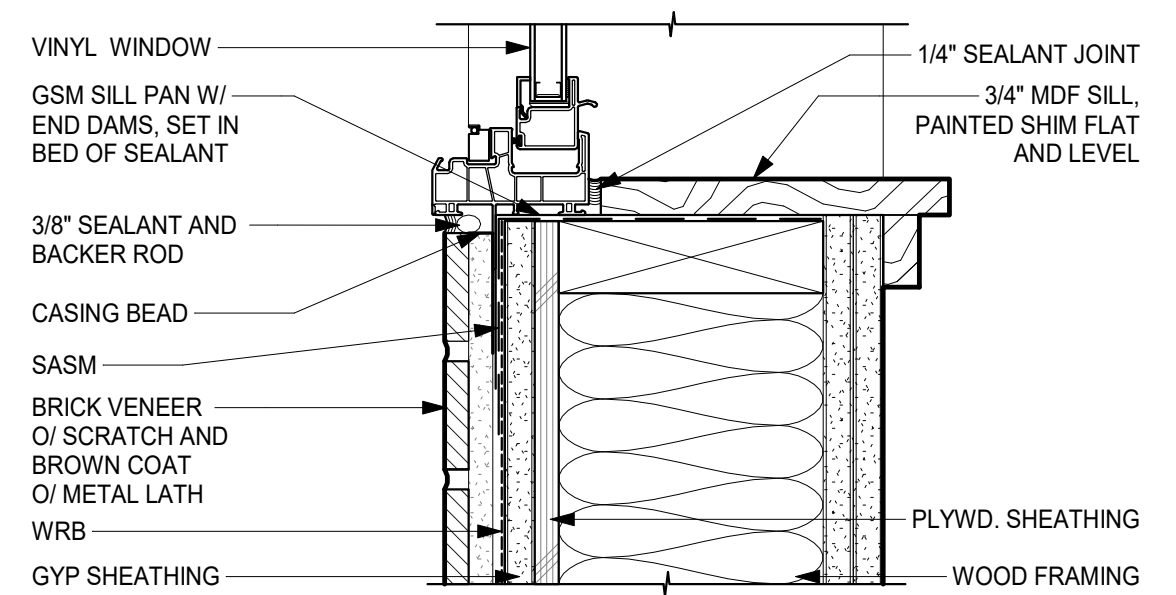
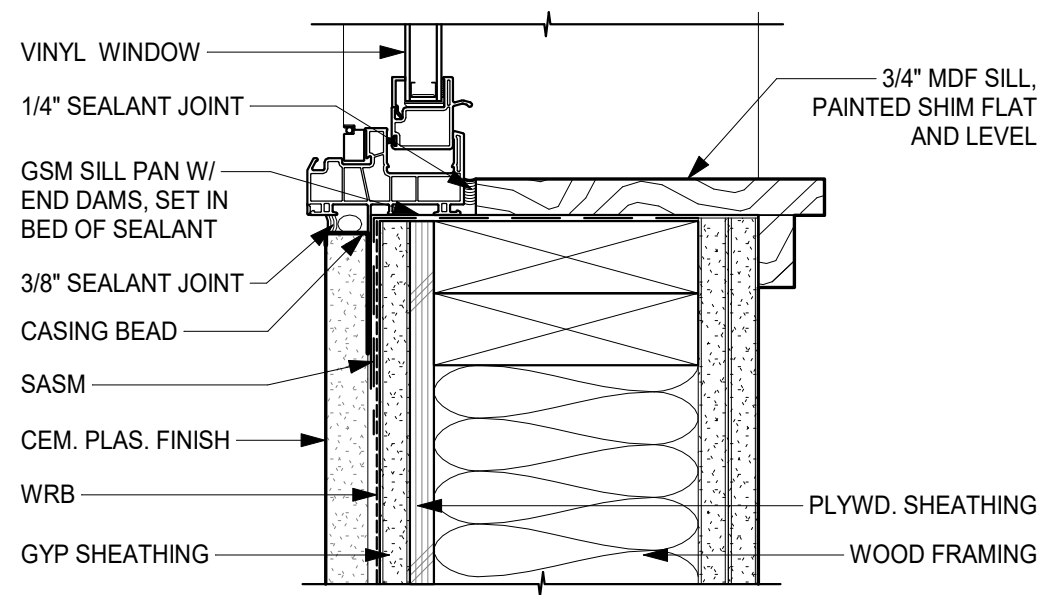
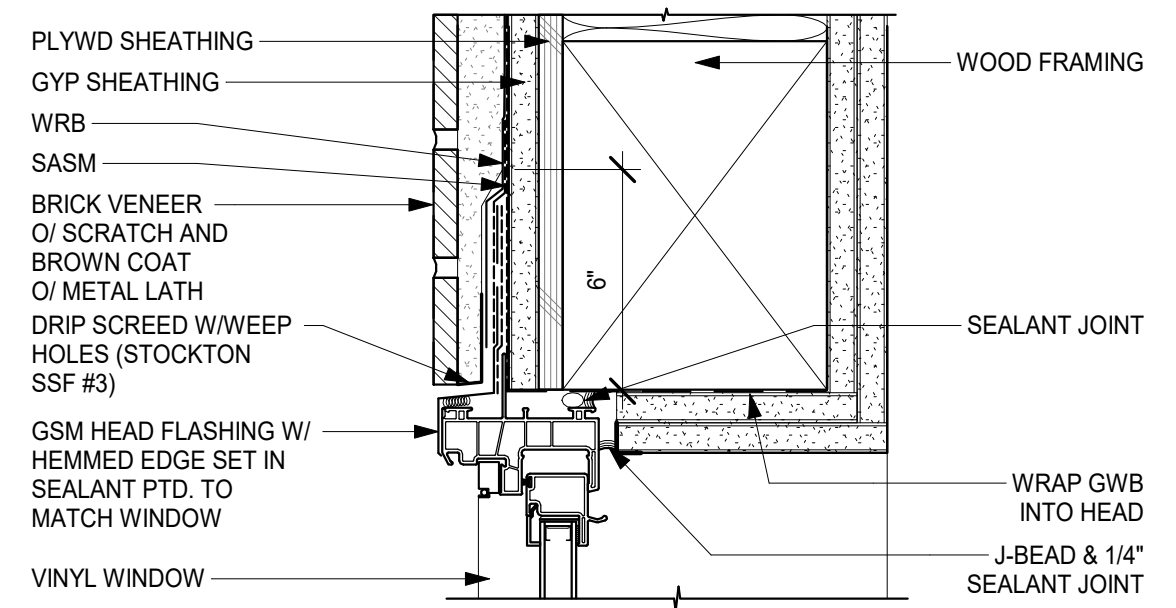
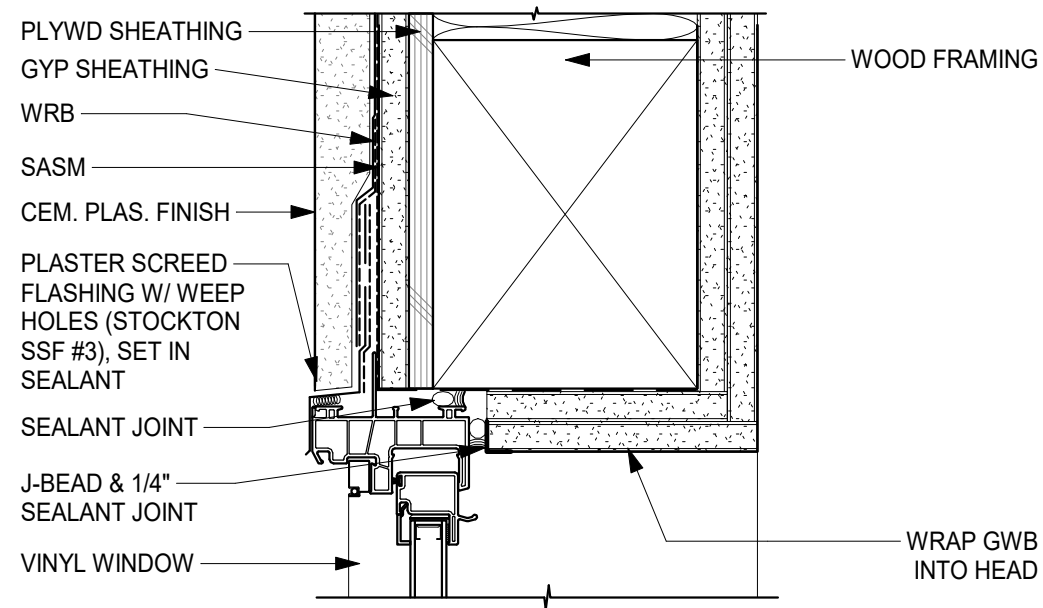
PARTIAL EAST ELEVATION

WALL SECTION AT FAYETTE



3/64"=1'

AP5.01

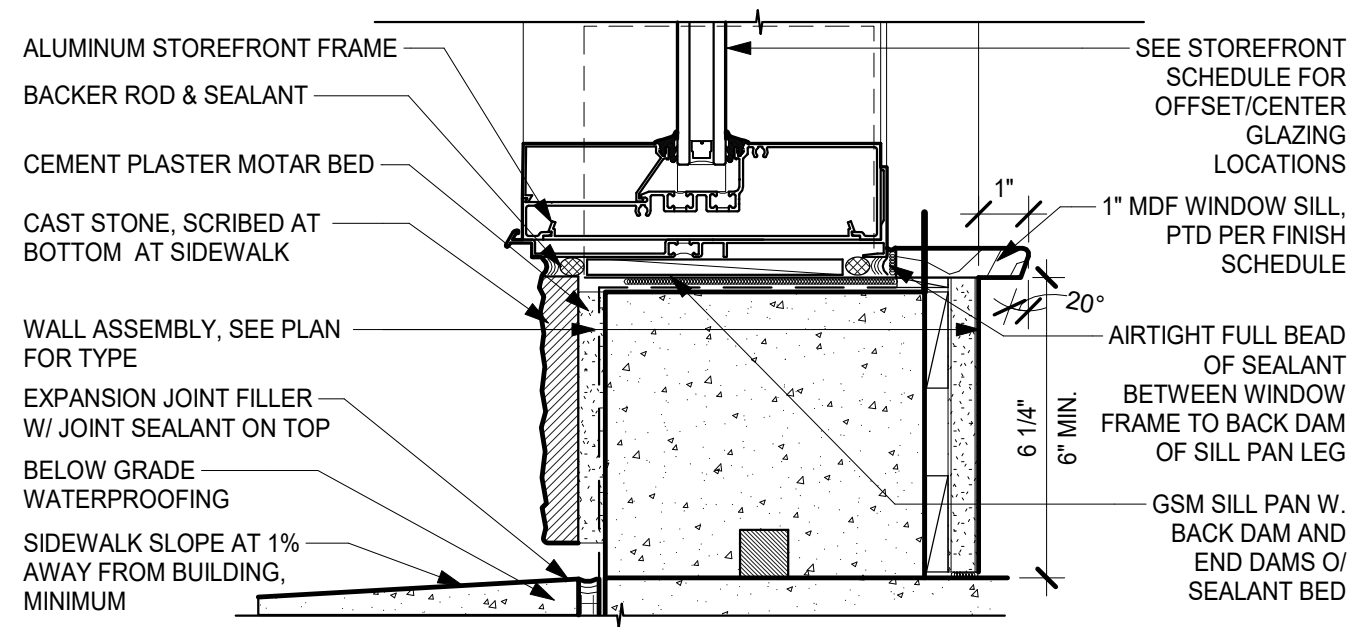
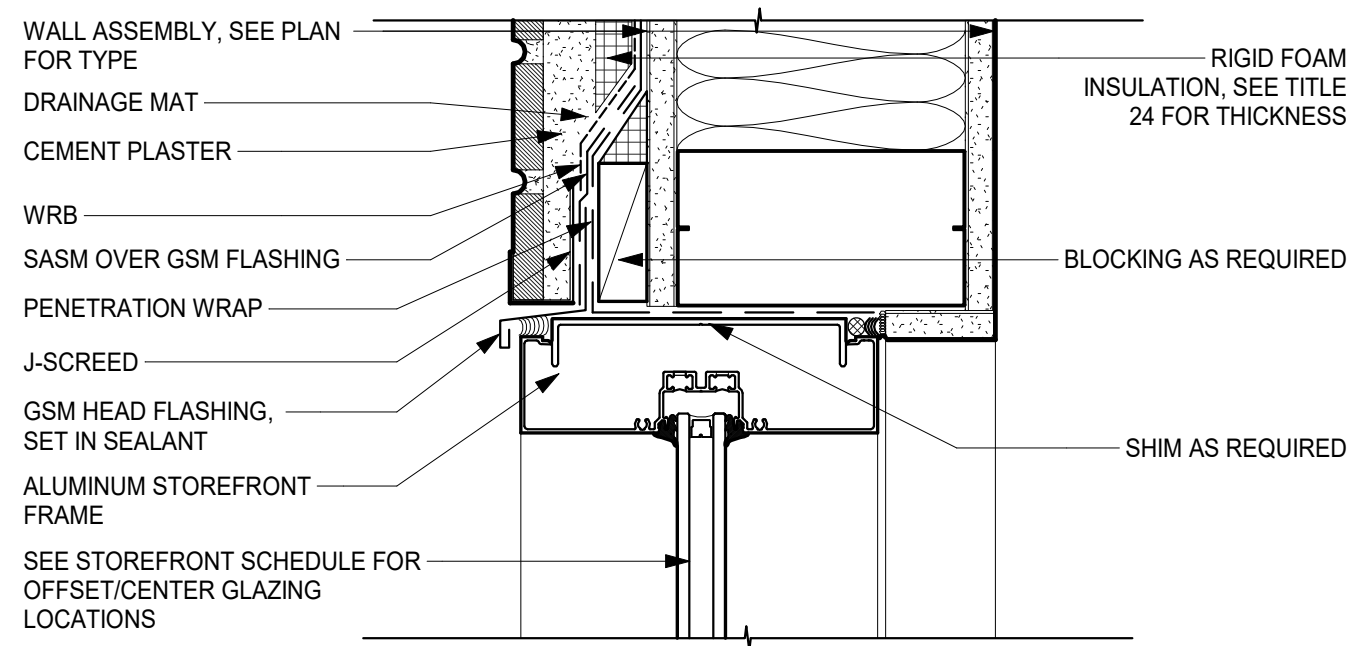


**VINYL WINDOW @ CEMENT PLASTER**

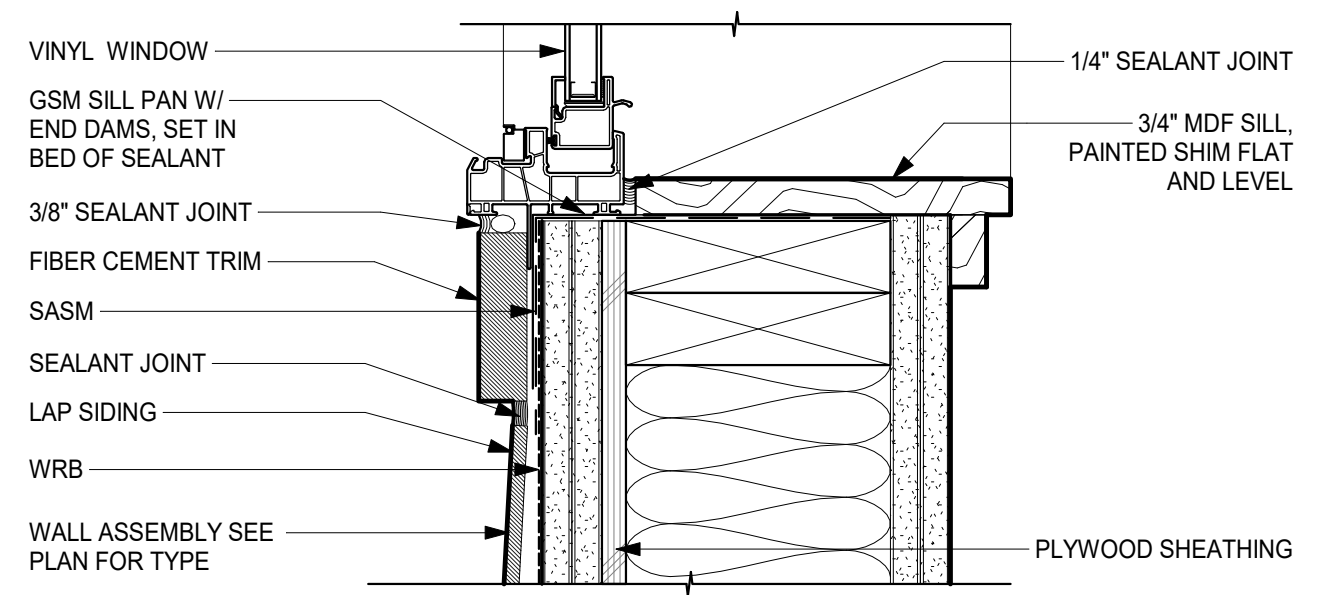
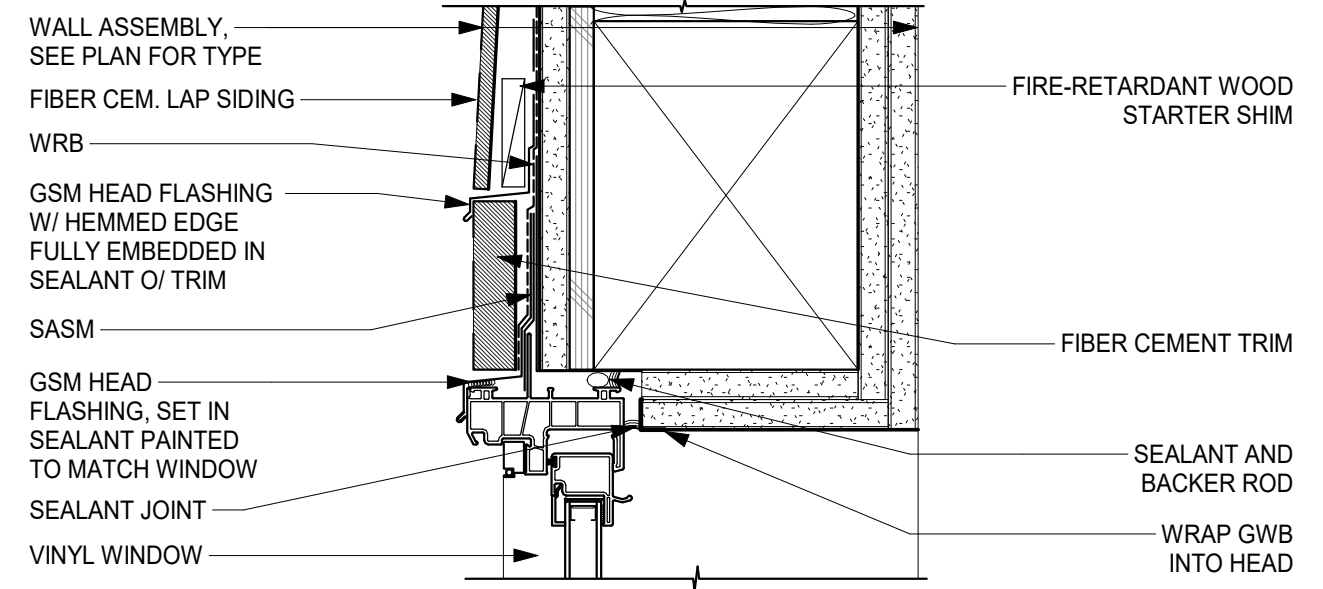
**VINYL WINDOW, WOOD FRAMING @ BRICK VENEER**







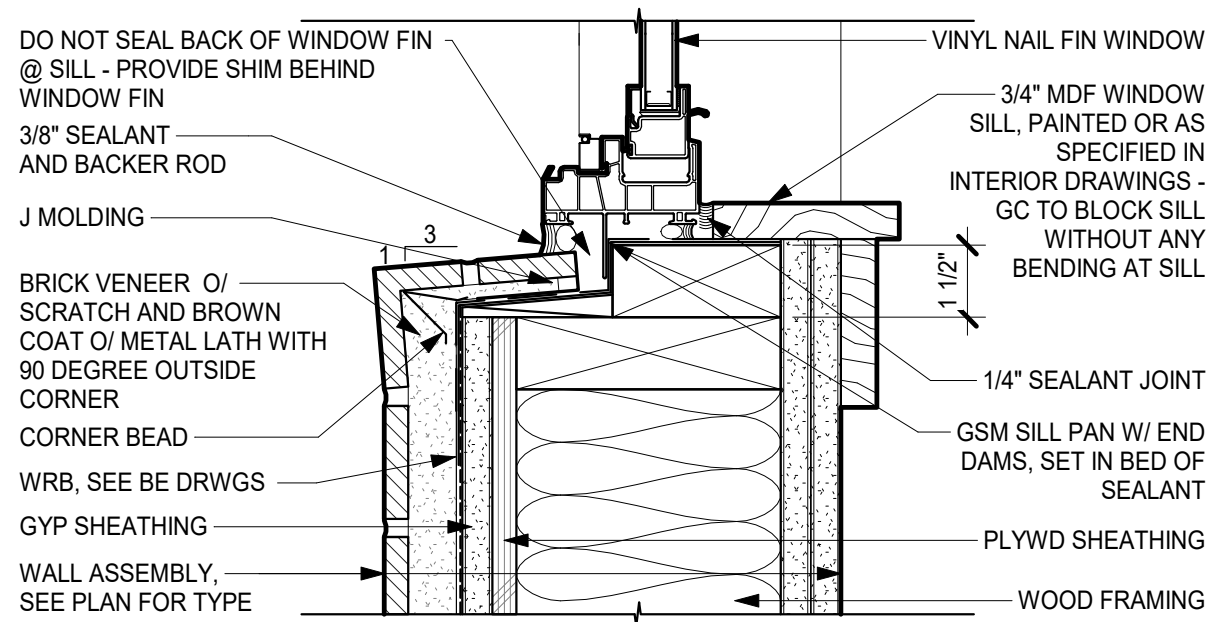
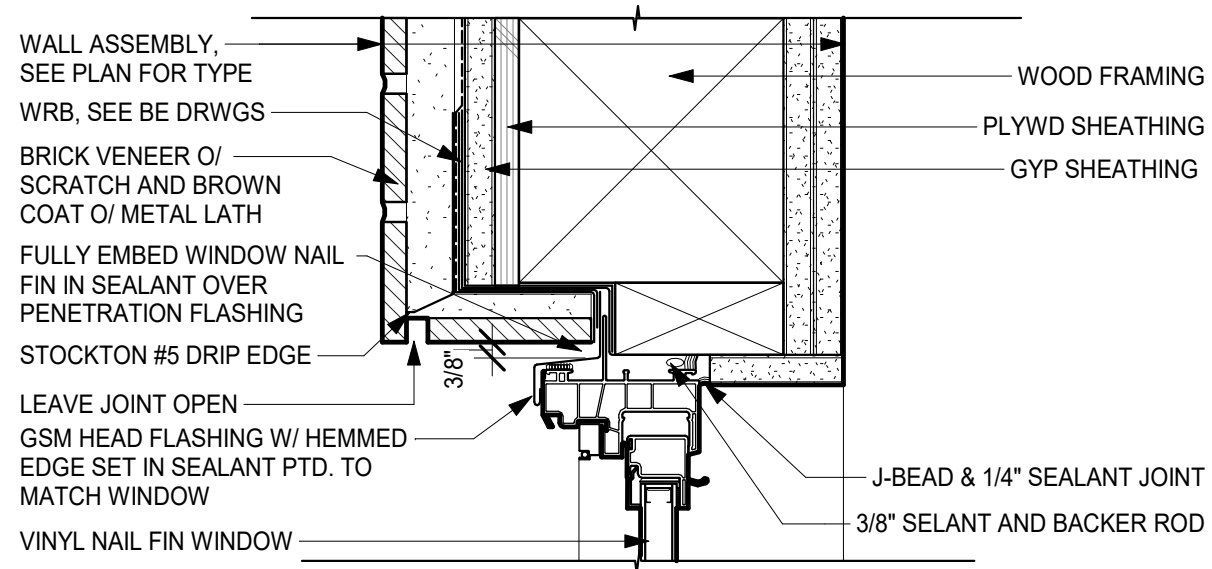
**STOREFRONT WINDOW - BRICK VENEER**



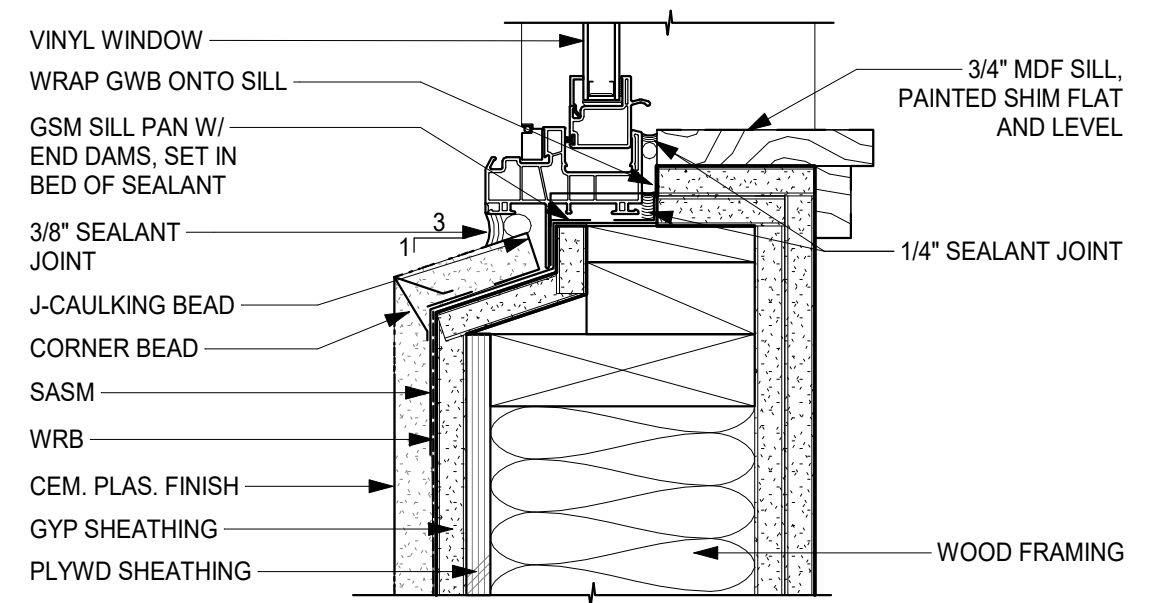
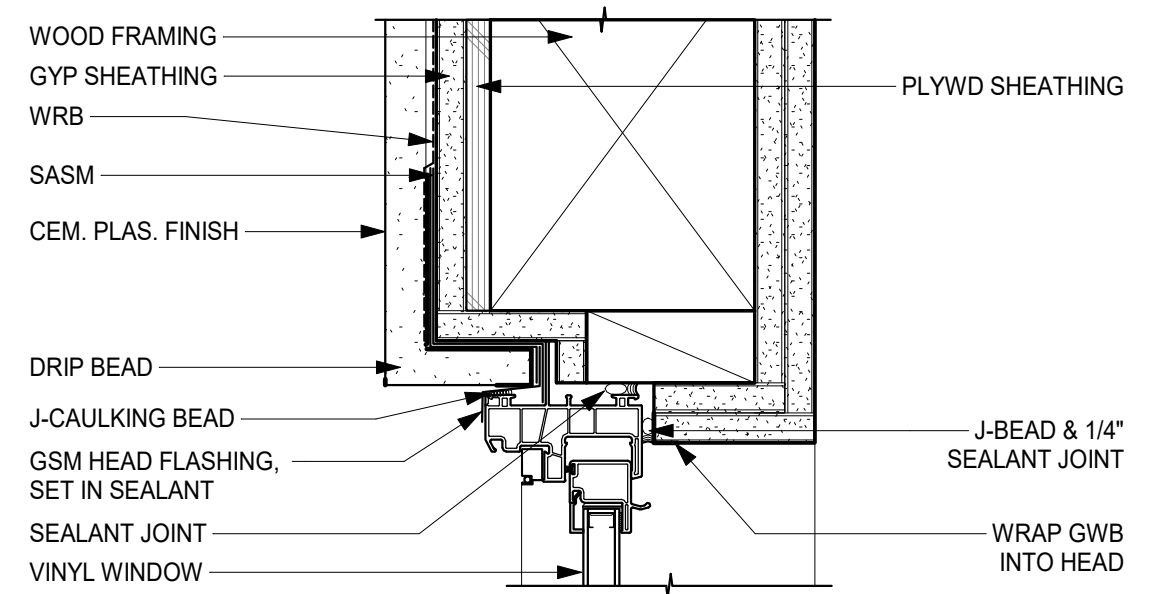
**VINYL WINDOW - LAP SIDING**



**AP5.03**



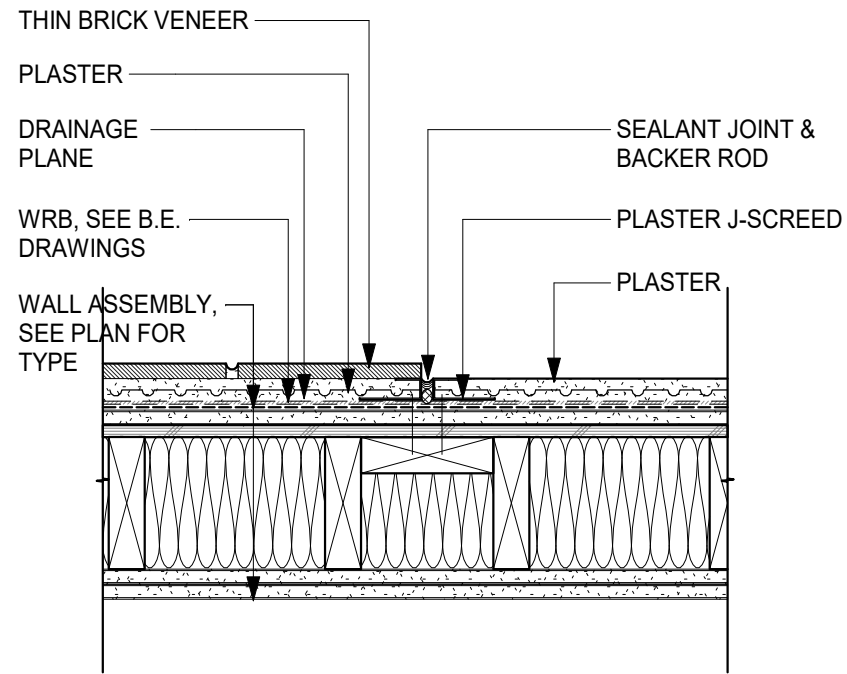
**RECESSED VINYL WINDOW @ BRICK VENEER**



**RECESSED VINYL WINDOW @ CEMENT PLASTER**



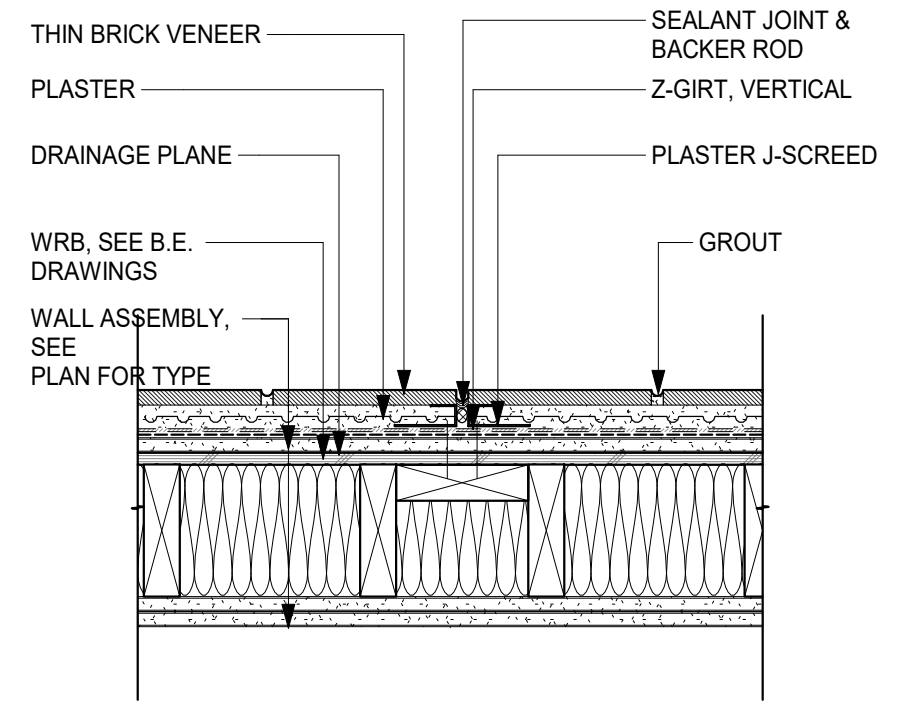
**AP5.04**



**VERTICAL JOINT - BRICK VENEER TO PLASTER**

**4**

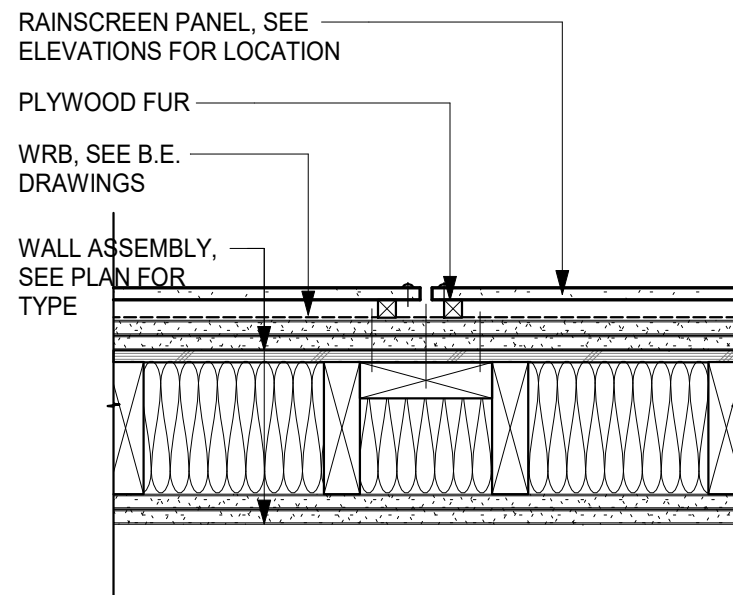
1 1/2" = 1'-0"



**VERTICAL JOINT - BRICK VENEER TO BRICK VENEER**

**2**

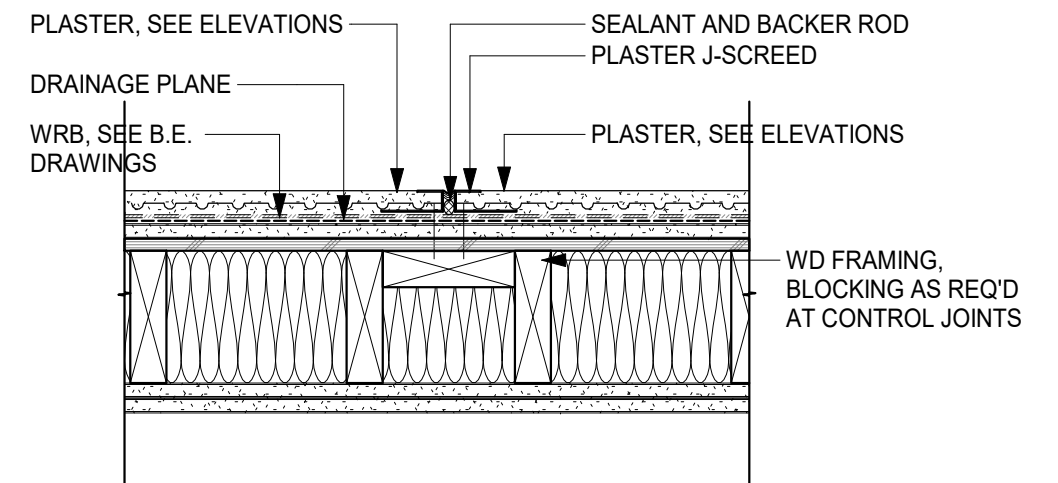
1 1/2" = 1'-0"



**VERTICAL JOINT DETAIL - RAINSCREEN PANEL**

**3**

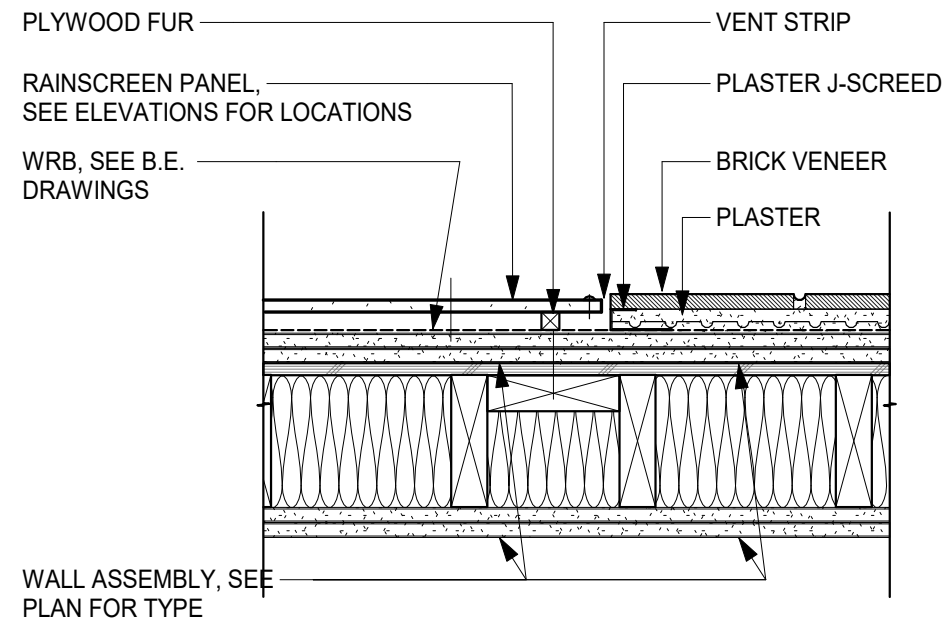
1 1/2" = 1'-0"



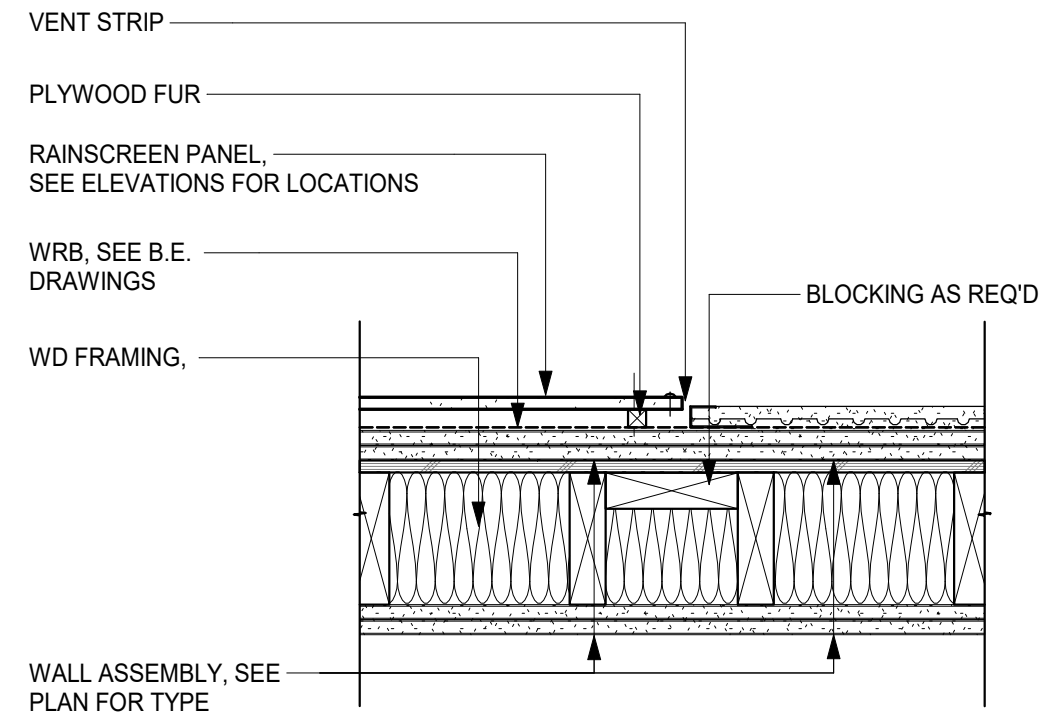
**VERTICAL JOINT - PLASTER TO PLASTER**

**1**

1 1/2" = 1'-0"

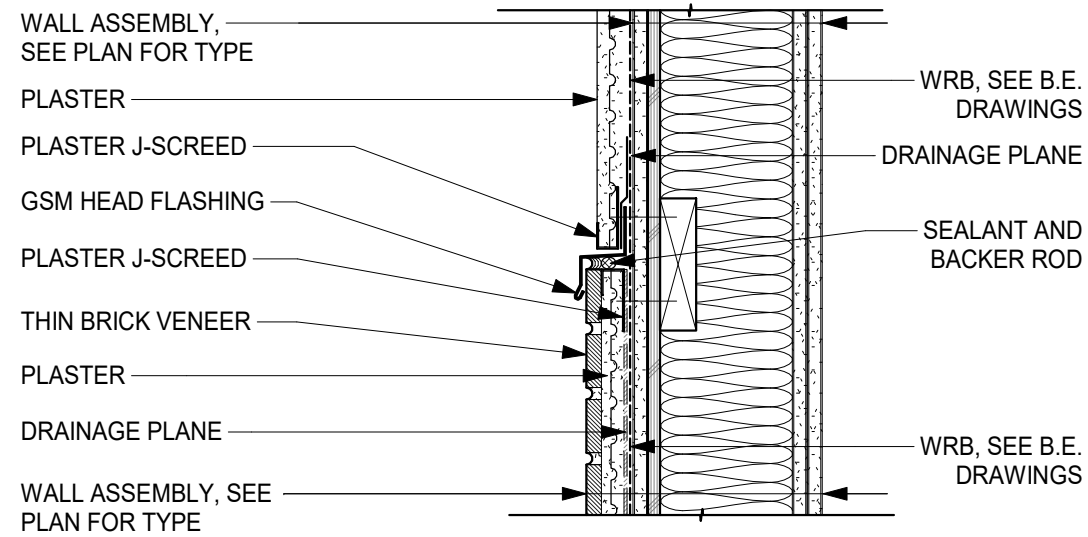


**VERTICAL JOINT - RAINSCREEN TO BRICK VENEER** **2**  
1 1/2" = 1'-0"



**VERTICAL JOINT - RAINSCREEN TO PLASTER.** **1**  
1 1/2" = 1'-0"

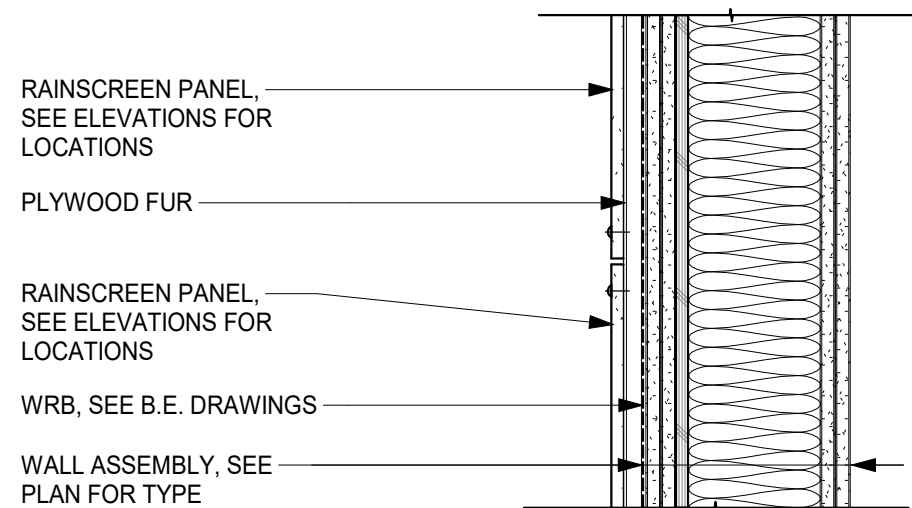




#### HORIZONTAL JOINT - PLASTER TO BRICK VENEER

4

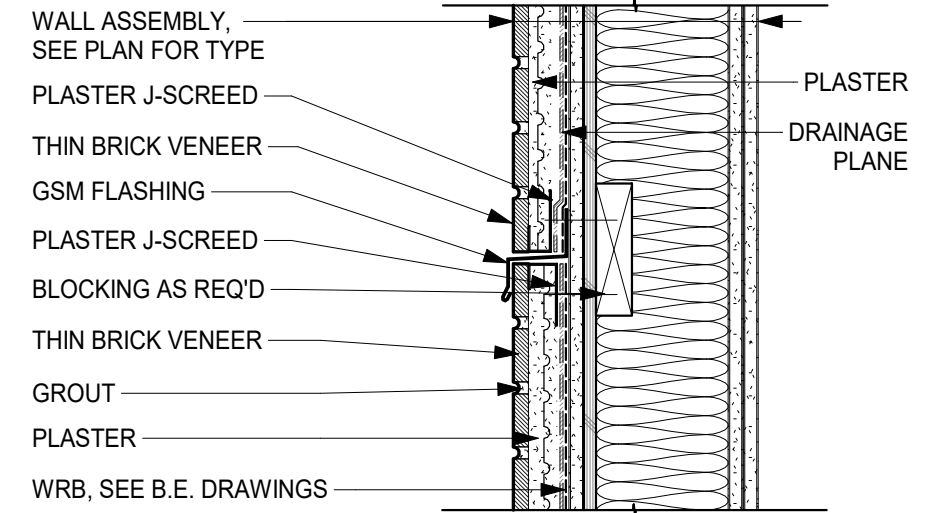
1 1/2" = 1'-0"



#### HORIZONTAL JOINT - RAINSCREEN TO RAINSCREEN

3

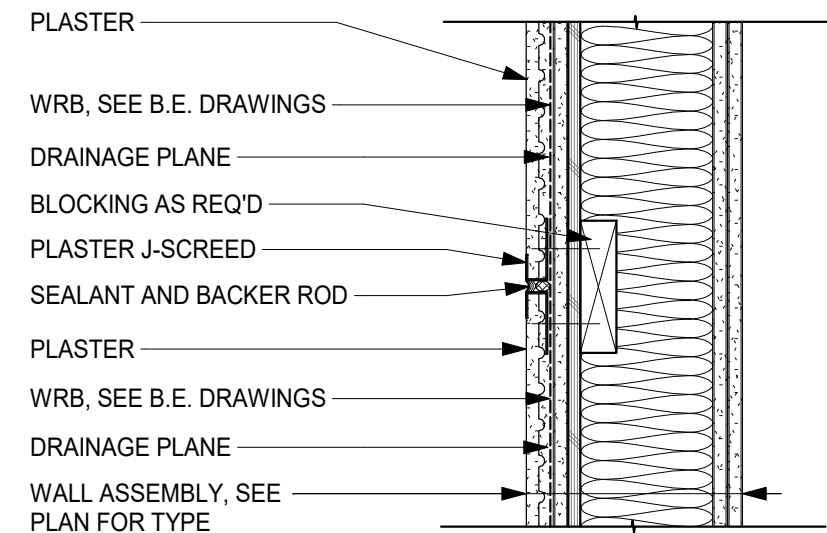
1 1/2" = 1'-0"



#### HORIZONTAL JOINT - BRICK VENEER TO BRICK VENEER

2

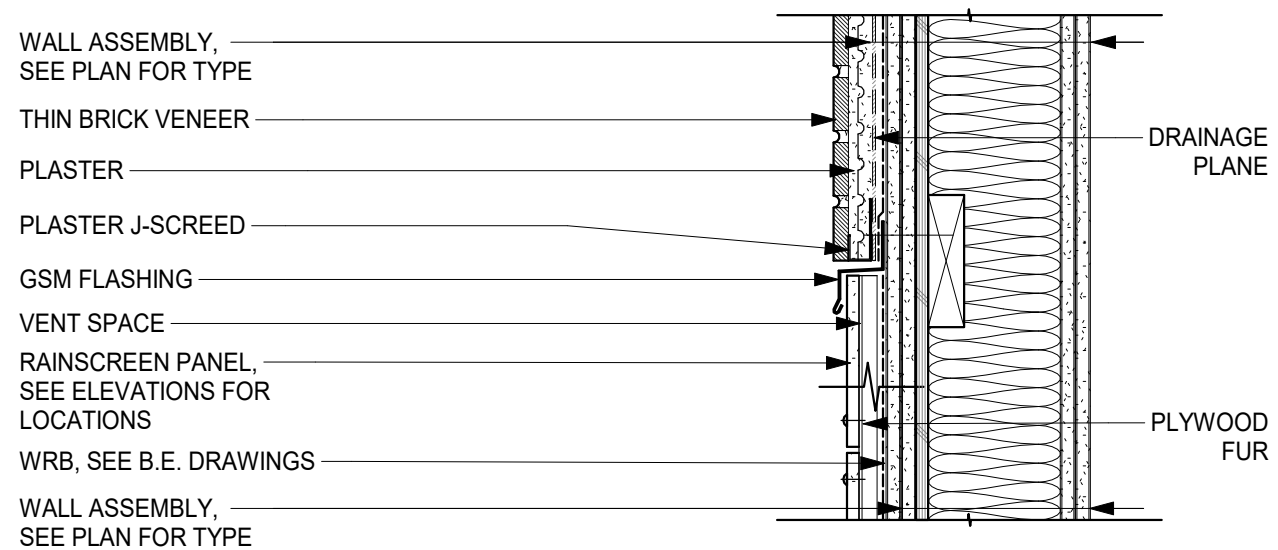
1 1/2" = 1'-0"



#### HORIZONTAL JOINT - PLASTER TO PLASTER

1

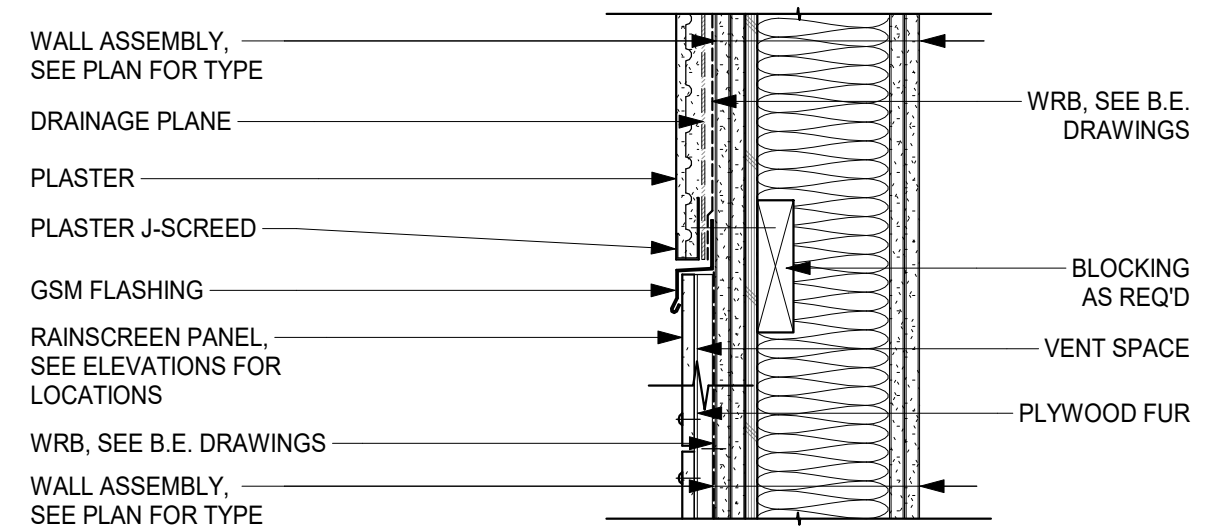
1 1/2" = 1'-0"



**HORIZONTAL JOINT - BRICK VENEER TO RAINSCREEN PANEL**

**2**

1 1/2" = 1'-0"

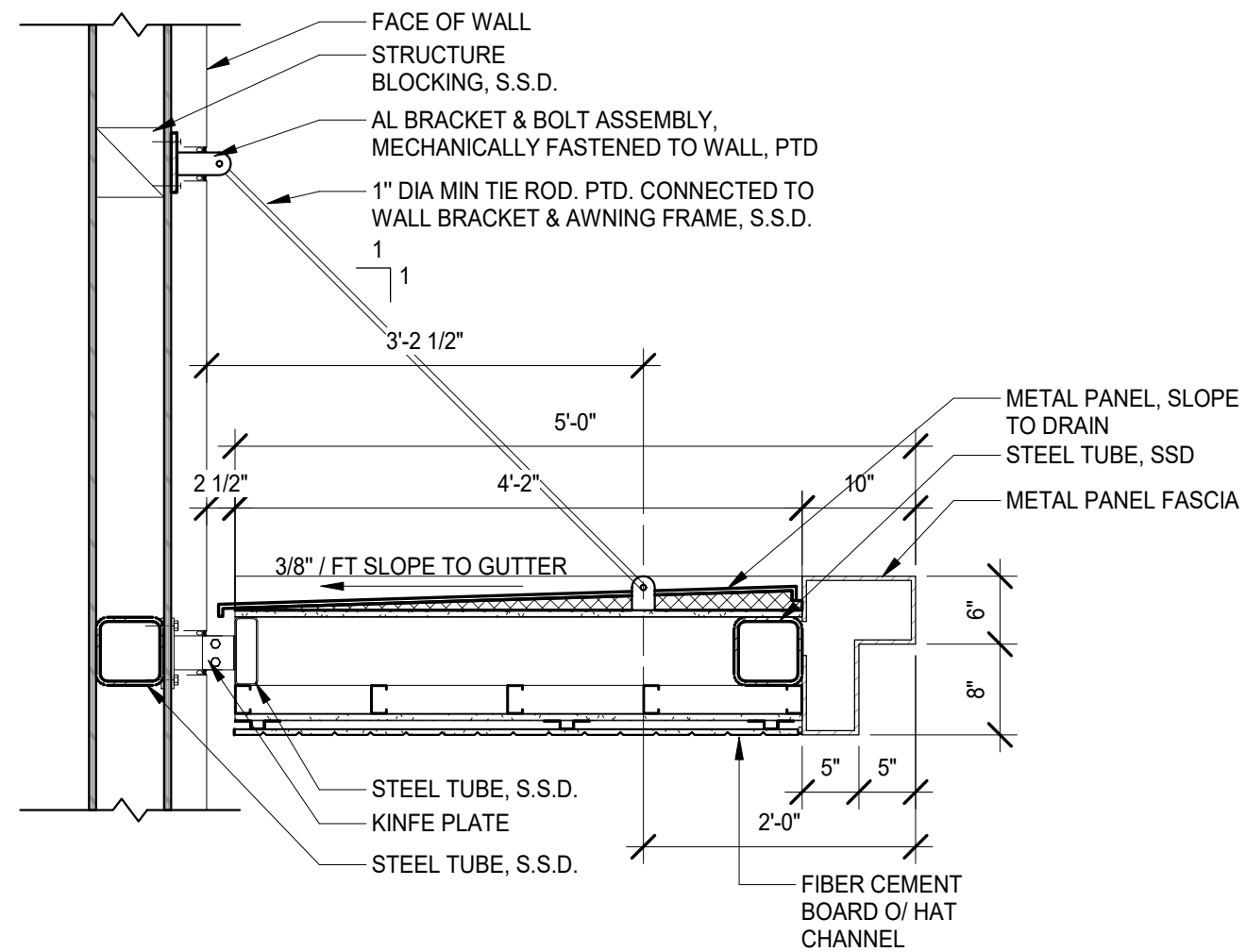


**HORIZONTAL JOINT - PLASTER TO RAINSCREEN PANEL**

**1**

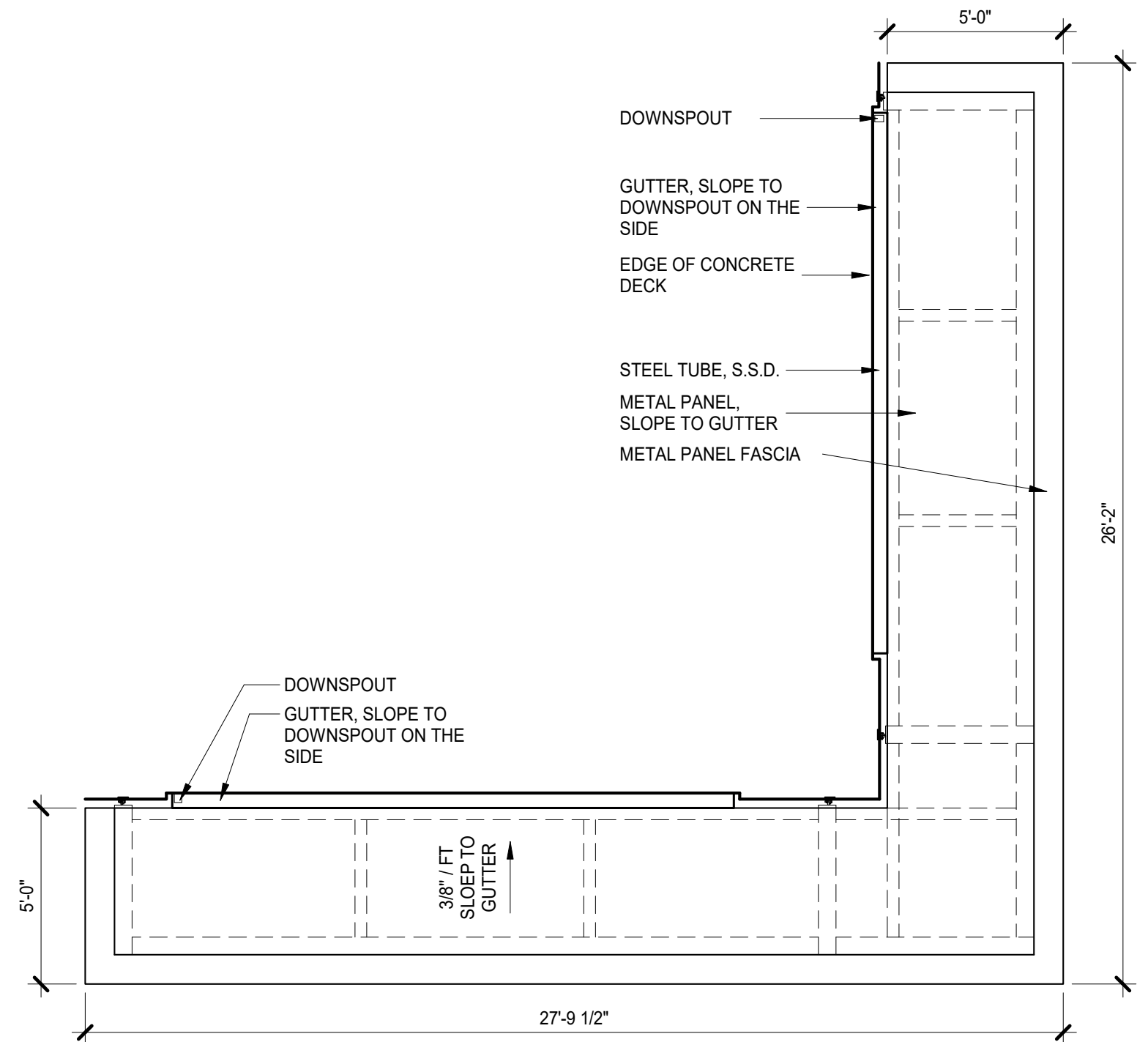
1 1/2" = 1'-0"





**AWNING @ LOBBY - SECTION 2**

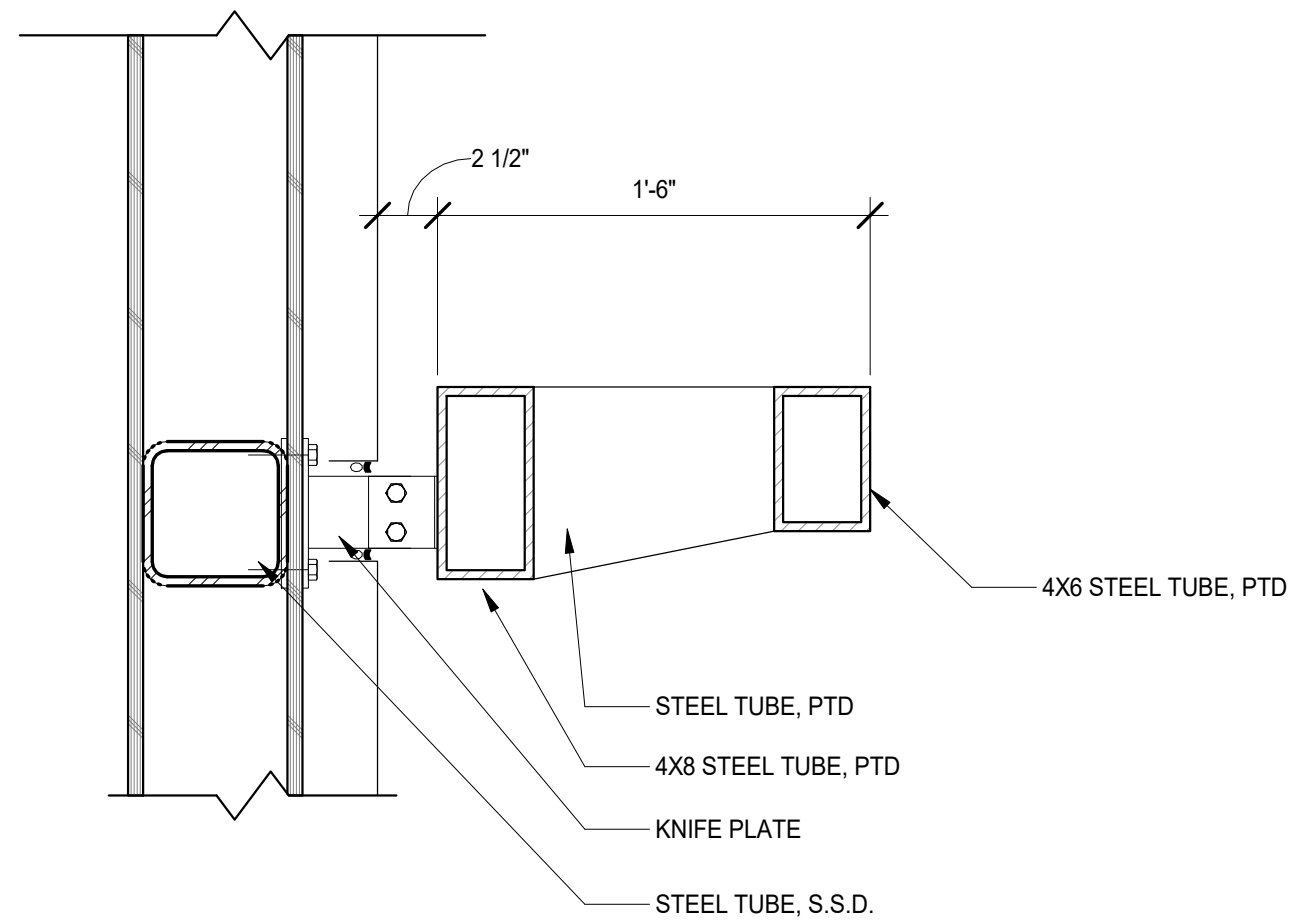
3/4" = 1'-0"



**AWNING @ LOBBY - PLAN 1**

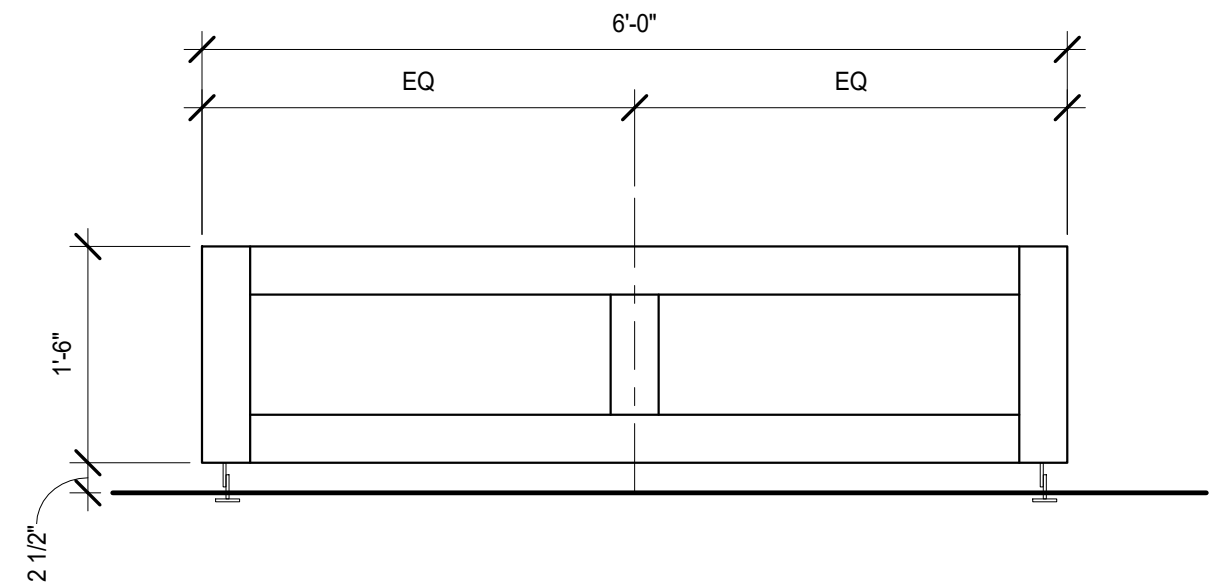
1/4" = 1'-0"





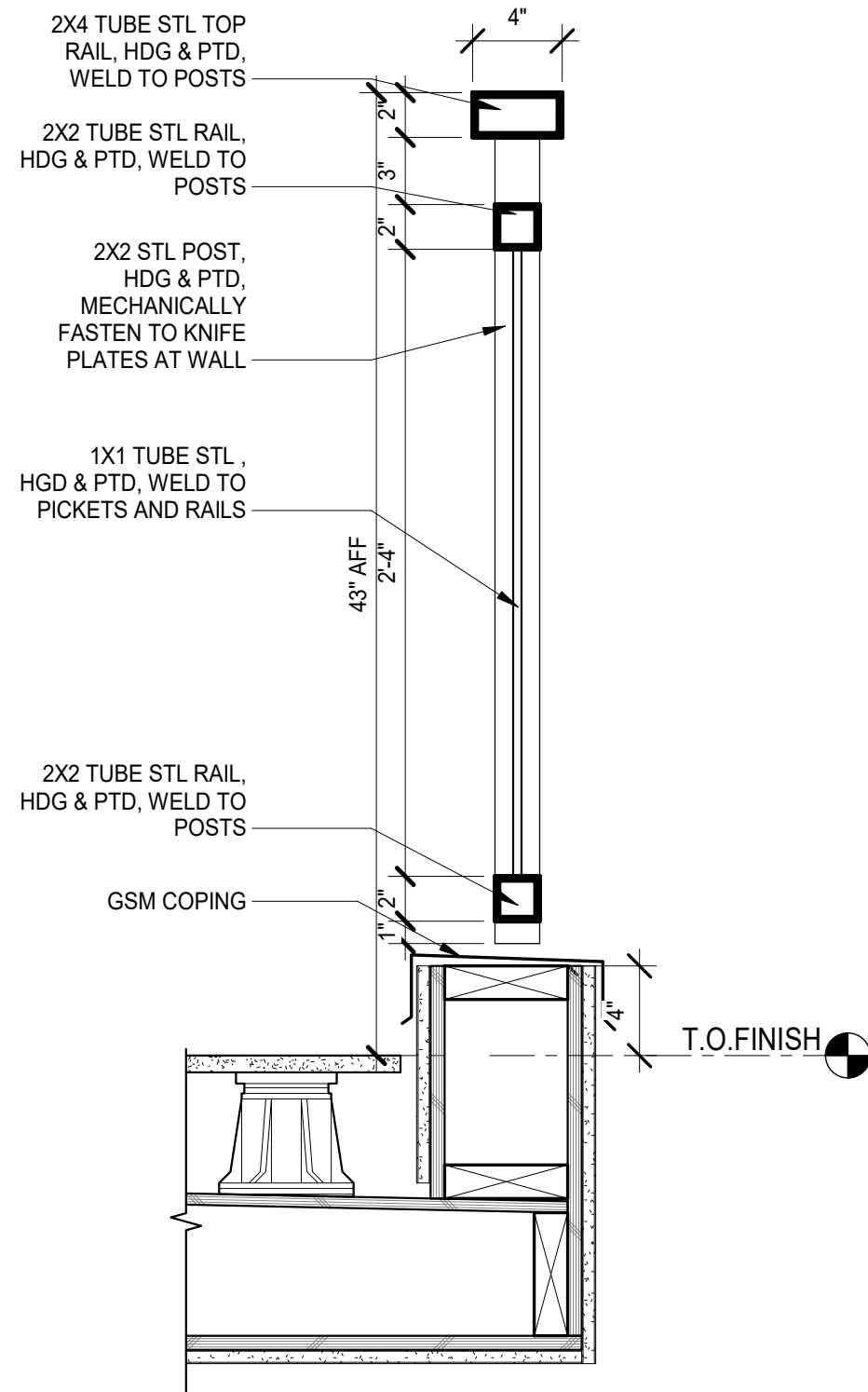
**AWNING @ DOMUS WINDOWS - SECTION 2**

1 1/2" = 1'-0"



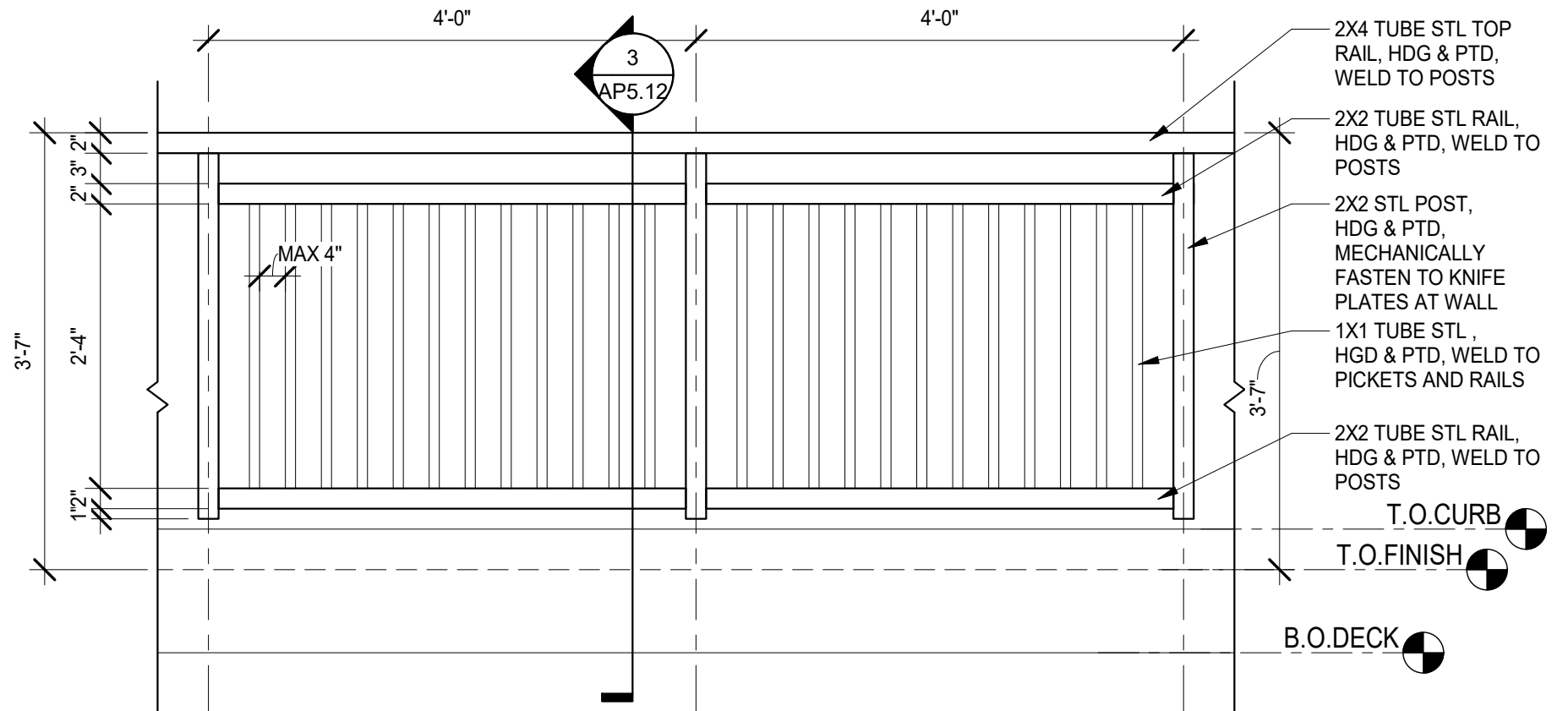
**AWNING @ DOMUS WINDOWS 1**

3/4" = 1'-0"



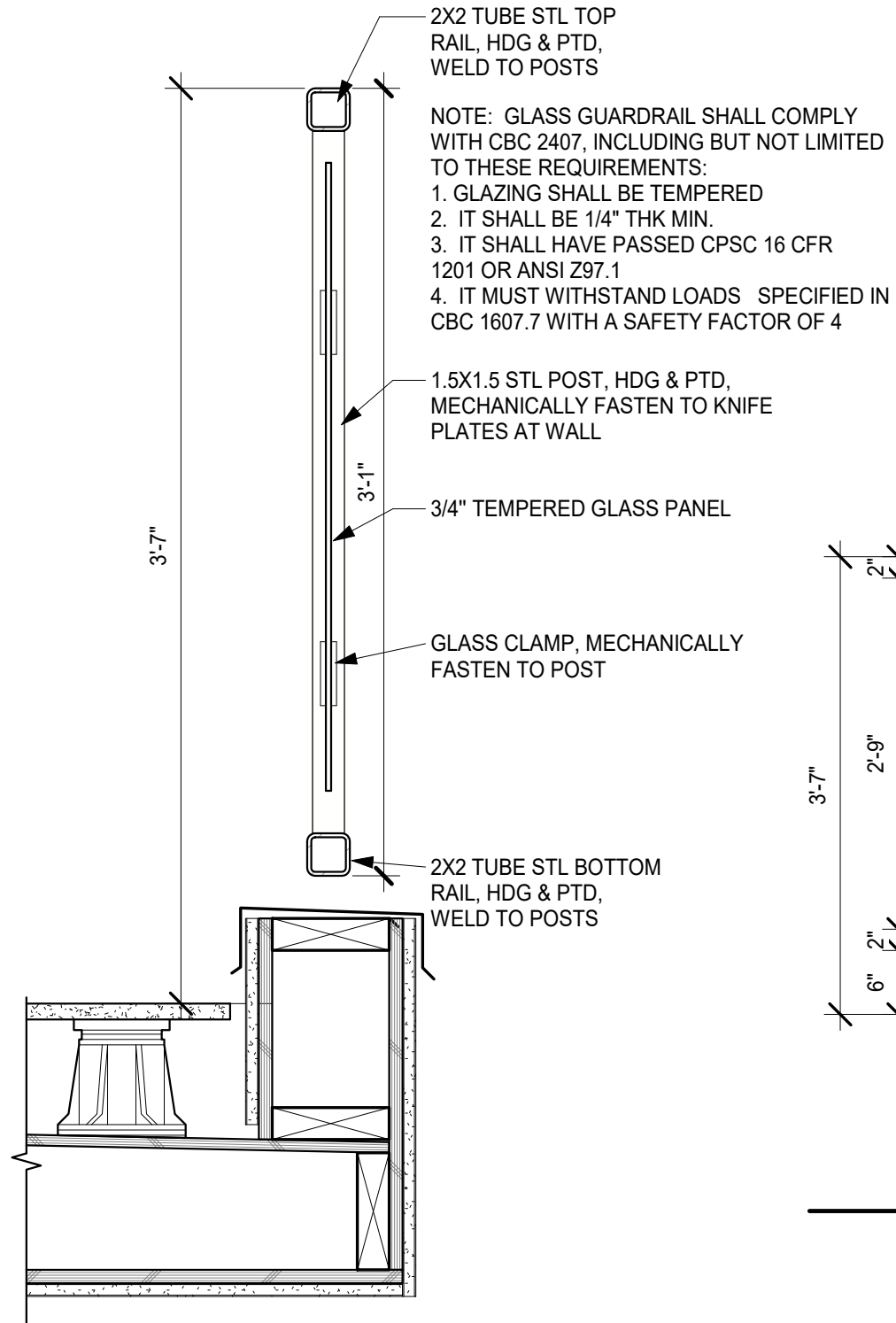
**SECTION - METAL GUARDRAIL 3**

1 1/2" = 1'-0"



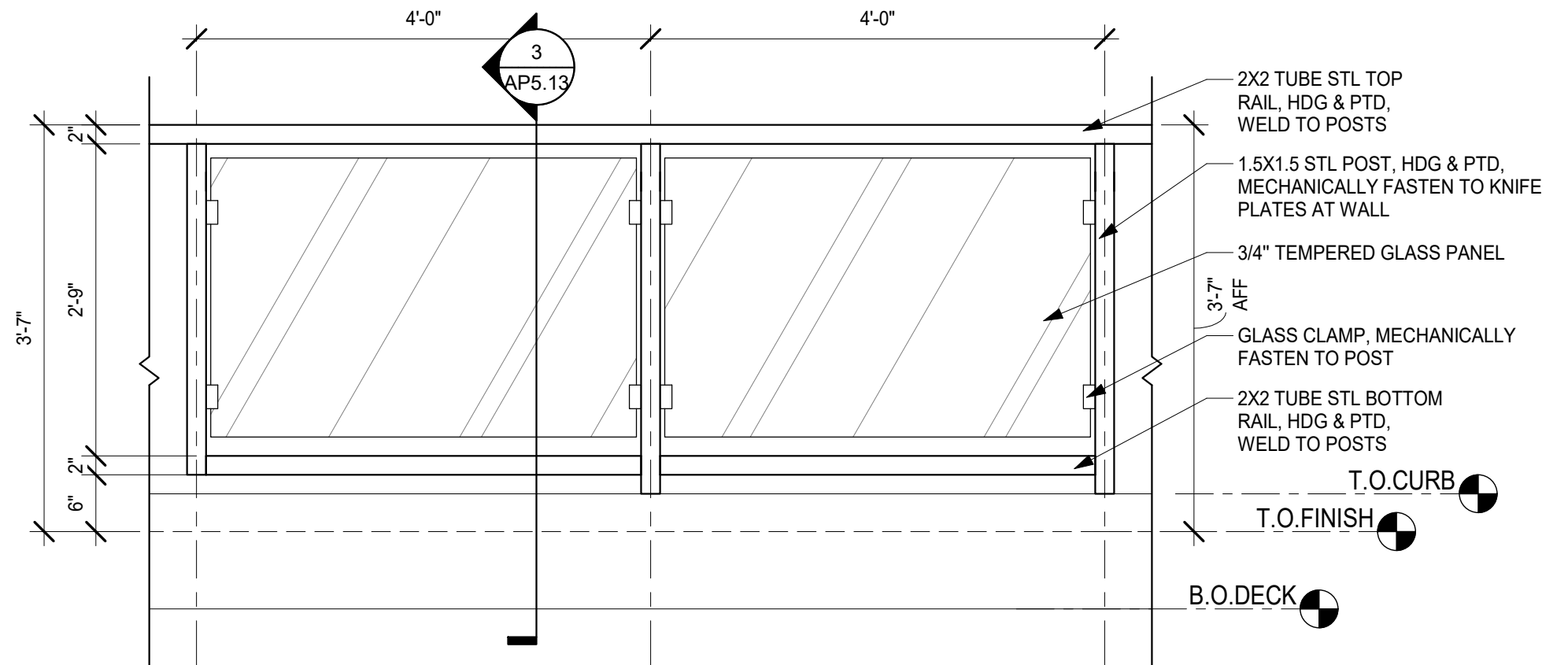
**METAL GUARDRAIL - ELEVATION 1**

3/4" = 1'-0"



**GLASS GUARDRAIL - SECTION 3**

1 1/2" = 1'-0"

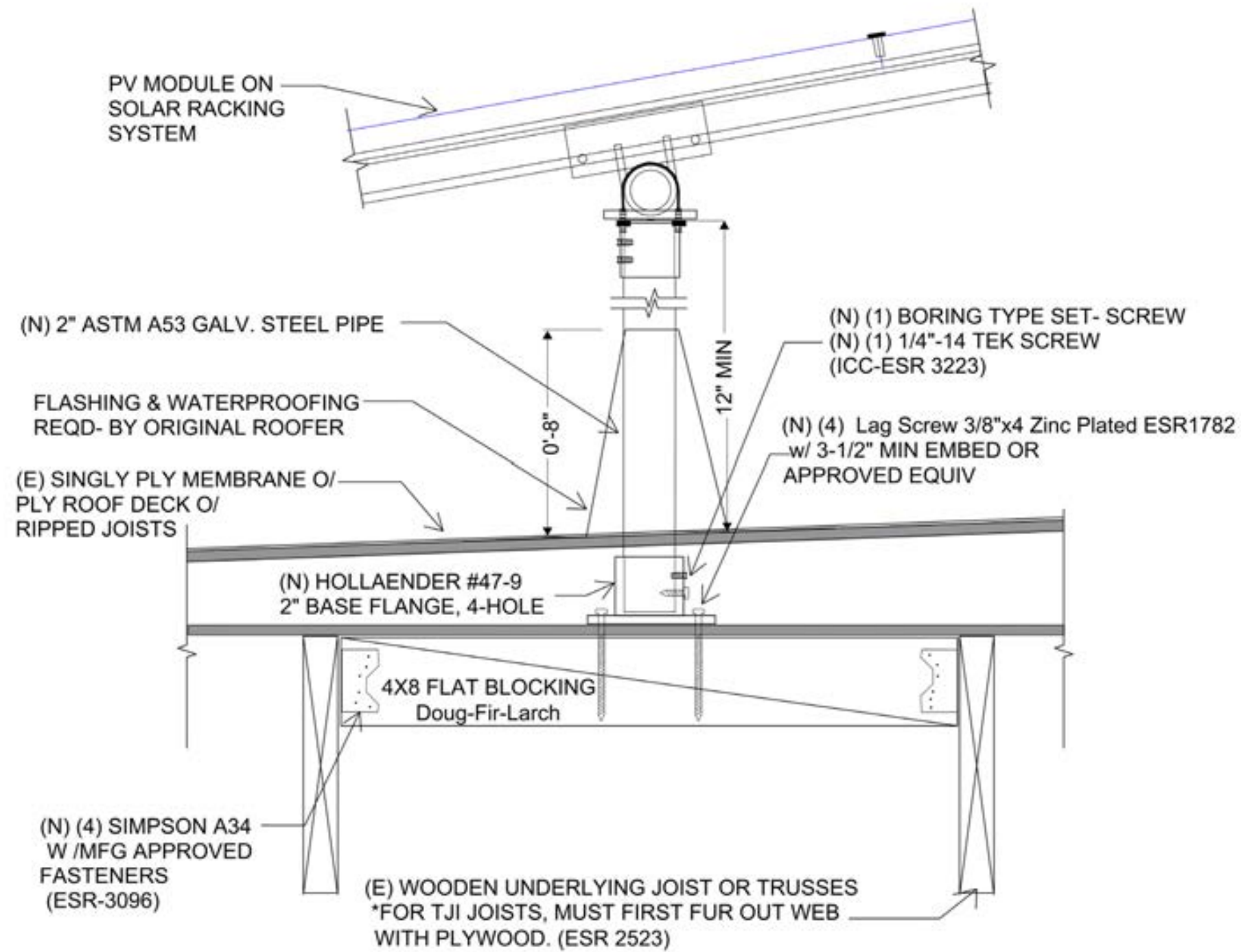


**GLASS GUARDRAIL - ELEVATION 1**

3/4" = 1'-0"

AP5.13

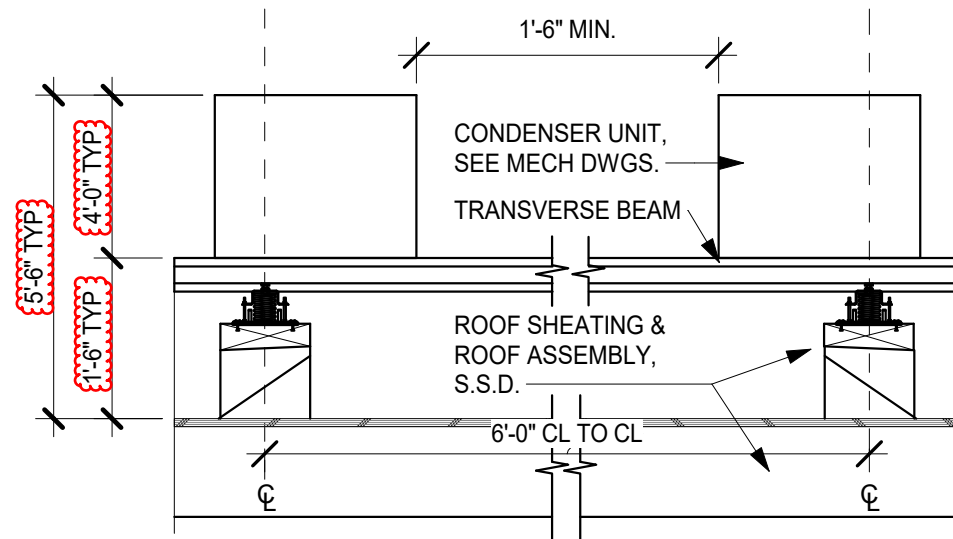
DETAILS ARE TYPICAL, PV PANELS  
ARE A DEFERRED PERMIT  
SUBMITAL



AP5.14



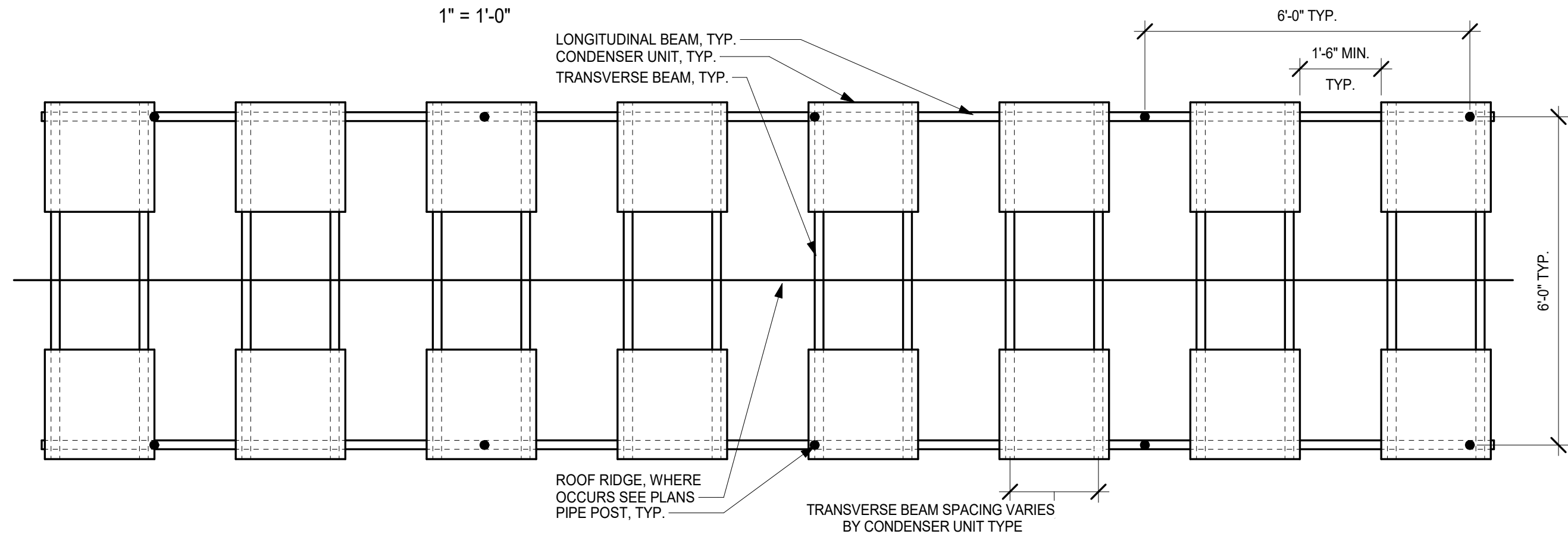
DETAILS ARE TYPICAL,  
MECHANICAL ROOFTOP UNITS ARE  
A DEFERRED PERMIT SUBMITAL



## CONDENSER UNIT - 2 - UNIT WIDE RACK

2

1" = 1'-0"

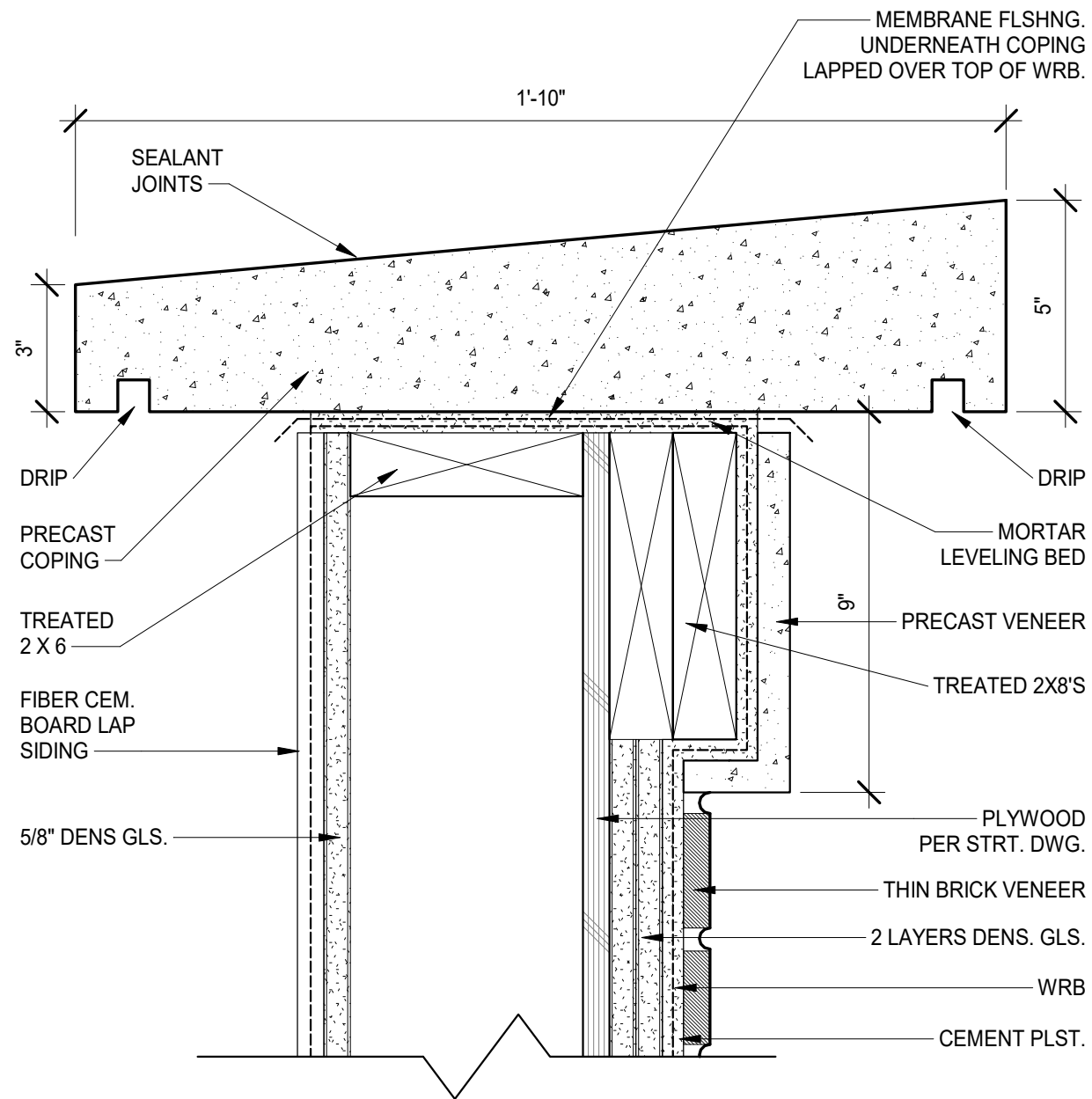


## TYP. PLAN - ROOFTOP MECHANICAL RACKS

1

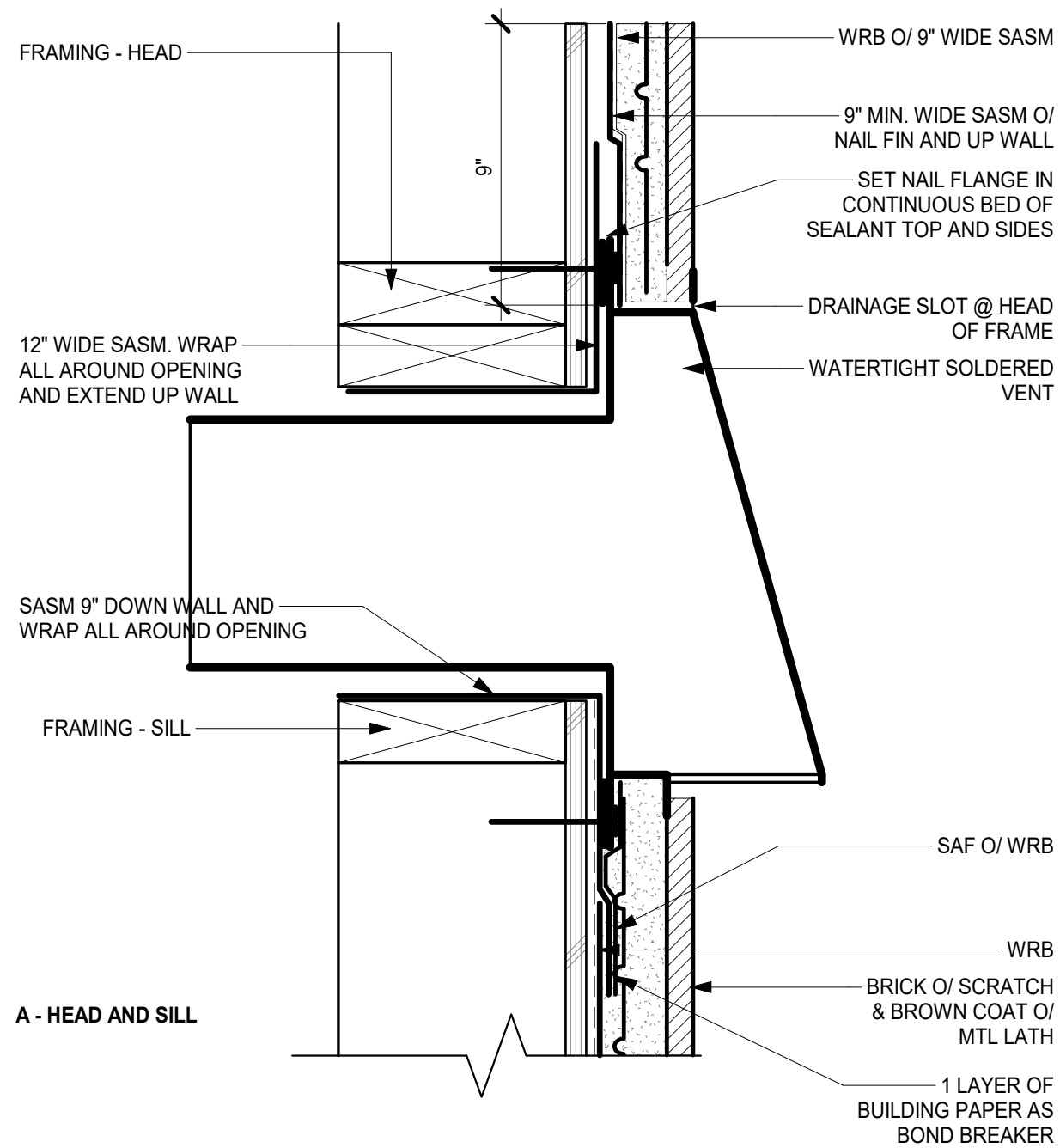
3/8" = 1'-0"

AP5.15



## CORNICE DETAIL

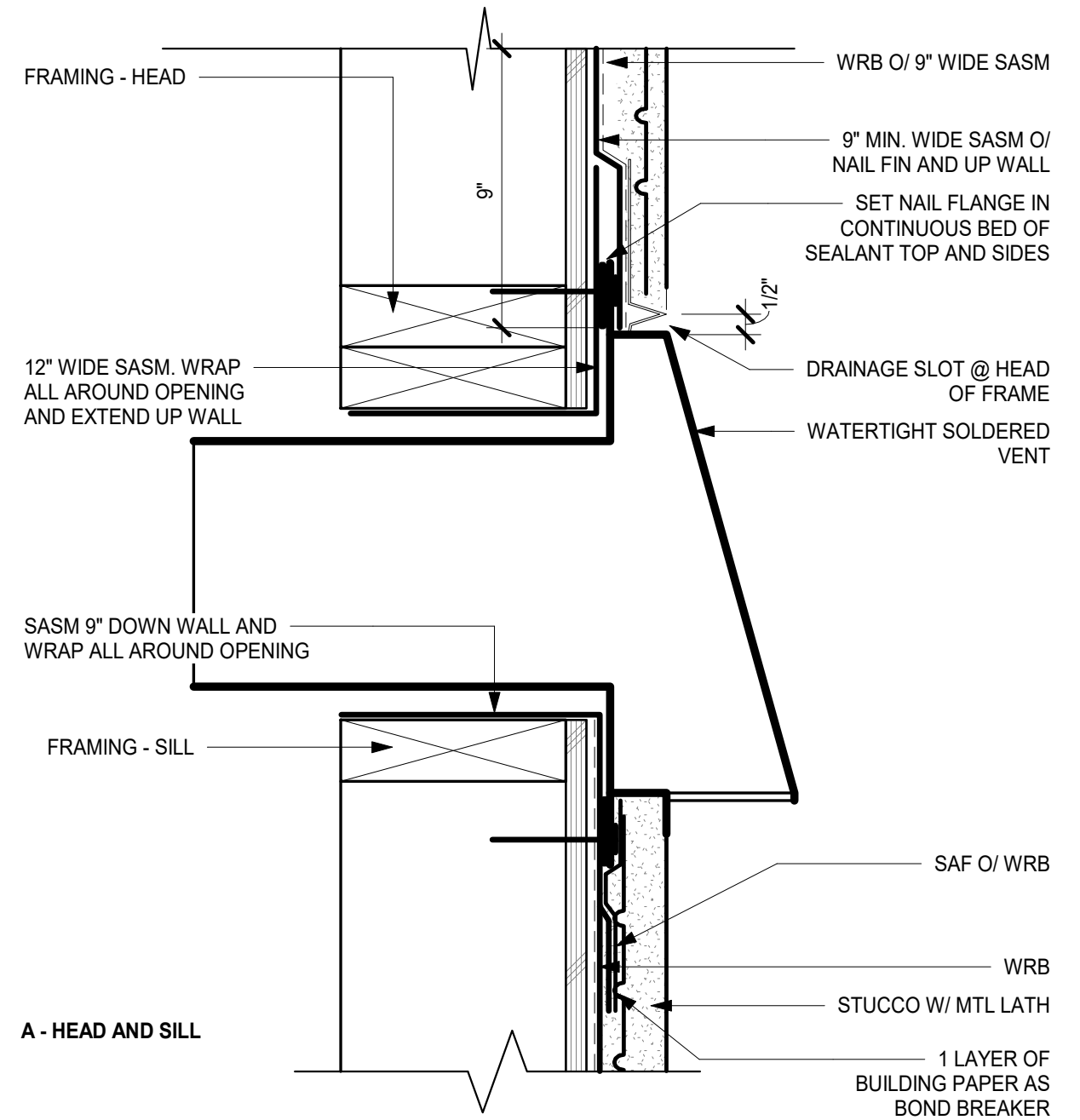
3" = 1'-0"



**PIPE/VENT PENETRATION THRU WALL - BRICK**

**2**

3" = 1'-0"



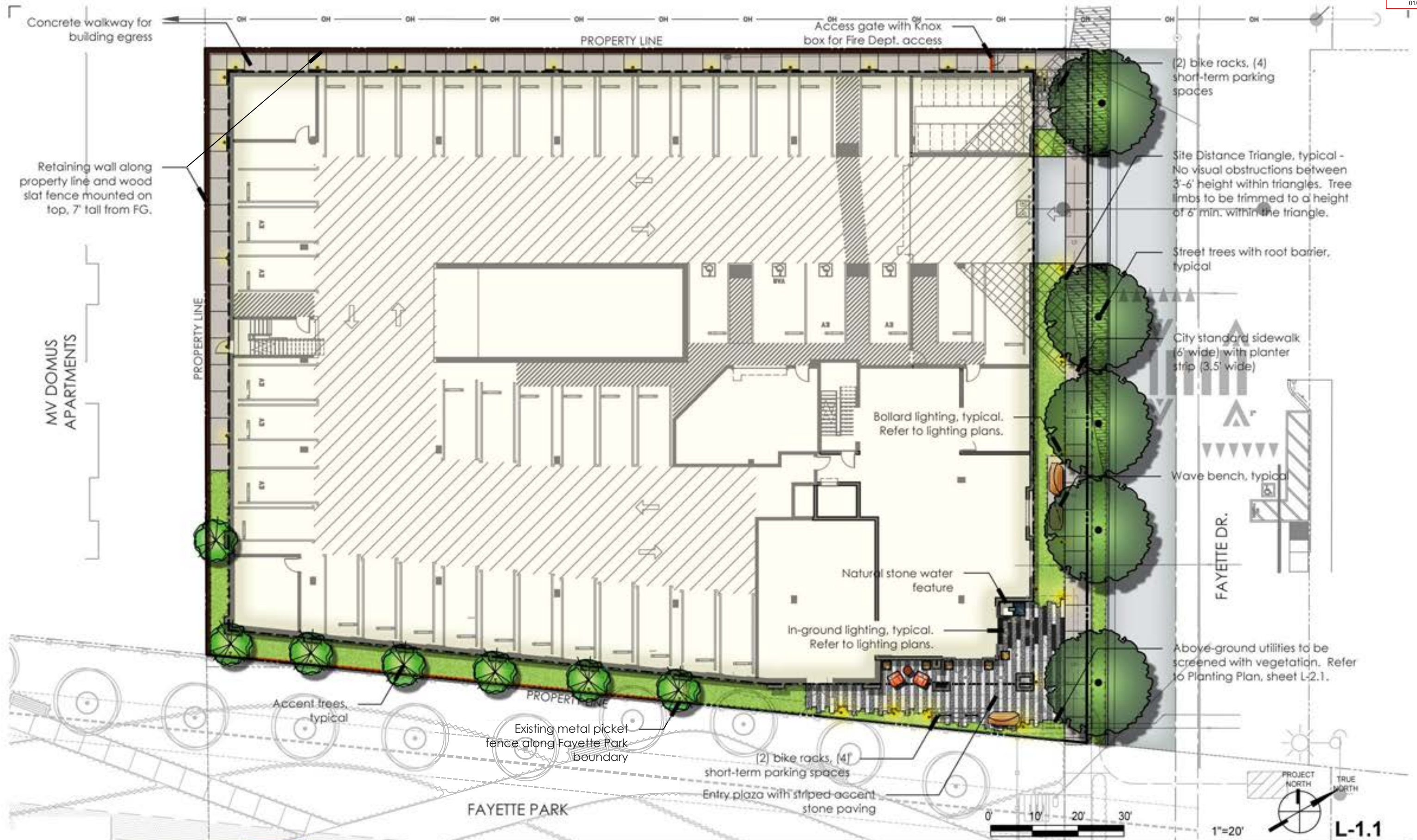
**PIPE/VENT PENETRATION THRU WALL - STUCCO**

**1**

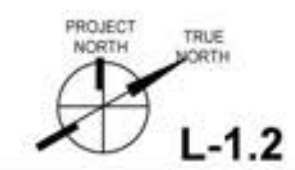
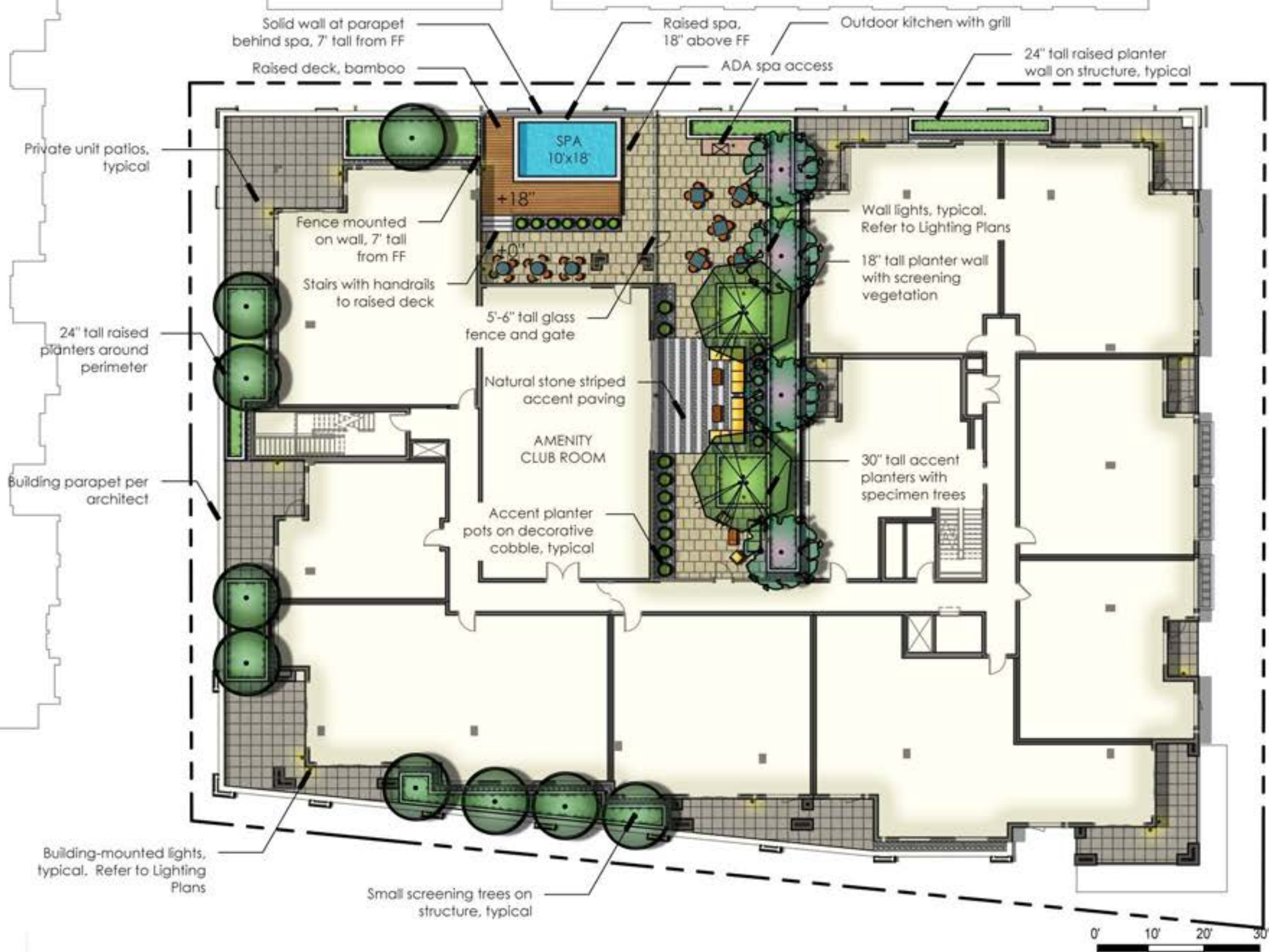
3" = 1'-0"

**AP5.17**









PLANTING NOTES

THE FOLLOWING SIX (6) NOTES ARE FOR BIDDING PURPOSES ONLY

1.

The contractor is required to submit plant quantities and unit prices for all plant materials as a part of the bid.
2.

Assume 15 gallon plant for any unlabelled or un-sized tree; 5 gallon plant for any unlabelled or un-sized shrub; and 4" pots @ 12" o.c. (not flats) for any unlabelled ground cover. All planting beds, except for lawns, are to receive ground cover plant installation in addition to the shrubs and trees shown on the plans.
3.

The planting areas shall be ripped to a depth of 8" to reduce compaction. The native subgrade soil shall be treated with 100 lbs of gypsum/1000 sf and leached to improve drainage and reduce the soil interface barrier. Contractor shall coordinate this work with other trades. This is subject to the final recommendations of the soils test (see below) and review by the Landscape Architect and the Owner.
4.

All planting areas are to receive Super Humus Compost by BFI (408.945.2844; www.bfi.com) at the rate of 6 cubic yards/1000 square feet, evenly tilled 6" deep into the soil to finish grade. All planting areas shall have 6-20-20 Commercial Fertilizer at 25lbs/1000 square feet evenly distributed into the soil. This is subject to the final recommendations and review of the soils test (see below) by the Landscape Architect and the Owner.
5.

Planting pits are to be backfilled with a mixture of 50% native soil and 50% amended native soil.
6.

The General Contractor is to provide an agricultural suitability analysis for on-site rough graded soil and any imported topsoil. Recommendations for amendmments contained in this analysis are to be carried out before planting occurs. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary. See specifications for testing procedure.
7.

All work shall be performed by persons familiar with planting work and under supervisions of a qualified planting foreman.
8.

Plant material locations shown are diagrammatic and may be subject to change in the field by the Landscape Architect before the maintenance period begins.
9.

All trees are to be staked as shown in the staking diagrams.
10.

All tree stakes shall be cut 6" above tree ties after stakes have been installed to the depth indicated in the staking diagrams. Single stake all conifers per tree staking diagram.
11.

Plant locations are to be adjusted in the field as necessary to screen utilities but not to block windows nor impede access. The Landscape Architect reserves the right to make minor adjustments in tree locations after planting at no cost to the Owner. All planting located adjacent to signs shall be field adjusted so as not to interfere with visibility of the signs.
12.

The Landscape Architect reserves the right to make substitutions, additions, and deletions in the planting scheme as felt necessary while work is in progress. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary and subject to the Owner's approval.
13.

The contractor is to secure all vines to walls and columns with approved fasteners, allowing for two (2) years growth. Submit sample of fastener to Landscape Architect for review prior to ordering.
14.

All planting areas, except lawns and storm-water treatment zones (as defined by the civil engineer), shall be top-dressed with a 3" layer of recycled wood mulch, "Wonder Mulch" by Vision Recycling (510.429.1300; www.visionrecycling.com) or approved equal. Planter pots shall be top-dressed with "Colored Lumber Fines" mulch by Vision Recycling. Mulch shall be brown in color. Submit sample to Landscape Architect for review prior to ordering. Hold all mulch six (6) inches from all plants where mulch is applied over the rootball.
15.

All street trees to be installed in accordance with the standards and specifications of the City of Mountain View. Contractor to contact the city arborist to confirm plant type, plant size (at installation), installation detailing and locations prior to proceeding with installation of street trees. Contractor is to obtain street tree planting permit from the city, if a permit is required, prior to installation of street trees. Contractor is to consult with the Landscape Architect during this process.
16.

The lawn shall be sod or seeded (as noted) and consist of a drought tolerant hard fescue blend such as Pacific Sod "Medallion Dwarf with Bonsai", installed per manufacturer's recommendations and specifications. The mix shall consist of the following proportions of grass species: 100% Bonsai Double Dwarf fescue. Available through: Pacific Sod 800.542.7633

17.

Trees planted in lawn areas shall have a 12" diameter cutout for trimming purposes.
18.

Plants shall be installed to anticipate settlement. See Tree and Shrub Planting Details.
19.

All trees noted with 'deep root' and those planted within 5'-0" of concrete paving, curbs, and walls shall have deep root barriers installed per manufacturer's specifications. See specifications and details for materials, depth of material, and location of installation.
20.

The Landscape Contractor shall arrange with a nursery to secure plant material noted on the drawings and have those plants available for review by the Owner and Landscape Architect within thirty (30) days of award of contract. The Contractor shall purchase the material and have it segregated and grown for the job upon approval of the plant material. The deposit necessary for such contract growing is to be born by the Contractor.
21.

The project has been designed to make efficient use of water through the use of drought tolerant plant materials. Deep rooting shall be encouraged by deep watering plant material as a part of normal landscape maintenance. The irrigation for all planting shall be limited to the amount required to maintain adequate plant health and growth. Water usage should be decreased as plants mature and become established. The irrigation controllers shall be adjusted as necessary to reflect changes in weather and plant requirements.
22.

The Landscape Contractor shall verify the location of underground utilities and bring any conflicts with plant material locations to the attention of the Landscape Architect for a decision before proceeding with the work. Any utilities shown on the Landscape drawings are for reference and coordination purposes only. See Civil Drawings.
23.

The design intent of the planting plan is to establish an immediate and attractive mature landscape appearance. Future plant growth will necessitate trimming, shaping and, in some cases, removal of trees and shrubs as an on-going maintenance procedure.
24.

Install all plants per plan locations and per patterns shown on the plans. Install all shrubs to ensure that anticipated, maintained plant size is at least 2'-0" from the face of building(s) unless shown otherwise on the plans. Refer to Plant Spacing Diagram for plant masses indicated in a diagrammatic manner on the plans. Refer to Plant Spacing Diagram for spacing of formal hedge rows.
25.

Contractor to provide one (1) Reference Planting Area for review by Landscape Architect prior to installation of the project planting. The Reference Planting Area shall consist of a representative portion of the site of not less than 900 (nine hundred) square feet. Contractor to set out plants, in containers, in the locations and patterns shown on the plans, for field review by the Landscape Architect. The Reference Planting Area will be used as a guide for the remaining plant installation.
26.

The Maintenance Period(s) shall be for 60 (sixty) days. Portions of the installed landscape of a project may be placed on a maintenance period prior to the completion of the project at the Owner's request and with the Owner's concurrence.
27.

Contractor to verify drainage of all tree planting pits. See Planting Specifications. Install drainage well per specifications and Tree Planting Detail(s) if the tree planting pit does not drain at a rate to meet the specifications.
28.

Contractor shall remove all plant and bar code labels from all installed plants and landscape materials prior to arranging a site visit by the Landscape Architect.
29.

Versi-Cell drainage board or approved equal is to be installed in all on-structure planters and all pre-cast planters/pots as shown in the drawings. Material available through: Tournesol Siteworks, 800.542.2282. Allow 4 weeks lead time for ordering product. All drainage board shall be completed covered with filter fabric as shown in the drawings and per manufacturer's specifications.
30.

All tree rootballs shall be irrigated by water jet during the sixty (60) day maintenance period established by specifications. This irrigation shall occur each time normal irrigation is scheduled.
31.

The Landscape Contractor shall, as a part of this bid, provide for a planting allowance for the amount of \$5,000.000 (Five Thousand Dollars) to be used for supplying and installing additional plant material as directed by the Landscape Architect and approved by the Owner in writing. The unused portion of the allowance shall be returned to the Owner at the beginning of the maintenance period.

PLANTING PALETTE

KEY	SIZE	BOTANICAL NAME	COMMOM NAME	QTY	WUCOLS	CA NATIVE
TREES						
ACE JAP	36" BOX	Acer japonica	Japanese Maple	2	M	
ACE RUB	36" BOX	Acer rubrum	Red Maple	5	M	
CER OCC	24" BOX	Cercis occidentalis	Western Redbud	7	VL	Yes
LAG IND	24" BOX	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4	L	
LAU SAR	24" BOX	Laurus nobilis 'Saratoga'	Saratoga Bay Laurel	1	L	Yes
PRU SAR	24" BOX	Prunus sargentii 'Columnaris'	Columnar Cherry	8	M	
			Total Proposed Trees	27		
KEY	SIZE	BOTANICAL NAME	COMMOM NAME	SPACING	WUCOLS	CA NATIVE
SHRUBS						
ACC	5 gallon	Acacia cognata 'Cousin Itt'	Cousin Itt dwarf acacia	36" o.c.	L	
AGA	15 gallon	Agave parryi var. huachucensis	Huachua Agave	42" o.c.	VL	
ANI	5 gallon	Anigozanthos hybrid 'Bush Red'	Kangaroo Paw	18" o.c.	L	
AHM	5 gallon	Arctostaphylos dens. 'Howard McMinn'	Howard McMinn Manzanita	48" o.c.	L	Yes
BAM	5 gallon	Bambusa m. 'Golden Goddess'	Golden Goddess Bamboo	48" o.c.	L	
CEA	5 gallon	Ceanothus thyrsiflorus var. griseus	Carmel Ceanothus	6' o.c.	L	Yes
CTS	5 gallon	Coprosma 'Tequila Sunrise'	Tequila Sunrise Mirror Plant	24" o.c.	L	
COP	5 gallon	Cordylne australis 'Seipin'	Cordylne Pink Passion	48" o.c.	M	
FAV	5 gallon	Fatsia japonica	Japanese aralia	36" o.c.	M	
FRE	5 gallon	Fremontodendron californicum	Flannel Bush	8' o.c.	L	Yes
GRE	5 gallon	Grevillea 'Superb'	Superb Grevillea	36" o.c.	L	
ILE	5 gallon	Ilex vomitoria 'Pride of Houston'	Pride of Houston yaupon holly	24" o.c.	L	
IRI	5 gallon	Iris douglasiana	Douglas Iris	36" o.c.	L	Yes
HET	5 gallon	Heteromeles arbutifolia	Toyon	48" o.c.	L	Yes
MAQ	5 gallon	Berberis aquifolium 'Compacta'	Compact Oregon Grape	36" o.c.	M	Yes
PIT	5 gallon	Pittosporum tob. 'Variegata'	Variegated Mockorange	36" o.c.	L	
POL	5 gallon	Polygala fruticosa 'Petite Butterfly'	Sweet Pea Shrub	24" o.c.	M	
RTB	5 gallon	Rosmarinus o. 'Tuscan Blue'	Tuscan Blue Rosemary	30" o.c.	L	
SAF	5 gallon	Salvia spathacea	Hummingbird Sage	24" o.c.	L	Yes
GRASSES						
BOG	1 gallon	Bouteloua gracilis 'Blonde Ambition'	Blue Grama Grass	18" o.c.	L	Yes
FES	1 gallon	Festuca idahoensis	Idaho Fescue	18" o.c.	L	Yes
LOM	1 gallon	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	30" o.c.	L	
MDU	1 gallon	Muhlenbergia dubia	Pine Muhly	24" o.c.	L	
MRI	5 gallon	Muhlenbergia rigens	Deer Grass	42" o.c.	L	Yes
SES	1 gallon	Sesleria autumnalis	Autumn Moor Grass	18" o.c.	M	
STI	1 gallon	Stipa pulchra	Purple Needlegrass	18" o.c.	L	Yes
GROUNDCOVERS						
AUU	5 gallon	Arctostaphylos uva-ursi	Kinnikinnick	5' o.c.	L	Yes
CHE	5 gallon	Ceanothus hearstiorum	Hearst's Ceanothus	48" o.c.	L	Yes
CLI	1 gallon	Clinopodium douglasii	Yerba Buena	36" o.c.	L	Yes
CUR	4" pot	Curio rowleyanus	String-of-pearls	4" o.c.	L	
EEG	4" pot	Echeveria elegans	White Mexican Rose	12" o.c.	L	
ECP	4" pot	Echeveria shaviana 'Pink Frills'	pink frills echeveria	12" o.c.	L	
EK	1 gallon	Erigeron glaucus	Seaside daisy	24" o.c.	L	Yes
FRA	1 gallon	Fragaria chiloensis	Beach Strawberry	18" o.c.	L	Yes
OSD	4" pot	Oscularia deltoides	Deltoid-leaved Dewplant	12" o.c.	L	
OXZ	4" pot	Oxalis vulcanicola 'Zinfandel'	Volcanic Sorrel	18" o.c.	L	
VINES						
HV	5 gallon	Hardenbergia v. 'Happy Wanderer'	Purple Lilac Vine	Per Plan	M	
VC	5 gallon	Vitis californica	California Grape	Per Plan	L	Yes

- NOTES:
1.

WUCOLS value (Water Use Classification of Landscape Species) per WUCOLS IV, 2014 edition.
2.

Plants selected for suitability to Western Climate Zone 15.



## PLANT SPACING DIAGRAM

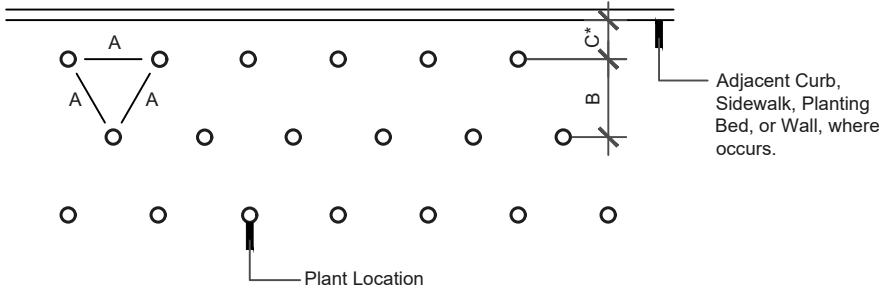
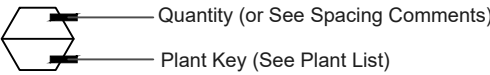


Diagram for use when plants are spaced equidistant from each other, including all groundcover plantings and massed shrub plantings.

## PLANT CALLOUT SYMBOL

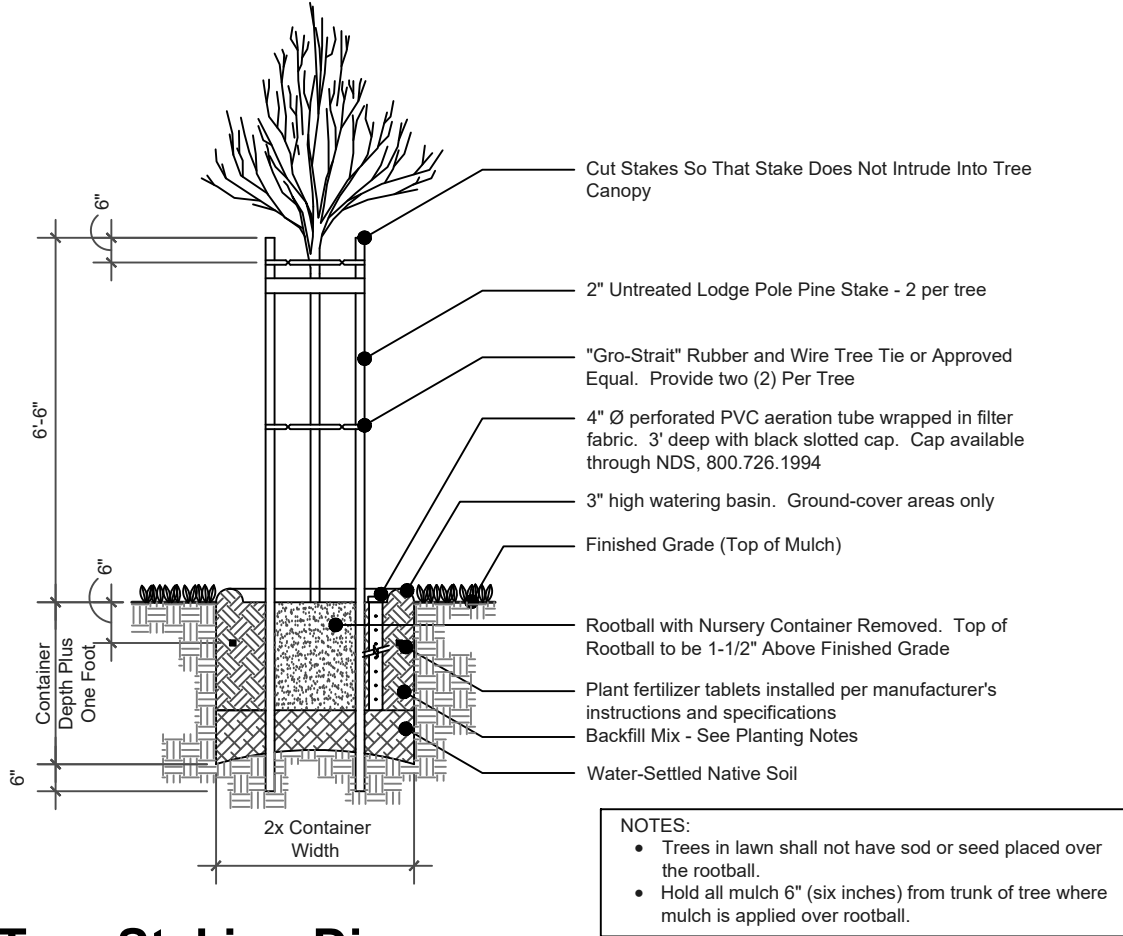


## PLANT QUANTITY DIAGRAM

SPACING 'A'	SPACING 'B'	SPACING 'C'	PLANTS PER SQUARE FOOT
6" O.C.	5.20"	2.60"	4.60
8" O.C.	6.93"	3.47"	2.60
9" O.C.	7.79"	3.90"	1.78
10" O.C.	8.66"	4.33"	1.66
12" O.C.	10.40"	5.20"	1.15
15" O.C.	13.00"	6.50"	0.74
18" O.C.	15.60"	7.80"	0.51
24" O.C.	20.80"	10.40"	0.29
30" O.C.	26.00"	13.00"	0.18
36" O.C.	30.00"	15.00"	0.12
48" O.C.	40.00"	20.00"	0.07
72" O.C.	62.35"	31.18"	0.04

See Plant Spacing Diagram for maximum triangular spacing 'A'. This chart is to be used to determine number of ground cover required in a given area and spacing between shrub massings. Where shrub massings are shown, calculate shrub mass areas before utilizing spacing chart to determine plant quantities.

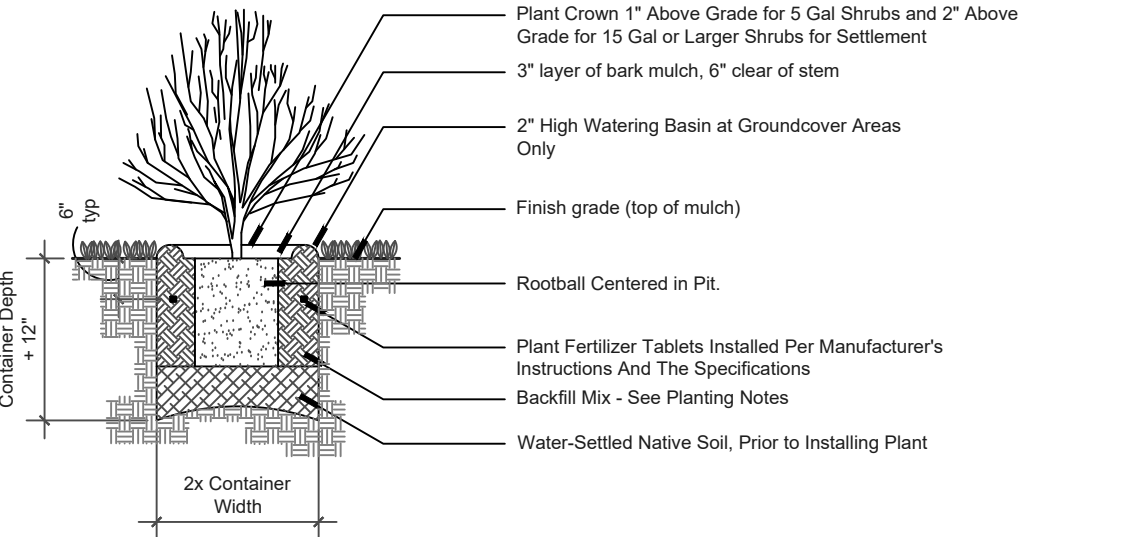
\* Where curb, sidewalk, adjacent planting bed or wall condition occurs, utilize spacing 'C' to determine plant distance from wall, sidewalk, adjacent planting bed or back of curb, where C = B/2.



- NOTES:
- Trees in lawn shall not have sod or seed placed over the rootball.
  - Hold all mulch 6" (six inches) from trunk of tree where mulch is applied over rootball.

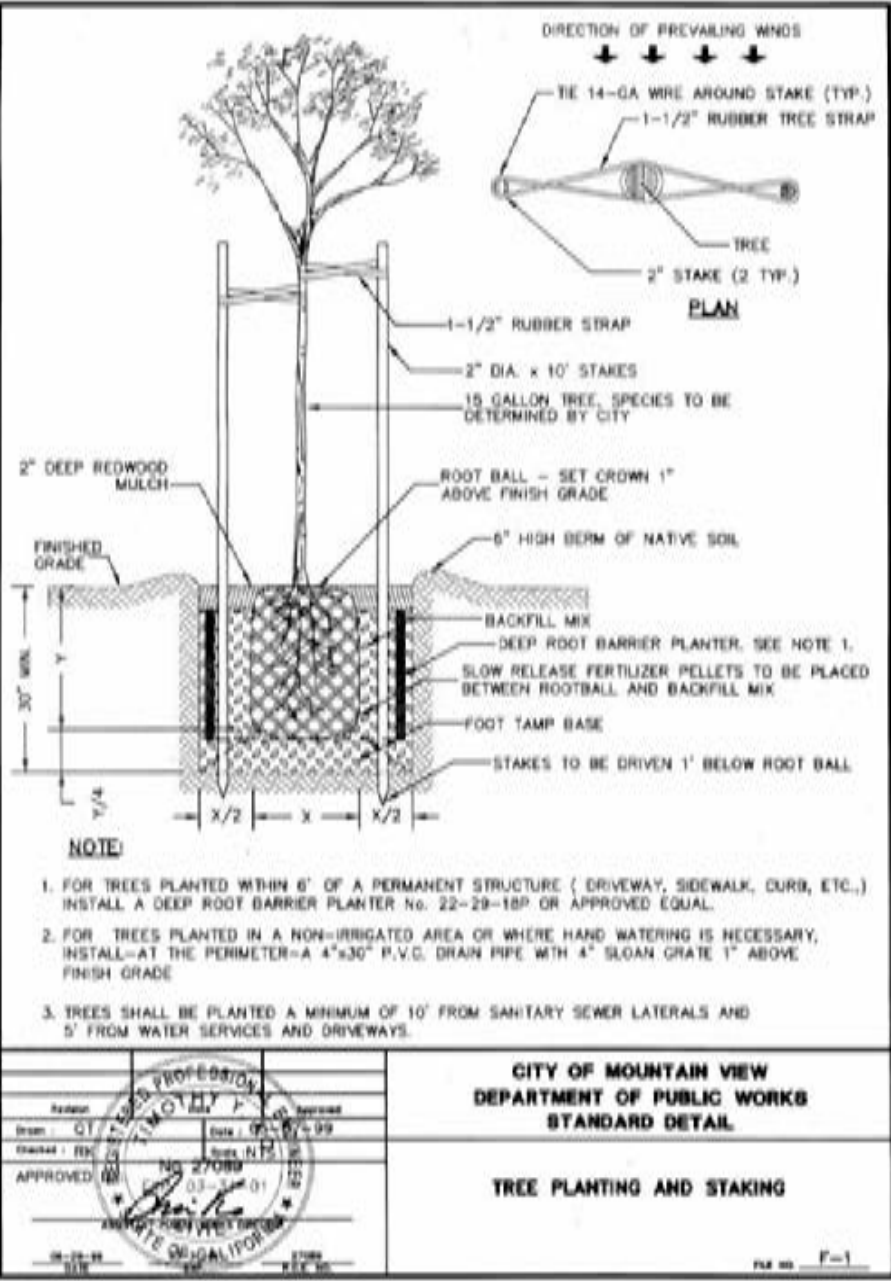
## Tree Staking Diagram

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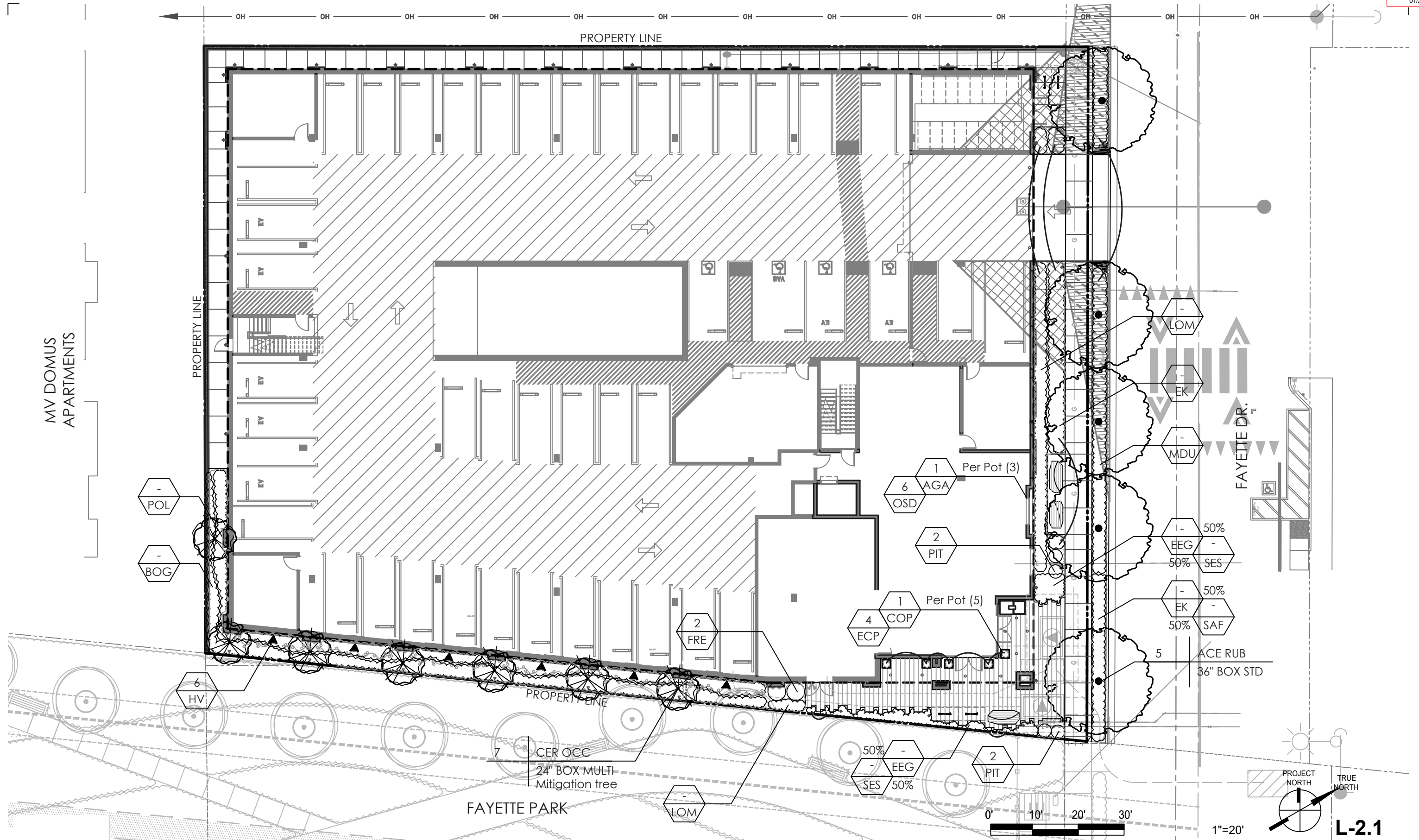


## Shrub Planting Detail

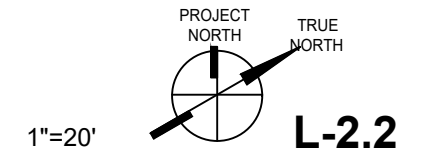
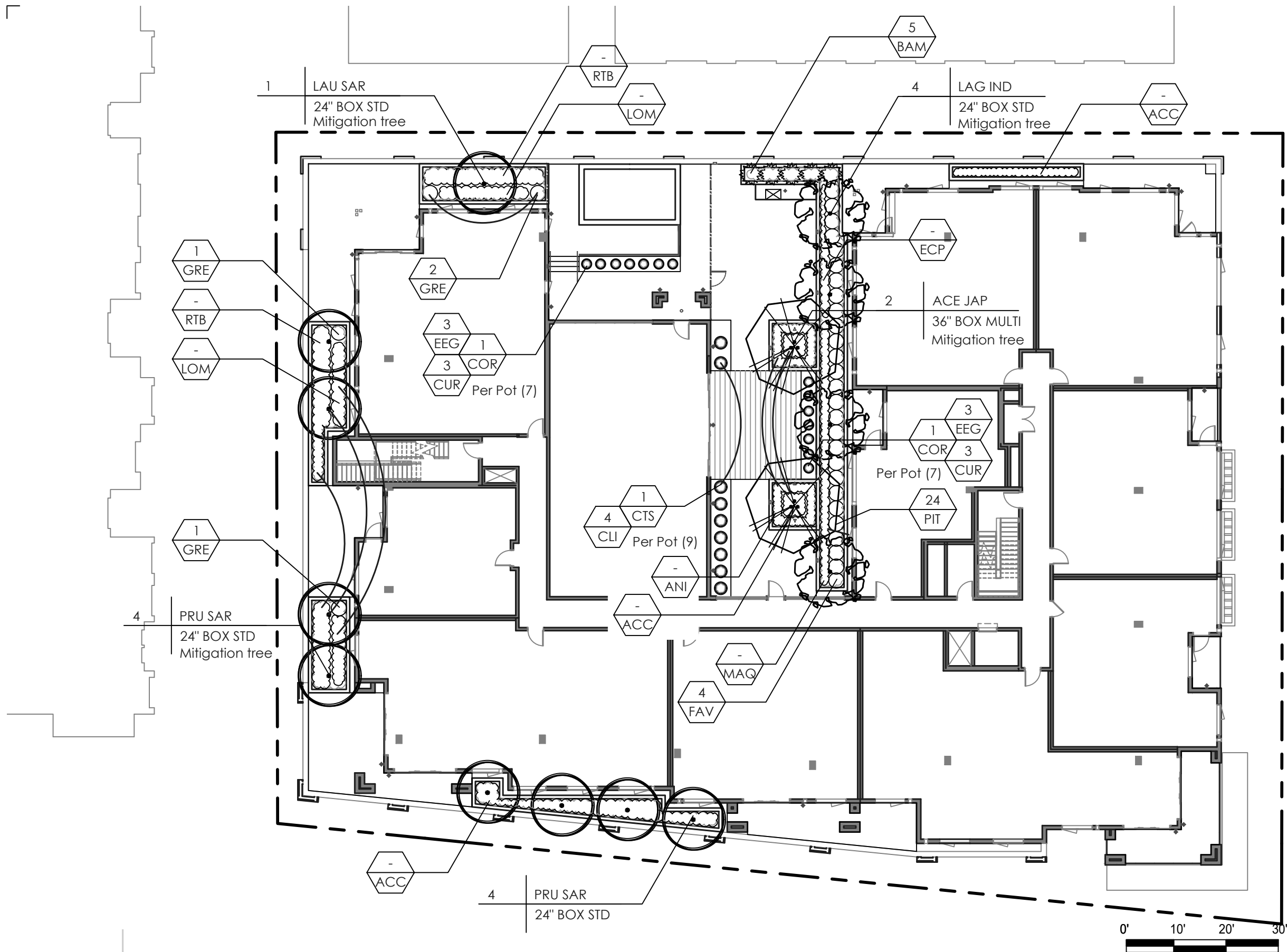
NTS



L-2.01







# IRRIGATION NOTES

- All planting areas are to be irrigated with an approved automatic underground irrigation system, utilizing a dedicated irrigation water meter, backflow devices, point source irrigation emitters, in accordance with the City of Mountain View Landscape Outdoor Water Use Efficiency Checklist. Potable irrigation water will be delivered by drip irrigation devices. The system shall be designed to make efficient use of water through conservation techniques, and be in compliance with resolution 6261, as required by the State of California.
- An application and detailed landscape irrigation plan will be submitted with the building permit submittal package. All planting and irrigation will be in compliance with the city's Water Efficient Landscape Ordinance.
- Irrigation Controllers shall use weather sensing technology to automatically adjust the irrigation system operation in response to real-time landscape planting demands and daily changes in weather conditions.
- Irrigation Valves shall be aligned with planting types, sun exposure and soil conditions to allow for efficient use of irrigation water in accordance with plant material irrigation requirements, as reflected in the Hydrozone requirements.
- Landscape Trees, Shrubs, Groundcovers have been selected to include Native California Plants, and Mediterranean Climate drought tolerant plant species for the project.
- Landscape and Irrigation Plans, with a Project Compliance Checklist, will be submitted with the Building Permit Application, which will document the landscape and planting design specifications in compliance with the City Ordinances.
- The final construction documents will provide the contractor with an understanding of the design intent for the maintenance of the planting areas regarding care and pruning of the site. The maintenance contractor shall furnish all labor, equipments, materials and supervision required to properly maintain the landscaped areas in an attractive condition and as described in the project maintenance specifications.
- Irrigation system shall be designed to avoid overspray and runoff.
- Each irrigation valve waters only one type of hydrozone.
- Irrigation system shall be designed in accordance with local water efficient landscape ordinance.
- Dedicated irrigation system water meter shall connect to a looped irrigation system supplyline.
- Low precipitation rate irrigation spray heads shall be used wherever planting material and water efficient landscape ordinance will allow.
- High efficiency drip irrigation shall be used wherever practicle within groundcover and shrub areas.
- Dedicated irrigation zones for trees shall be designed with bubbler irrigation.
- Valve box locations shall be in groundcover areas wherever possible.

PROPOSED EQUIPMENT LIST		
DOMESTIC WATER METER—2"	—BY OTHER SECTION OF CONTRACT	
IRRIGATION BACKFLOW PREVENTION DEVICE	—WILKINS—975—XLU—2"	
MASTER CONTROL VALVE	—TORO—220—27—09 —2"	
FLOW SENSOR	—DATA INDUSTRIAL—P220—1"	
FERTIGATION SYSTEM (20 GALLON)	—EZ—FLO—EZ20	
ELECTRIC CONTROLLER ASSEMBLIES	—BASELINE 3200 X—CABINET	
REMOTE CONTROL VALVES	—TORO—P220 SERIES	
DRIP REMOTE CONTROL VALVES	—TORO—P220 SERIES WITH DRIP CONTROL ASSEMBLY	
QUICK COUPLING VALVES	—RAINBIRD—33DRC	
GATE VALVES —LINE SIZE	—SEE DETAIL	
DIGITAL SOIL MOISTURE SENSOR	—BASELINE—BL BISENSOR	
RAIN SENSOR	—TORO—TRS	
FLUSH VALVE	—SEE DETAIL	
PLANTER POT IRRIGATION	—SEE DETAIL	
TREE BUBBLERS	—TORO—FB—100—PC	
IRRIGATION SUPPLYLINE —DOMESTIC SYSTEM	—1120/SCHEDULE 40 PVC PIPE	—24" COVER
IRRIGATION SPRINKLERLINE	—1120/SCHEDULE 40 PVC PIPE	—12" COVER
ELECTRICAL CONDUIT—SIZE AS INDICATED	—1120/SCHEDULE 40 PVC PIPE	—24" COVER
SLEEVING—SIZE AS INDICATED	—1120/SCHEDULE 40 PVC PIPE	—24" COVER
IRRIGATION SUBSURFACE EMITTERLINE	—NETAFIM—TLCV4—12	—4" COVER

# IRRIGATION PERFORMANCE SPECIFICATIONS

The contractor shall include in their bid a proposal to install individual landscape irrigation systems for the street frontage. All proposals shall meet the requirements of the outline specifications below:

## 1. Planting Areas and Method of Irrigation

- Lawn Areas - Lawn areas shall be irrigated with small turf spray sprinklers having a radius capacity of 12' to 15' and a 4" pop-up height. (Rainbird 1800 series.)
- Shrub Areas - Shrub areas shall be irrigated with drip emitters (one per shrub, two per tree).

## 2. Irrigation Equipment

- Point of Connection: A gate valve shall be provided under work of another section. Irrigation demand is not to exceed sixty (60) gallons per minute. Required pressure is 60 P.S.I. or more.
- Remote Control Valves: An electrically activated solenoid control valve shall control each circuit of sprinklers. Size will vary according to gpm demand of circuit. Sizes to be 3/4" through 2". Valves shall be Rainbird ECV series, anti-siphon valves Valve shall be housed in a plastic valve box set flush with grade. Pea gravel shall be installed below valve, 6" deep. Four bricks shall support the plastic valve box at the base of the box, below grade. Solenoid control wire shall be spliced using epoxy-filled waterproof splice packs.
- Controller and Wire: A solid-state controller shall control the operation of the irrigation system. The controller shall be 'Hydro Rain HR 600.' be mounted outdoors on the garage wall. The housing shall be weatherproof. Each controller station will require an underground AWG-UF 14-1 control wire to the valve location. A common wire AWG-UF 12-1 shall be connected to all valves related to a single controller.
- Pipe and Fittings
  - Main line (constant pressure): 2" and smaller pipe shall be plastic PVC 1120 Schedule 40 with plastic PVC Schedule 40 solvent weld fittings, buried 18" deep.
  - Lateral lines (non-constant pressure) to sprinklers: Pipe shall be plastic PVC 1120-200 PSI with plastic Schedule 40 solvent weld fittings, buried 12" deep.
- Sleeving: All pipe under paving shall be housed in a PVC plastic pipe sleeve. Sleeving material shall be 1120-200 P.S.I. PVC plastic pipe of size adequate to accommodate necessary pipes and wiring. Sleeves shall extend beyond walk, curb, or edge of paving. Sleeves shall be installed by concrete subcontractor.
- Wye Strainer: Wye strainer shall be of plastic construction with 150 mesh PVC screen. Strainer shall be placed in a valve box below grade and connected into the lateral line downstream of the drip irrigation remote control valves.
- Trim all spray heads to eliminate overspray onto walks and building. This performance specification is intended as a brief description of the methods of irrigation to be applied to this project. This specification is not intended as a construction document.

L-3.00




KIER+WRIGHT

OCTANE - 2645 & 2655 FAYETTE DR.

IRRIGATION NOTES AND LEGEND

January 23, 2024



CITY OF MOUNTAIN VIEW

WATER BUDGET CALCULATION WORKSHEET - ELECTRONIC

[1]

Project Site Address:

Please Note: A Water Budget Calculation Worksheet is required ONLY if:

(1) High-water-use plants are included in the landscaped area, and/or

(2) Less than 80% of the landscape area is planted with California Native and/or low-water-use plants

SECTION A. MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

Table A-1. Hydrozone Area Information

[2]

Enter Data Here

[3]

Enter Data Here

[4]

Enter Data Here

[5]

Enter Data Here

Hydrozone Label	Plant Water Use Type	Plant Type	Hydrozone Area (square feet)
Low water areas	Low	Ornamental Planting	2,722
Moderate water areas	Mixed (Mod / Low)	Ornamental Planting	722
Water Feature	High (Water Feature)	Water Feature	20
Spa	High (Water Feature)	Spa	180

[6]

Summary of Hydrozone Area Information

Summary Area	Area (square feet)
Sum of Low-Water-Use Areas	2,722
Sum of Moderate & Mixed-Water-Use Areas	722
Sum of High-Water-Use Areas	200
Sum of Special Landscape Areas	0
Sum of all Landscape Areas	3,644

[7]

Maximum Applied Water Allowance =

43,717

gallons per year.

SECTION B. ESTIMATED TOTAL WATER USE (ETWU)

Table B-1. Plant Factor and Irrigation System Information

[1]

[1]

[1]

[2]

[1]

[3]

Enter Data Here

[4]

Hydrozone Label	Plant Water Use Type	Plant Type	Plant Factor (PF)	Hydrozone Area (HA) square feet	Irrigation Method	Irrigation Efficiency (IE)	ETWU (gall/yr)
Low water areas	Low	Ornamental Planting	0.3	2,722	Drip	0.81	26,877
Moderate water areas	Mixed (Mod / Low)	Ornamental Planting	0.5	722	Drip	0.81	11,882
Water Feature	High (Water Feature)	Water Feature	0.8	20	Spray	0.75	427
Spa	High (Water Feature)	Spa	0.8	180	Spray	0.75	3,839

[5]

Hydrozone areas, irrigation methods and efficiencies are entered where required:

OK

[6]

Estimated Total Water Use =

43,025

gallons/year

[7]

SECTION C. COMPARISON OF ETWU AND MAWA

The calculated ETWU may not exceed the calculated MAWA.

MAWA=

43,717

≥

ETWU =

43,025





[from Section A]

[from Section B]

[8]

Congratulations! Your electronic Water Budget Calculation Worksheet is complete.

Please print Sections A, B & C and submit them with your application.



OCTANE - 2645 & 2655 FAYETTE DR.

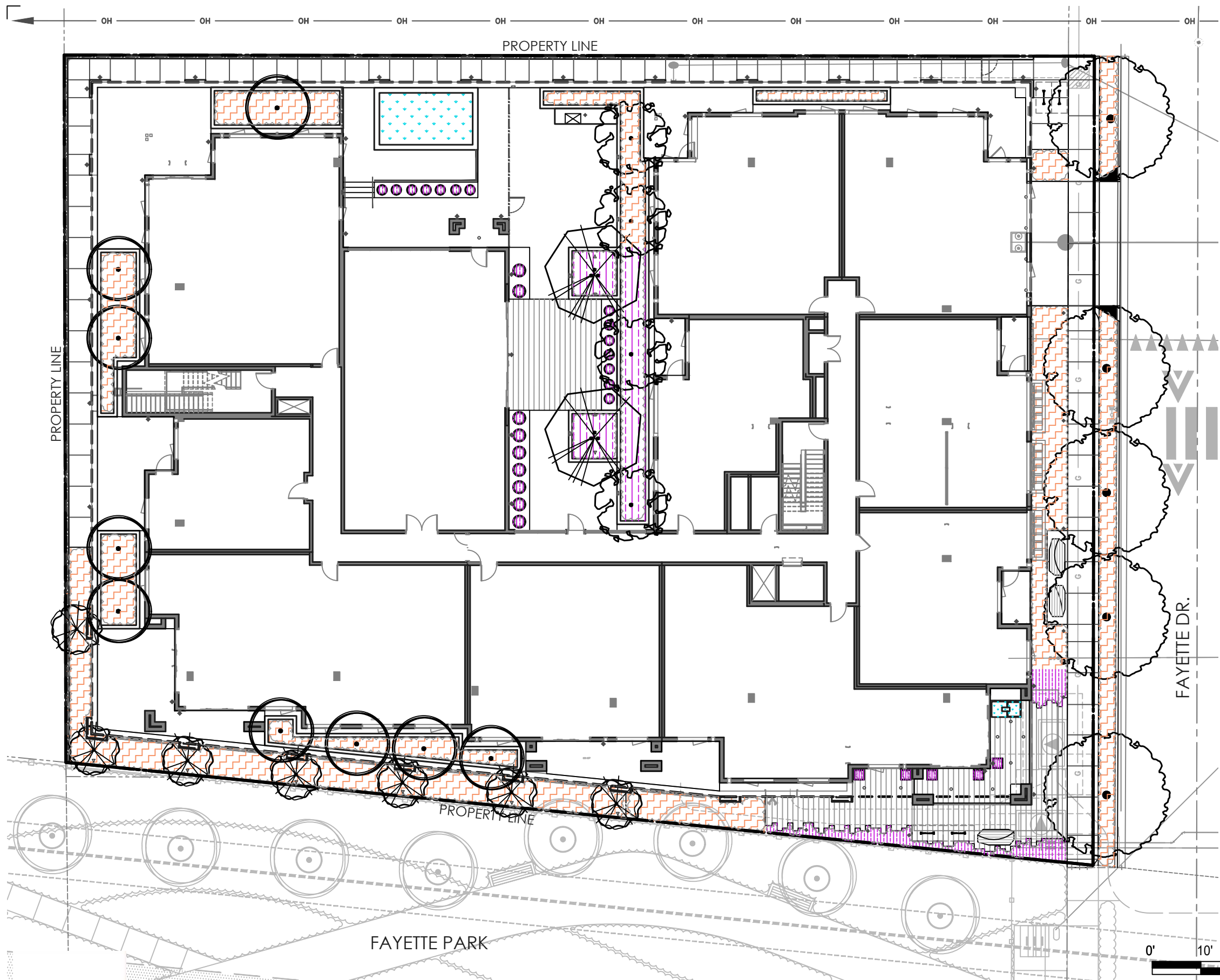
WATER BUDGET

January 23, 2024

L-3.01

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.

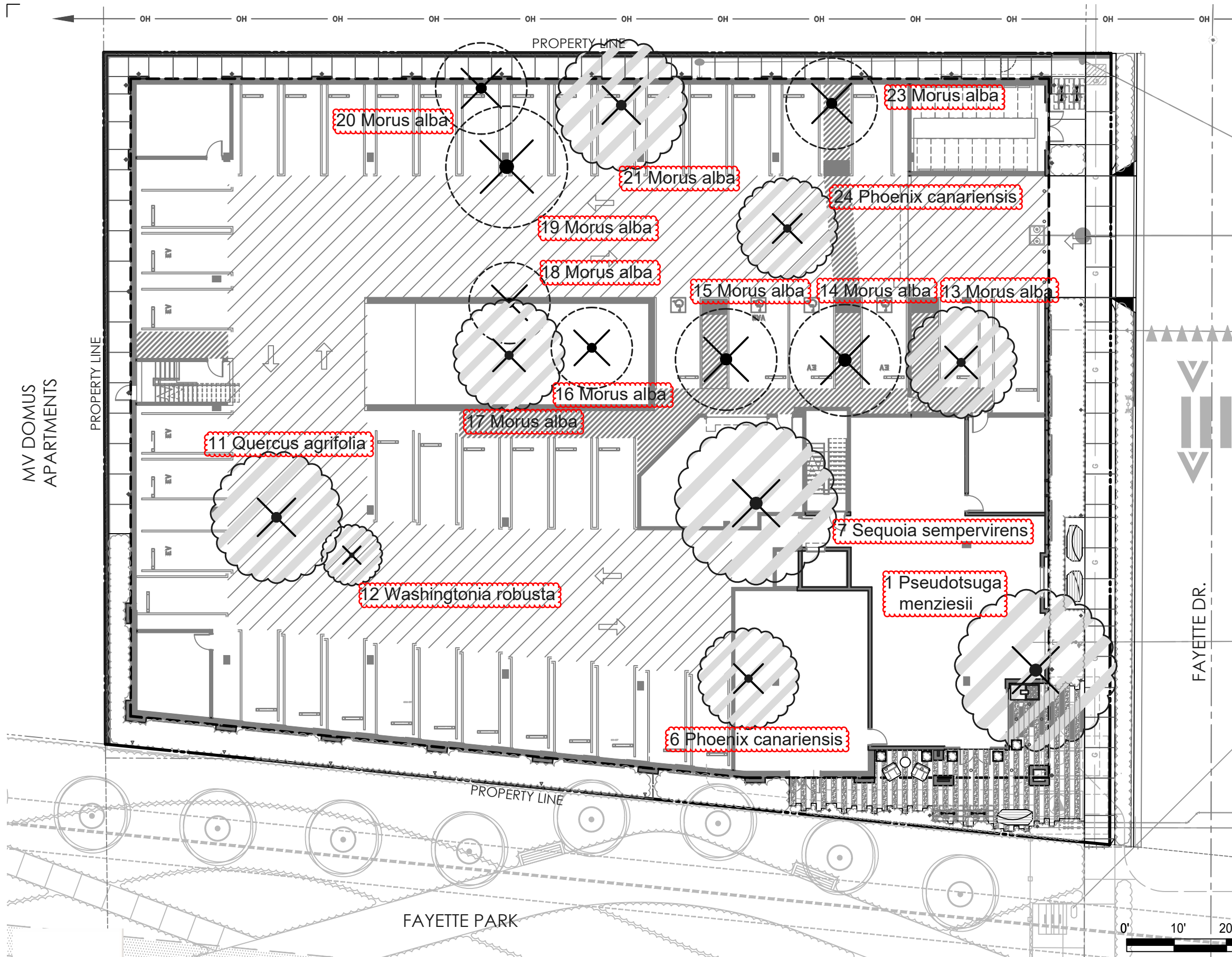




## HYDROZONE LEGEND

KEY	WUCOLS Category	AREA (sf) SITE + PODIUM
	Very Low Water Use	0 SF
	Low Water Use	2,722 SF
	Medium Water Use	722 SF
	High Water Use	0 SF
	Special Landscape Area	200 SF
	Total Landscape Area	3,644 SF





## TREE DISPOSITION LEGEND

KEY	TYPE	QTY
	EXISTING TREE TO REMAIN	0
	EXISTING HERITAGE TREE TO BE REMOVED	9
	EXISTING TREE TO BE REMOVED	7

REPLACEMENT RATIO:  
9 HERITAGE TREES REMOVED  
x 2 2:1 MITIGATION RATIO  
= 18 REPLACEMENT TREES REQUIRED

7 NON-HERITAGE TREES REMOVED  
x 1 1:1 MITIGATION RATIO  
= 7 REPLACEMENT TREES REQUIRED

25 TOTAL REPLACEMENT TREES REQUIRED  
27 REPLACEMENT TREES PROPOSED

Note:  
Refer to Planting Palette, sheet L-2.00, and Planting Plan, sheets L-2.1 and L-2.2, for tree mitigation quantities and location.

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



TREE SURVEY DATA

Address: 2645/2655 Fayette Dr Mountain View, CA 94040  
Inspection Date: 8/3/2023

Revision Date: 1/11/2024

KEY	Health	Structure
Good-G	excellent, vigorous	flawless
Fair - Good-FG	no significant health concerns	very stable
Fair-F	declining; measures should be taken to improve health and appearance	routine maintenance needed
Fair - Poor-FP	in decline: significant health issues	mitigation needed, it may or may not preserve this tree
Poor-P	dead or near dead	hazard

TAG NO.	COMMON NAME	BOTANICAL NAME	CIRCUMFERENCE OF TRUNK AT 54"	H'/W'	HEALTH	STRUCTURE	PROTECTED (X)	TREE DISPOSITION	NOTES, RECOMMENDATIONS
1	Douglas Fir	<i>Pseudotsuga menziesii</i>	91.06"	72'/35'	FP	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
2	removed								removed prior to my inspection on 8/3/2023
3	removed								removed prior to my inspection on 8/3/2023
4	removed								removed prior to my inspection on 8/3/2023
5	removed								removed prior to my inspection on 8/3/2023
6	Canary Island Palm	<i>Phoenix canariensis</i>	91.06"	40'/18'	F	FP	x	D	RR, removal due to construction limits, tree will not survive construction impacts
7	Coast redwood	<i>Sequoia sempervirens</i>	182.12"	95'/45'	FG	FG	x	D	RR, removal due to construction limits, tree will not survive construction impacts
8	removed								removed prior to my inspection on 8/3/2023
9	removed								removed prior to my inspection on 8/3/2023
10	removed								removed prior to my inspection on 8/3/2023
11	Coast Live Oak	<i>Quercus agrifolia</i>	84.78"	40'/45'	FG	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
12	Mexican Fan Palm	<i>Washingtonia robusta</i>	78.5"	65'/12'	F	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
13	White Mulberry	<i>Morus alba</i>	47.1"	38'/40'	F	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
14	White Mulberry	<i>Morus alba</i>	37.68"	30'/30'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
15	White Mulberry	<i>Morus alba</i>	40.82"	35'/28'	fp	F		D	RR, removal due to construction limits, tree will not survive construction impacts
16	White Mulberry	<i>Morus alba</i>	39.25"	40'/25'	fp	F		D	RR, removal due to construction limits, tree will not survive construction impacts
17	White Mulberry	<i>Morus alba</i>	56.52"	42'/35'	F	FP	x	D	RR, removal due to construction limits, tree will not survive construction impacts
18	White Mulberry	<i>Morus alba</i>	28.26"	40'/25'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
19	White Mulberry	<i>Morus alba</i>	40.82"	40'/30'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
20	White Mulberry	<i>Morus alba</i>	31.4"	40'/28'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
21	White Mulberry	<i>Morus alba</i>	53.38"	38'/30'	FP	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
22	removed								removed prior to my inspection on 8/3/2023
23	White Mulberry	<i>Morus alba</i>	43.96"	35'/30'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
24	Canary Island Palm	<i>Phoenix canariensis</i>	84.78"	40'/22'	F	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
25	removed								removed prior to my inspection on 8/3/2023

A = Retain, condition warrants long-term preservation	0
B = Preservable, tree is a benefit and may be worthy of extensive effort or design accommodation.	0
C = May be preservable but is not worthy of extensive effort or design accommodation.	0
D= Recommend removal due to existing condition and/or structure/construction limits	16
TOTAL TREES	16
PROTECTED TOTAL	9

TREE SURVEY DATA

TAG NO.	COMMON NAME	BOTANICAL NAME	CIRCUMFERENCE OF TRUNK AT 54"	H'/W'	HEALTH	STRUCTURE	PROTECTED (X)	TREE DISPOSITION	NOTES, RECOMMENDATIONS
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KEY TO ACRONYMS

DWR - Dead Wood Removal pruning recommended.  
EWR - End Weight Reduction: pruning to remove weight from limb ends, thus reducing the potential for limb failure(s).  
RCE - Root Collar Excavation: excavating a small area around a tree that is currently buried by soil or refuse above buttress roots, usually done with a hand shovel.  
SP - Structural pruning - removal of selected non-dominant leaders in order to balance the tree.  
CD - Codominant Leader, two leaders with a narrow angle of attachment and prone to failure.  
LCR-Live Crown Ratio.  
RR - Recommend Tree Removal based upon Health or Structure of tree.  
Prop - Steel prop in concrete footing recommended to help support a tree/limb.  
Cable - Recommend a steel cable(s) be installed to help support a weakly attached limb(s).

TREE ORDINANCE

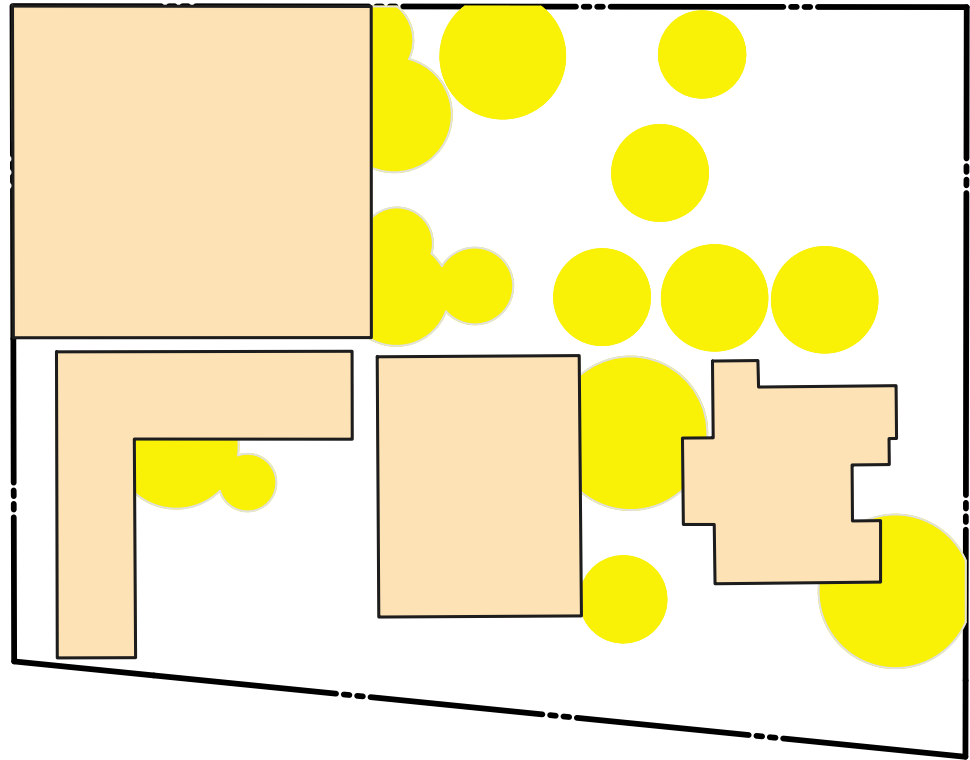
Mountain View's City Code Chaper 32, Article II, defines a "Heritage Tree" as any tree that has a trunk with a circumference of forty-eight inches (48") or more measured at fifty-four inches (54") above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Three species, quercus (oak), sequoia (redwood) or cedrus (cedar) are considered "Heritage" if they have a circumference of twelve inches (12") measured at fifty-four inches (54") above natural grade.

Common Name		Latin Name
Douglas fir		<i>Pseudotsuga menziesii</i>
Coast live oak		<i>Quercus agrifolia</i>
Canary Island palm		<i>Phoenix canariensis</i>
Coast redwood		<i>Sequoia sempervirens</i>
White mulberry		<i>Morus alba</i>
Mexican fan palm		<i>Washingtonia robusta</i>

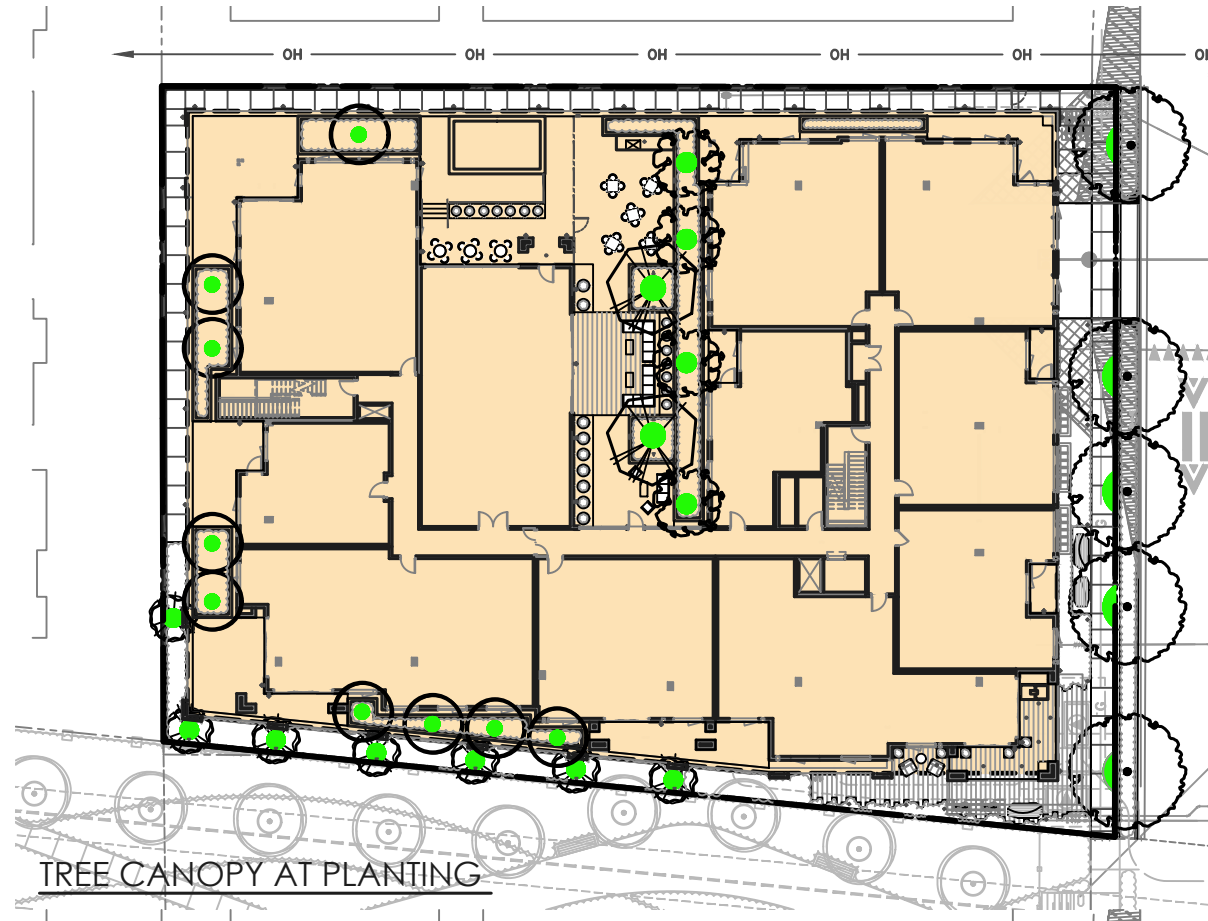
Disclaimer: Urban Tree Management locates our Tree Inventory Numbers in *approximate* locations, for visual reference only. Field verification of tree locations and tree numbers is required before *any* actions are taken. Trunk diameters, locations, and species are not necessarily accurate on topographic maps. Urban Tree Management, Inc. does not create topographic survey maps and cannot be held liable for information therein.







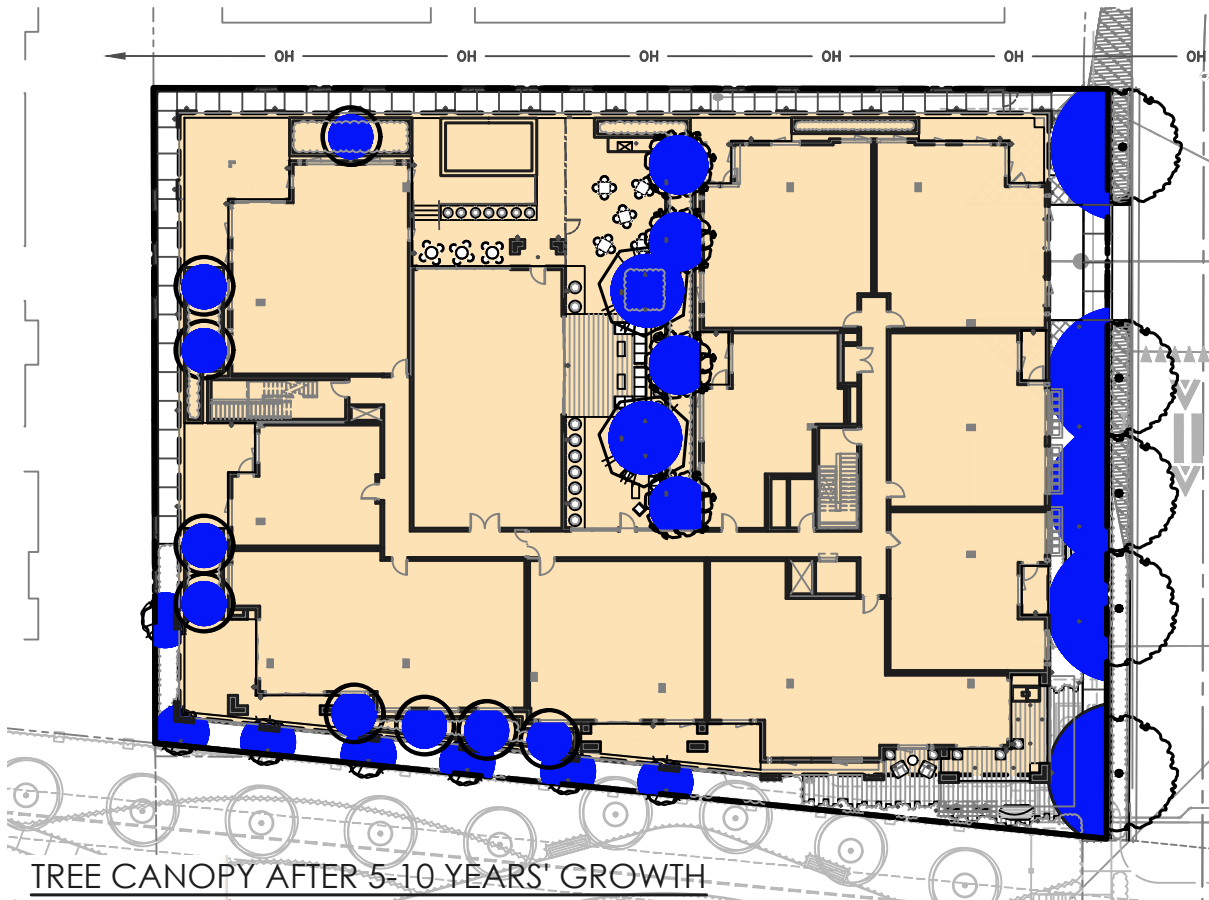
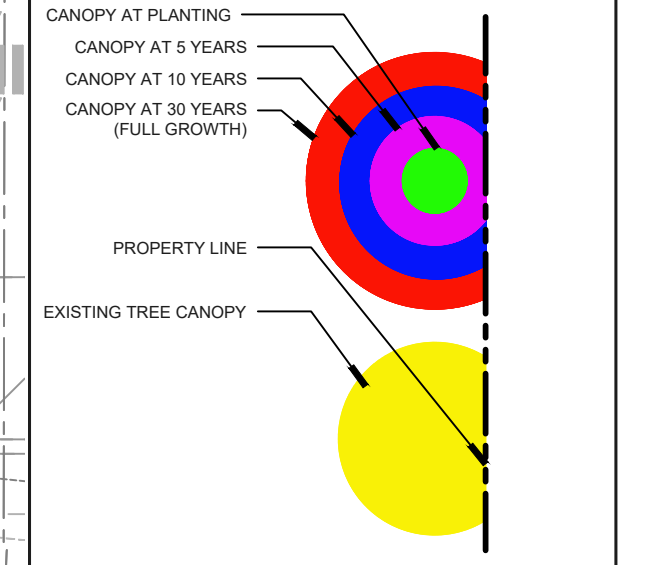
TREE CANOPY OF EXISTING SITE



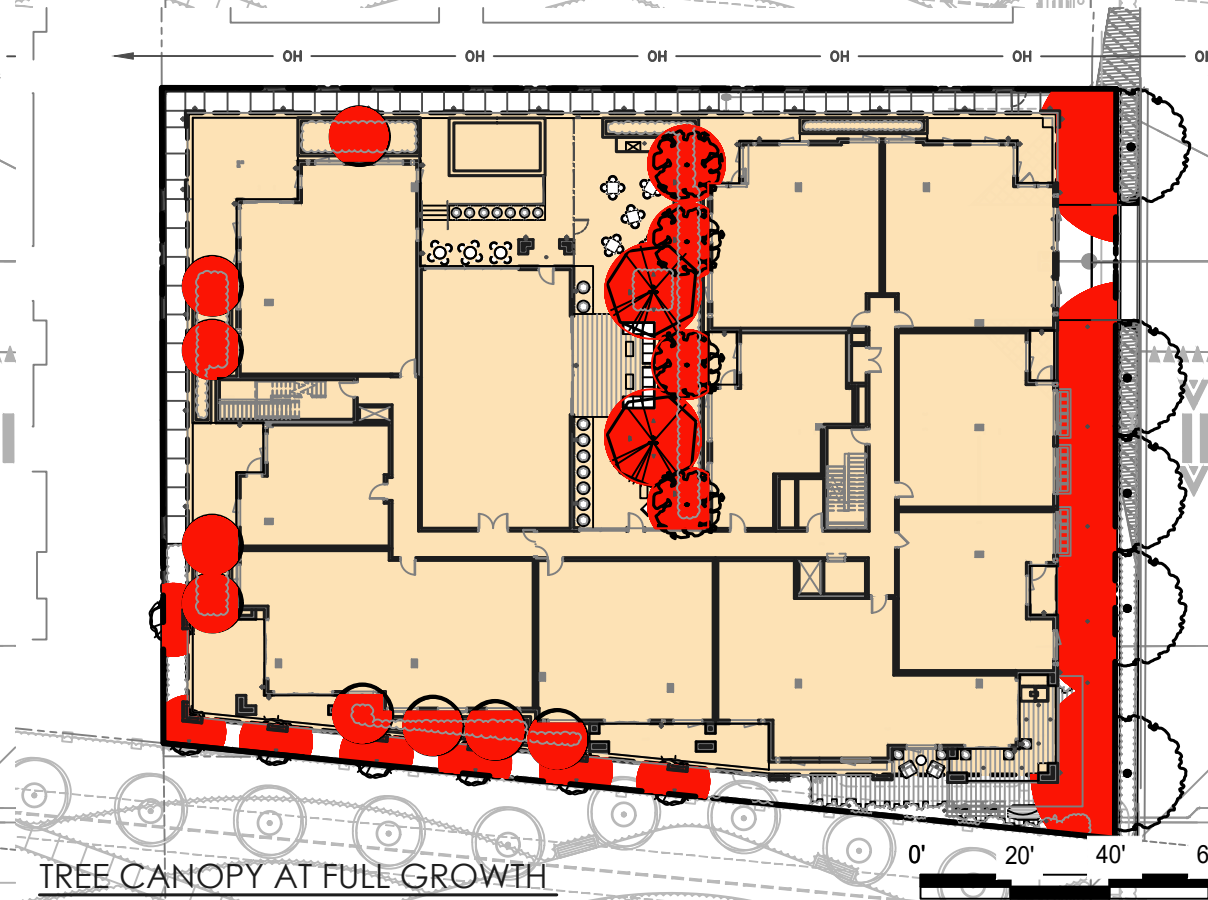
TREE CANOPY AT PLANTING

## TREE CANOPY TABLE AND LEGEND

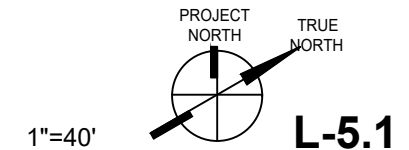
CATEGORY	AREA (SF)	% SITE
SITE AREA	29,046	100%
CANOPY AT EXISTING TO REMOVE	5,104	17.6%
CANOPY AT EXISTING TO REMAIN	0	0.0%
CANOPY AT PLANTING	301	1.0%
CANOPY AT 5 YEARS	1,408	4.8%
CANOPY AT 10 YEARS	3,053	10.5%
CANOPY AT FULL GROWTH	4,507	15.5%



TREE CANOPY AFTER 5-10 YEARS' GROWTH



TREE CANOPY AT FULL GROWTH



**L-5.1**





Acer palmatum  
(Japanese Maple)



Cercis occidentalis  
(Western Redbud)



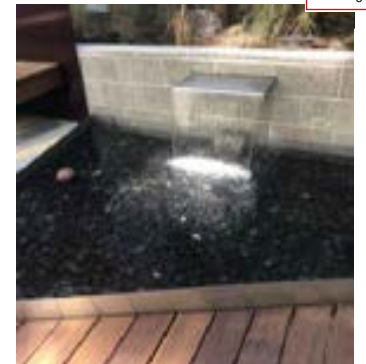
BBQ Island and Community Table



Planter Pots



Entry Fountain



Entry Fountain



Acer rubrum  
(Red Maple)



Prunus sargentii 'Columnus'  
(Columnar Sargent Cherry)



Laurus nobilis  
(Saratoga Laurel)



Good Neighbor Fence



Wave Bench



Serrated Planting Edge



Lagerstroemia indica  
(Crape Myrtle)



Hospitality Seating



Raised Planter



In-ground Lighting



Spa Wall



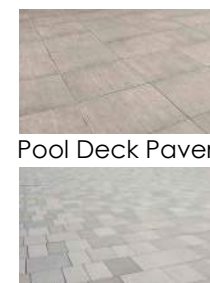
Bike Racks



Glass Fence



Pool Bamboo Deck



Pool Deck Pavers



Decorative Cobble



Walkway Pavers



Striped Accent Paving



Accent Wall




















Accent Wall











**L-6.1**

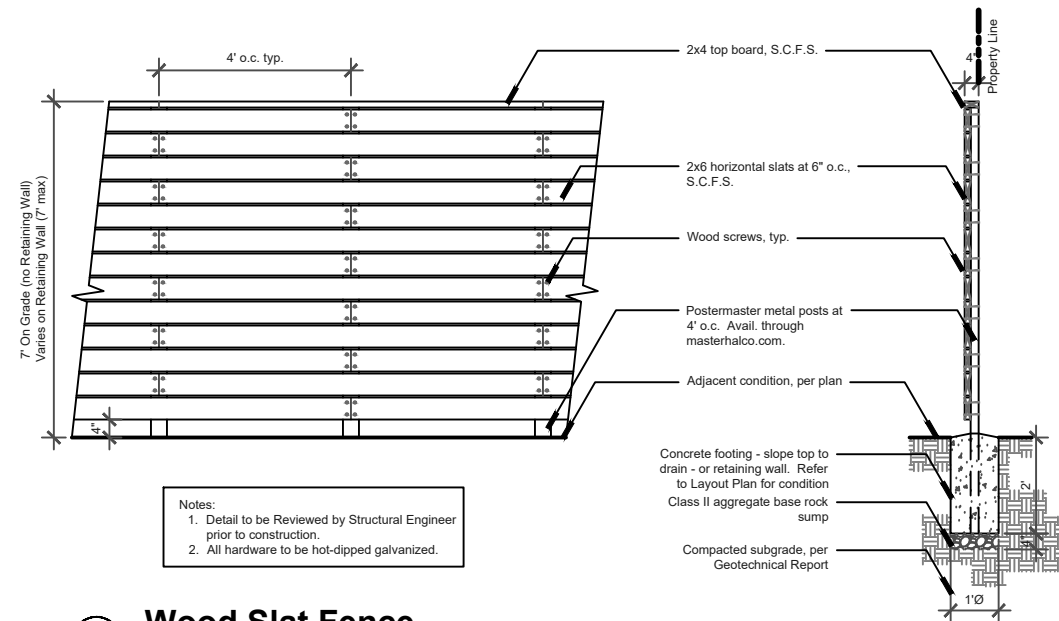


Color and Finish Schedule - Site

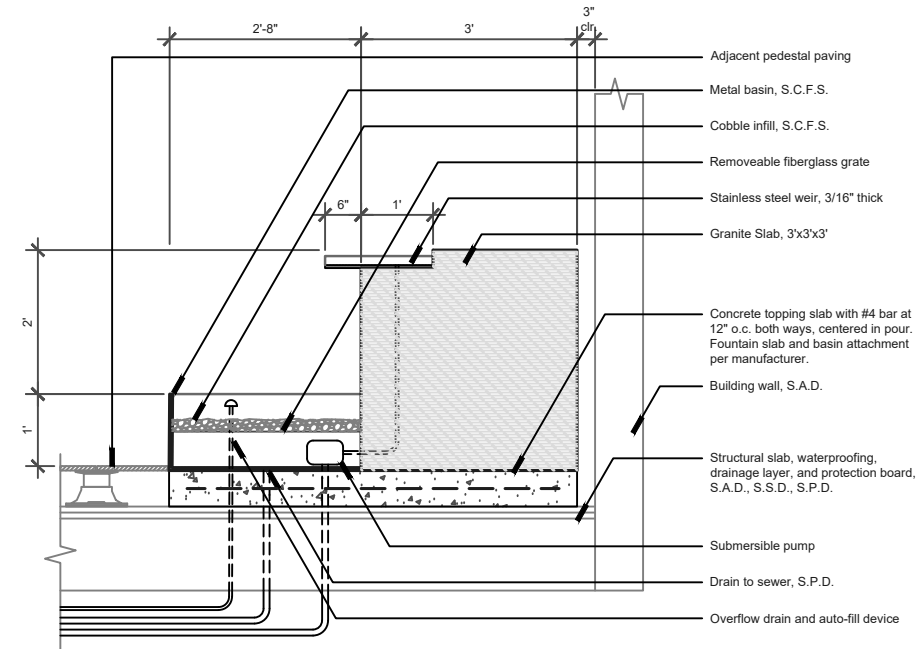
KEY	GRAPHIC	TYPE	SPEC	DIMENSIONS	COLOR / FINISH	MANUFACTURER	NOTES / QUANTITY	SUBMITTAL	SHOP DRAWINGS	IMAGE
PAVING										
Concrete Paving - Pedestrian and Vehicular										
		1	City Standard Sidewalk	Dimensions per plan Section per details	Color: Natural Gray Finish: Medium Broom Finish		Vehicular paving sections per Civil Engineer, S.C.D.	Required		
		2	Decorative Concrete	Dimensions per plan Section per details	Color: Pewter 860 Finish: Topcast #05	DAVIS Colors, 800.800.6856		Required		Pewter 860
Striped Stone Paving										
		1	Natural Granite Pavers	12"x24" nominal 20mm thick	Color: White Finish: Thermal Pattern: Running bond	All Natural Stone, 408.544.9600	For on-structure conditions, install on fiberglass grate and pedestals, (6) per tile.  Refer to Layout Plans for pattern layout.	Required	Required	
		2	Natural Granite Pavers	12"x24" nominal 20mm thick	Color: Salt & Pepper Finish: Thermal Pattern: Running bond			Required	Required	
		3	Natural Granite Pavers	12"x24" nominal 20mm thick	Color: Black Finish: Thermal Pattern: Running bond			Required	Required	
Pedestal System										
		Pedestal	Bison Versadjust System	Pedestal Height:		Bison Innovative Products, Contact:	Install per manufacturer spec's. Refer to details.	Required	Required	
		Fiberglass Grate	FiberGrate Mesh Grate	As needed		Grainger	Install where noted, per manufacturer spec's. Refer to details.	Required	Required	
Decorative Gravel										
			La Paz cobble	1/2"-1" dia.	La Paz, Gray	Lyngso Garden Materials, 650.364.1730		Required		
WALLS / FENCES / RAILINGS										
Fences and Gates										
		Perimeter Fence	Wood slat fence	7" tall max. - Refer to Grading Plans	Western Red Cedar with clear sealant			Required	Required	
Walls										
		Perimeter Wall	Cast in Place concrete wall	S.C.D. for height	Color: Pebble 641 Finish: Smooth Provide 1/2" chamfer, 45° at corners	DAVIS Colors, 800.800.6856		Required		Pebble 641
FURNITURE										
Planter Pots										
		1	RZ-60	20.9" square, 23.6" height 88 lbs (not incl. soil weight)	Color: Gray Texture: T14	Atelier Vierkant, 877.796.0647, info@ateliervierkant.com	Qty: Allow time for manufacture and delivery	Required		
Bike Rack										
			SCBR 1600-DB Embedded mount		Finish: Black Finetex, fine textured	Maglin Site Furniture 800.716.5506.	Qty:	Required		
Trash Receptacle										
			Monsoon Bin - LB8 Slots	20 1/4" dia. x 38 3/4"H	Color: Powdercoat Color TBD	Spruce & Gander, Contact: Suzanne Anderson,	Qty:	Required	Required	
Bench										
		Wave Bench	Ohio Bench, Custom	Per details	Wood: Western Red Cedar Sealant: Clear, per details	Mark Richey Woodworking, Contact Pam Fullerton 978.499.3800.	Qty: Allow time for manufacture and delivery	Required	Required	
SPECIAL CONSTRUCTION										
Water Feature										
		Metal Basin	Black Anodized Aluminum	1/4" thick				Required	Required	
		Stone Slab	Natural Granite	3'x3'x3" slab	Black, Thermal	Stone Forest www.stoneforest.com		Required		
		Decorative Cobble	La Paz cobble	1/2"-1" dia.	La Paz, Gray	Lyngso Garden Materials, 650.364.1730		Required		
		Fountain System	Submersible pump, overflow drain, and auto-fill aparatus			Roman Fountains		Required		

Color and Finish Schedule - Podium

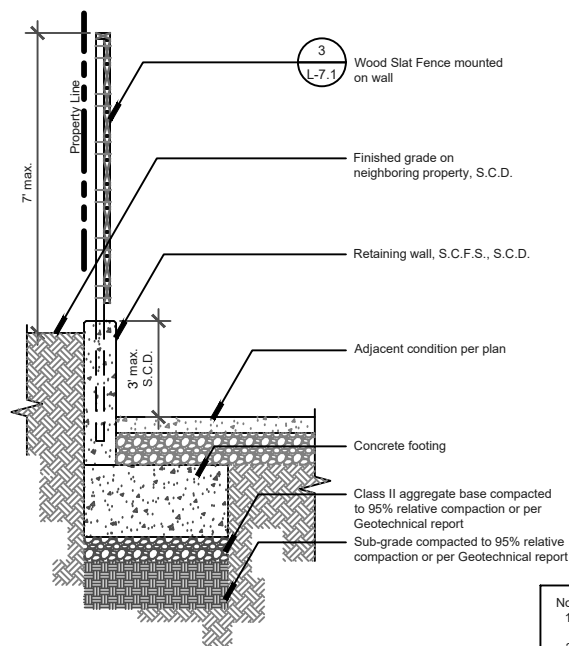
KEY	GRAPHIC	TYPE	SPEC	DIMENSIONS	COLOR / FINISH	MANUFACTURER	NOTES / QUANTITY	SUBMITTAL	SHOP DRAWINGS	IMAGE
PAVING										
Concrete Paving										
			Concrete Stair	Dimensions per plan Section per details	Color: Pewter to match Accent Pavers Finish: Smooth Trowel	DAVIS Colors, 800.800.6856		Required		
Precast Unit Pavers										
		1	12x24" Precast Paver	11-3/4" x 23-3/4" Pedestrian: 60mm	Color: Pewter Pattern: Running bond	Acker-stone Contact: Mike Cook, 951.674.0047		Required		
Porcelain Pavers										
			Porcelain Tile - CM2 Pietre Naturali High-Tech	24"x24" nominal 20mm thick	Color: Pietra Piasentina Pattern: Stacked bond	Eurowest, Contact: Tina Bianchi, 495.652.6524	Install on fiberglass grate and pedestals, refer below. (4) pedestals per tile.	Required		
Striped Stone Paving										
		1	Natural Granite Pavers	12"x24" nominal 20mm thick	Color: White Finish: Thermal Pattern: Running bond	All Natural Stone, 408.544.9600	Install on fiberglass grate and pedestals, refer below. (6) pedestals per tile.  Refer to Layout Plans for pattern layout.	Required	Required	
		2	Natural Granite Pavers	12"x24" nominal 20mm thick	Color: Salt & Pepper Finish: Thermal Pattern: Running bond			Required	Required	
Bamboo Decking										
			Bison Bamboo Tiles	24"x24" nominal	Type: Bamboo Finish: Smooth Pattern: Running bond	Bison Innovative Products, Contact:	Install on pedestals, refer below. (4) pedestals per tile.	Required	Required	
Pedestal System										
		Pedestal	Bison Versadjust System	Pedestal Height:		Bison Innovative Products, Contact:	Install per manufacturer spec's. Refer to details.	Required	Required	
		Fiberglass Grate	FiberGrate Mesh Grate	As needed		Grainger	Install where noted, per manufacturer spec's. Refer to details.	Required	Required	
Decorative Gravel										
			La Paz cobble	1/2"-1" dia.	La Paz, Gray	Lyngso Garden Materials, 650.364.1730		Required		
WALLS / FENCES / RAILINGS										
Fences and Gates										
		Pool Fence, Gate	Kinslo Glass Fence	5'-6" tall - Refer to Fine Grading Plans	Tempered glass panels with 3x3" steel posts and top/bottom rail, per details	Kinslo, Contact: Al Aljilani, 714.568.1598,	Engineered per manufacturer.	Required	Required	
Walls										
		Planter Walls	CMU with Brick Veneer	Thin Veneer, per architect 8x16x8" standard block	Color and finish to match building	Per architect		Required		
FURNITURE										
Planter Pots										
		1	RZ-90	32.3" square 35.4" height 275 lbs (not incl. soil weight)	Color: White Texture: T14	Atelier Vierkant, 877.796.0647, info@ateliervierkant.com	Qty: Allow time for manufacture and delivery	Required		
		2	RZ-60	20.9" square, 23.6" height 88 lbs (not incl. soil weight)	Color: White Texture: T14		Qty: Allow time for manufacture and delivery	Required		
SPECIAL CONSTRUCTION										
Raised Spa										
		Coping	Single Bullnose CC-SBN	12"x24"x2"	Davis Pewter #860, Sand	Kay-Tee Products, 707-576-1018		Required	Required	
		Waterline Tile	Coastal Keystones Porcelain Mosaic Tile	6" Wide Band	Tropical Thunder Blend CK88	Daltile		Required		
		Exterior Tile	Articulo Glazed Ceramic Tile	6x18x3/8" thick	Editorial White Rectangle Wave AR06 Finish: Matte		Install on exposed exterior of raised spa	Required		
Barbeque Island										
		Grill	PGS-T Series Commercial 39-Inch Built-In Natural Gas Grill With Timer - S36TNG	Cutout: 36 1/2"W x 23"D x 9.5"H		The BBQ Guys, 877.743.2269	Note: To meet ADA requirements	Required		
		Counter	Chromica by Dekton	3 cm thick to 3" at edges	Industrial Collection - Portum	Dekton, Contact: Consentino San Francisco, 415.355.9639	Eased edges	Required	Required	
		Cabinets, Frame	Brown Jordan	Per details	Color: Painted to match building	Brown Jordan		Required	Required	



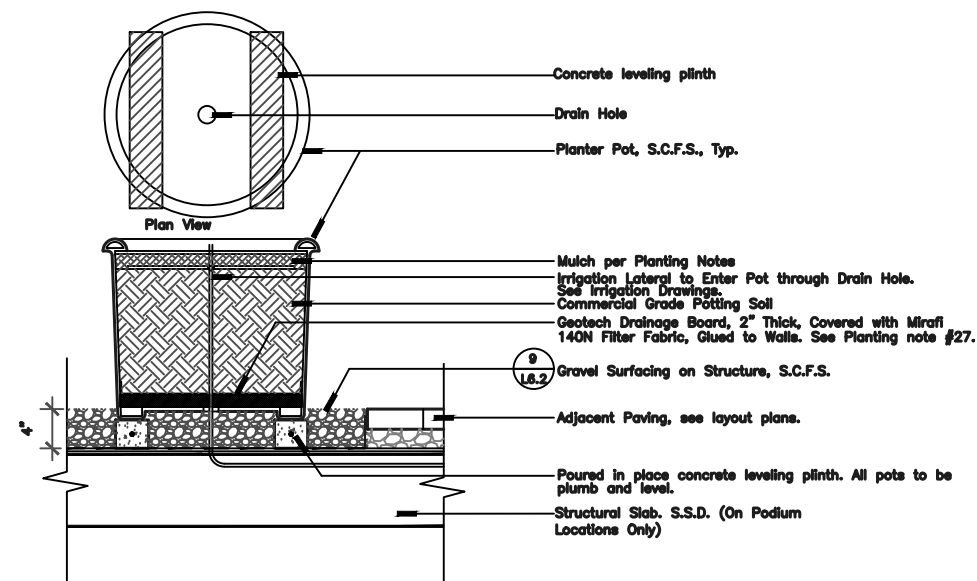
3 Wood Slat Fence  
Scale: 1/4" = 1'-0"



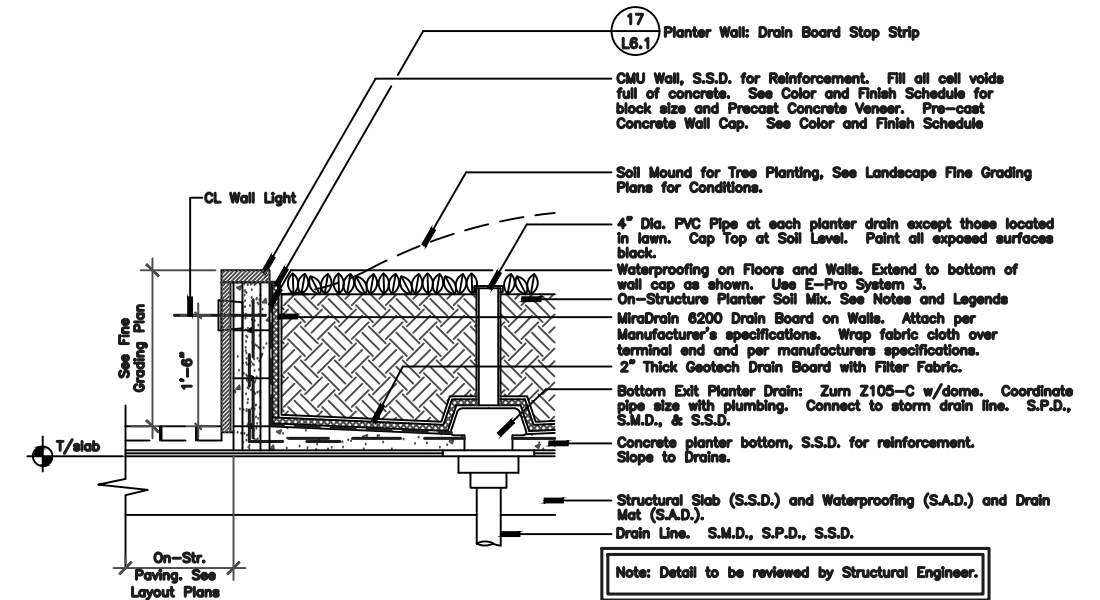
1 Lobby Entry Fountain  
Scale: 3/4" = 1'-0"



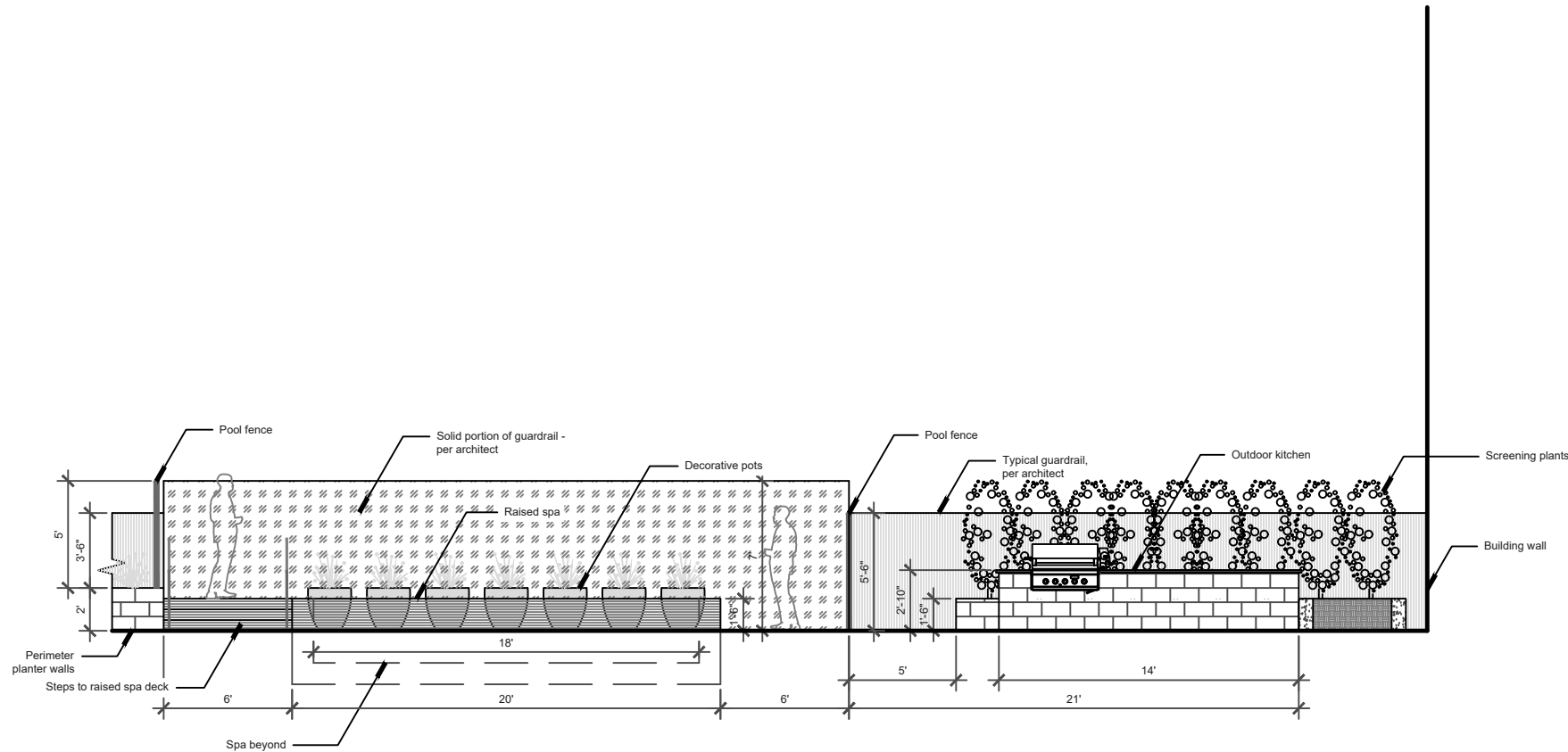
4 Wood Slat Fence on Retaining Wall  
Scale: 1/4" = 1'-0"



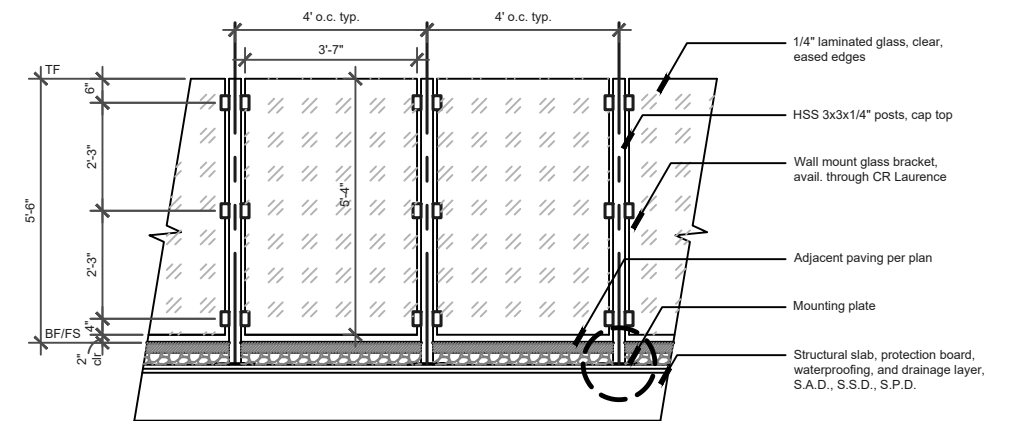
2 Planter Pot on Cobble On-Structure  
Scale: 3/4" = 1'-0"



1 Planter Wall On-Structure  
Not to Scale



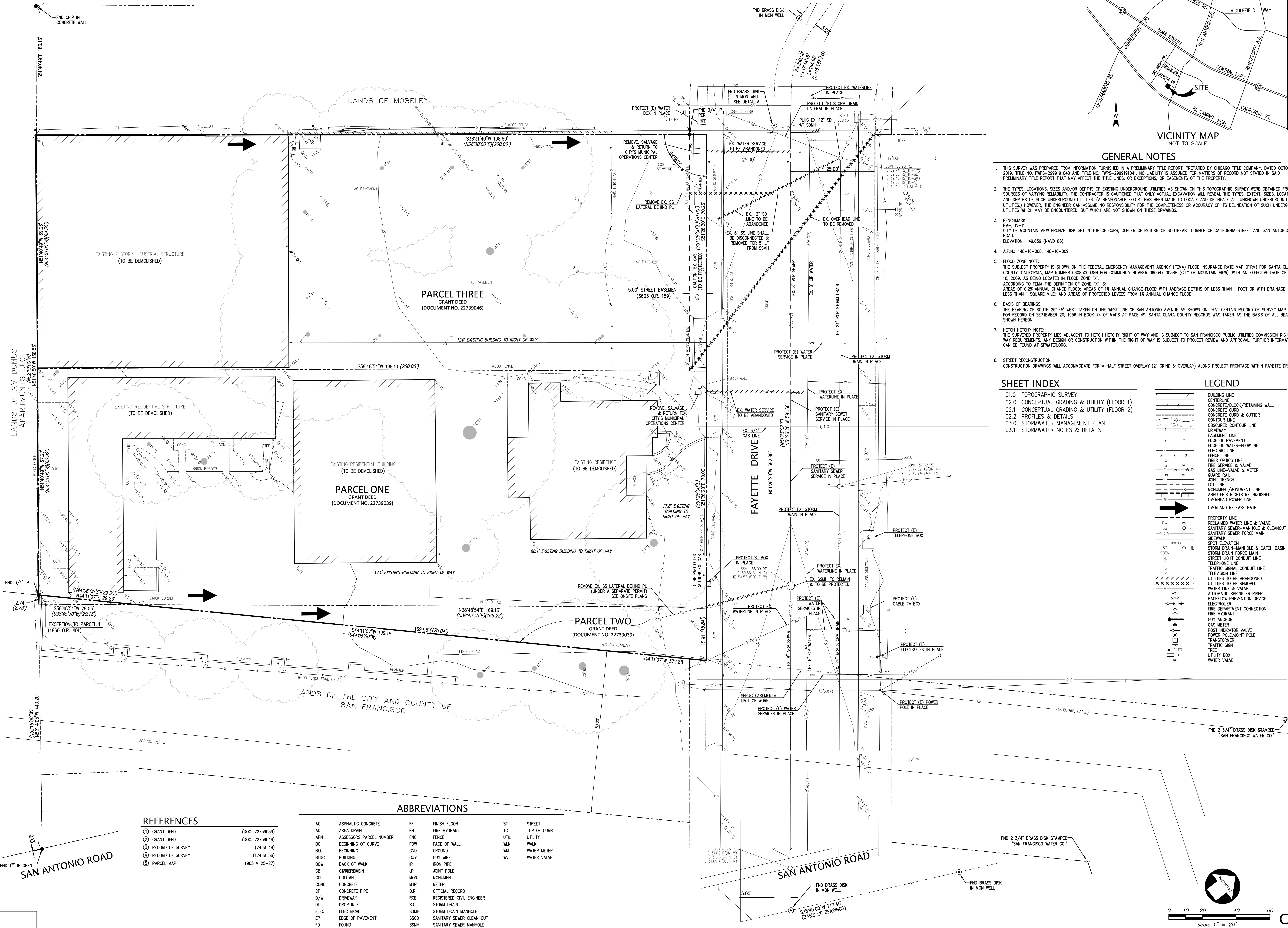
3 Podium Spa Elevation  
Scale: 1/4" = 1'-0"



- NOTES:
1. Contractor to supply complete shop drawings to Landscape Architect for review prior to construction.
  2. All exposed metal to be painted except for hardware. See Color and Finish Schedule.

2 Glass Pool Fence  
Scale: 1/4" = 1'-0"





VICINITY MAP  
NOT TO SCALE

GENERAL NOTES

- THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY CHICAGO TITLE COMPANY, DATED OCTOBER 2, 2019, TITLE NO. FWS-289191040 AND TITLE NO. FWS-289191041. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
- THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL UNKNOWN UNDERGROUND UTILITIES.) HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- BENCHMARK:  
BM-: IV-11  
CITY OF MOUNTAIN VIEW BRONZE DISK SET IN TOP OF CURB, CENTER OF RETURN OF SOUTHEAST CORNER OF CALIFORNIA STREET AND SAN ANTONIO ROAD.  
ELEVATION: 49.659 (NAVD 88)
- A.P.N.: 148-16-008, 148-16-009
- FLOOD ZONE NOTE:  
THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR SANTA CLARA COUNTY, CALIFORNIA, MAP NUMBER 06085C0038H FOR COMMUNITY NUMBER 060347 0038H (CITY OF MOUNTAIN VIEW), WITH AN EFFECTIVE DATE OF MAY 18, 2009, AS BEING LOCATED IN FLOOD ZONE "X".  
ACCORDING TO FEMA THE DEFINITION OF ZONE "X" IS:  
AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS OF PROTECTED LEVELS FROM 1% ANNUAL CHANCE FLOOD.
- BASES OF BEARINGS:  
THE BEARING OF SOUTH 25° 45' WEST TAKEN ON THE WEST LINE OF SAN ANTONIO AVENUE AS SHOWN ON THAT CERTAIN RECORD OF SURVEY MAP FILED FOR RECORD ON SEPTEMBER 20, 1956 IN BOOK 74 OF MAPS AT PAGE 49, SANTA CLARA COUNTY RECORDS WAS TAKEN AS THE BASIS OF ALL BEARINGS SHOWN HEREON.
- HATCH HATCHY NOTE:  
THE SURVEYED PROPERTY LIES ADJACENT TO HATCH HATCHY RIGHT OF WAY AND IS SUBJECT TO SAN FRANCISCO PUBLIC UTILITIES COMMISSION RIGHT OF WAY REQUIREMENTS. ANY DESIGN OR CONSTRUCTION WITHIN THE RIGHT OF WAY IS SUBJECT TO PROJECT REVIEW AND APPROVAL. FURTHER INFORMATION CAN BE FOUND AT SF.WATER.ORG.
- STREET RECONSTRUCTION:  
CONSTRUCTION DRAWINGS WILL ACCOMMODATE FOR A HALF STREET OVERLAY (2" GRIND & OVERLAY) ALONG PROJECT FRONTAGE WITHIN FAYETTE DRIVE.

SHEET INDEX

- C1.0 TOPOGRAPHIC SURVEY
- C2.0 CONCEPTUAL GRADING & UTILITY (FLOOR 1)
- C2.1 CONCEPTUAL GRADING & UTILITY (FLOOR 2)
- C2.2 PROFILES & DETAILS
- C3.0 STORMWATER MANAGEMENT PLAN
- C3.1 STORMWATER NOTES & DETAILS

LEGEND

- BUILDING LINE
- CENTERLINE
- CONCRETE/BLOCK/RETAINING WALL
- CONCRETE CURB
- CONCRETE CURB & GUTTER
- CONTOUR LINE
- DRIVEWAY
- EASEMENT LINE
- EDGE OF PAVEMENT
- EDGE OF WATER-FLOWLINE
- ELECTRIC LINE
- FENCE LINE
- FIBER OPTICS LINE
- FIRE SERVICE & VALVE
- GAS LINE-VALVE & METER
- GUARD RAIL
- JOINT TRENCH
- LOT LINE
- MONUMENT/MONUMENT LINE
- ABUTTER'S RIGHTS RELINQUISHED
- OVERHEAD POWER LINE
- OVERLAND RELEASE PATH
- PROPERTY LINE
- RECLAIMED WATER LINE & VALVE
- SANITARY SEWER-MANHOLE & CLEANOUT
- SANITARY SEWER FORCE MAIN
- SEWAGE
- SPOT ELEVATION
- STORM DRAIN-MANHOLE & CATCH BASIN
- STORM DRAIN FORCE MAIN
- STREET LIGHT CONDUIT LINE
- TELEPHONE LINE
- TRAFFIC SIGNAL CONDUIT LINE
- UTILITIES TO BE ABANDONED
- UTILITIES TO BE REMOVED
- WATER LINE & VALVE
- AUTOMATIC SPRINKLER RISER
- BACKFLOW PREVENTION DEVICE
- ELECTROVALVE
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- GUY ANCHOR
- GAS METER
- POST INDICATOR VALVE
- POWER POLE/JUNCTION POLE
- TRANSFORMER
- TRAFFIC SIGN
- TREE
- UTILITY BOX
- WATER VALVE

REFERENCES

- ① GRANT DEED (DOC. 22739039)
- ② GRANT DEED (DOC. 22739046)
- ③ RECORD OF SURVEY (74 M 49)
- ④ RECORD OF SURVEY (124 M 56)
- ⑤ PARCEL MAP (905 M 25-27)

ABBREVIATIONS

AC	ASPHALTIC CONCRETE	FF	FINISH FLOOR	ST	STREET
AD	AREA DRAIN	FH	FIRE HYDRANT	TC	TOP OF CURB
APN	ASSESSORS' PARCEL NUMBER	FNC	FENCE	UTL	UTILITY
BC	BEGINNING OF CURVE	FOW	FACE OF WALL	WLK	WALK
BEG	BEGINNING	GRD	GROUND	WM	WATER METER
BLDG	BUILDING	GUY	GUY WIRE	WV	WATER VALVE
BOW	BACK OF WALK	IP	IRON PIPE		
CB	COURTFRONT	JP	JOINT POLE		
COL	COLUMN	MON	MONUMENT		
CONC	CONCRETE	MTR	METER		
CP	CONCRETE PIPE	O.R.	OFFICIAL RECORD		
D/W	DRIVEWAY	RCE	REGISTERED CIVIL ENGINEER		
DI	DROP INLET	SD	STORM DRAIN		
ELEC	ELECTRICAL	SDMH	STORM DRAIN MANHOLE		
EP	EDGE OF PAVEMENT	SSCO	SANITARY SEWER CLEAN OUT		
FD	FOUND	SSMH	SANITARY SEWER MANHOLE		



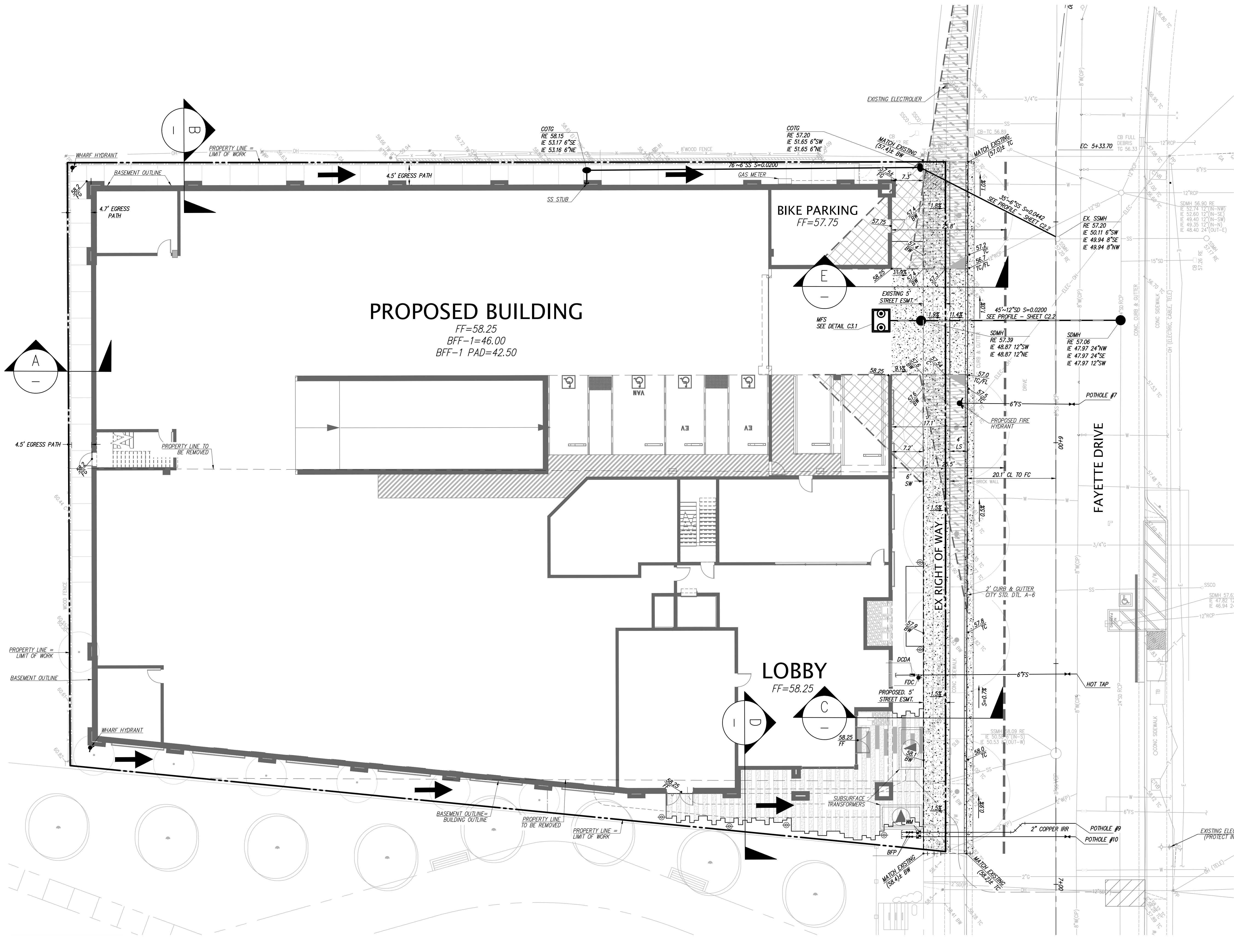
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TOPOGRAPHIC SURVEY JANUARY 23, 2024



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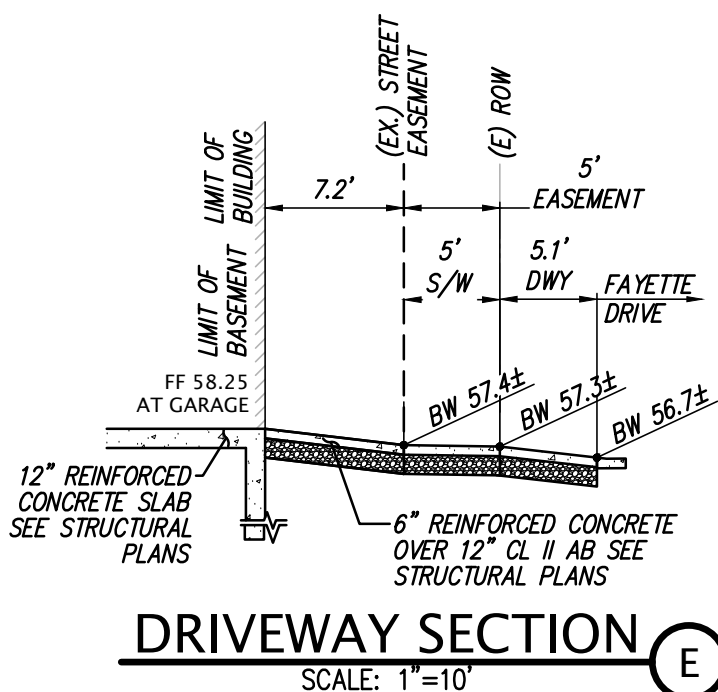
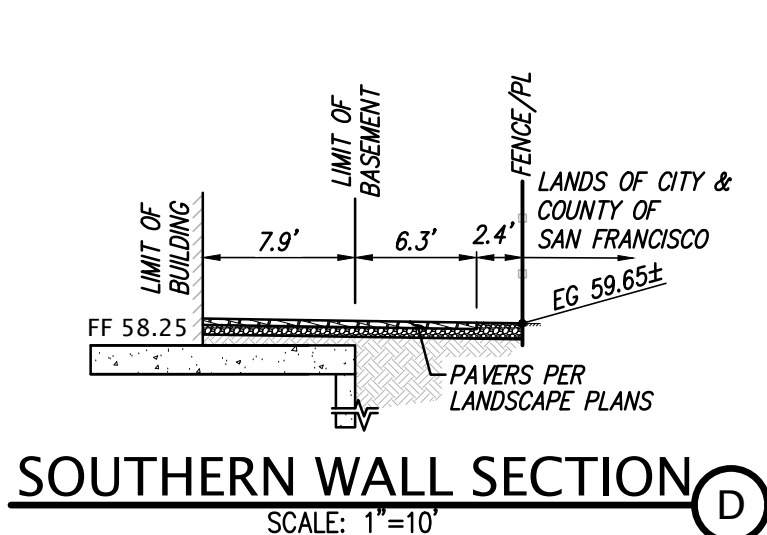
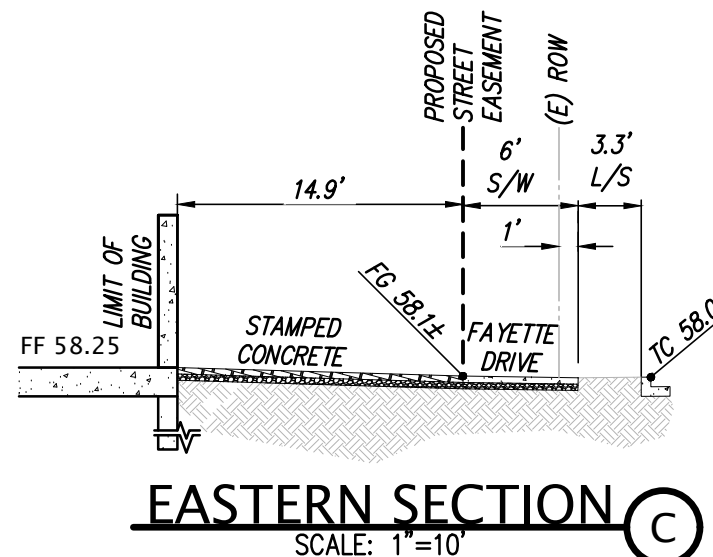
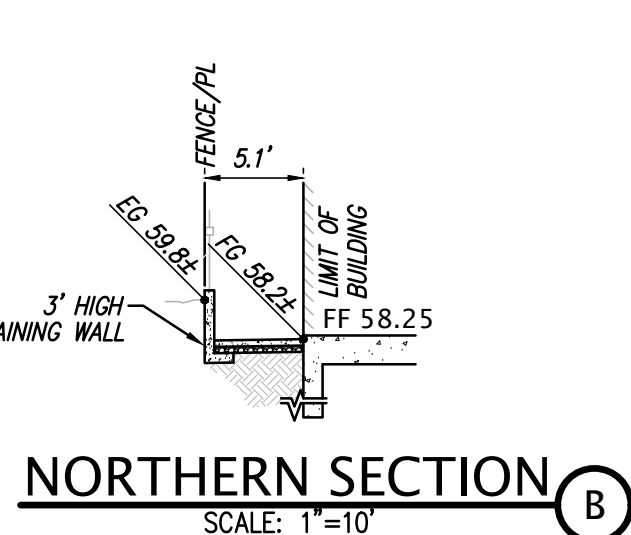
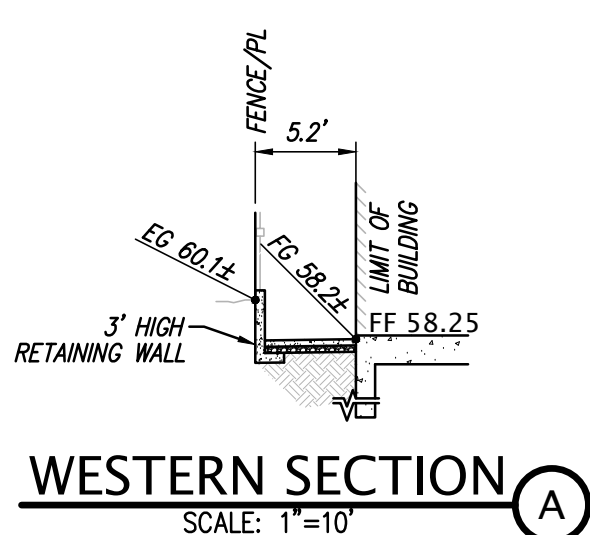
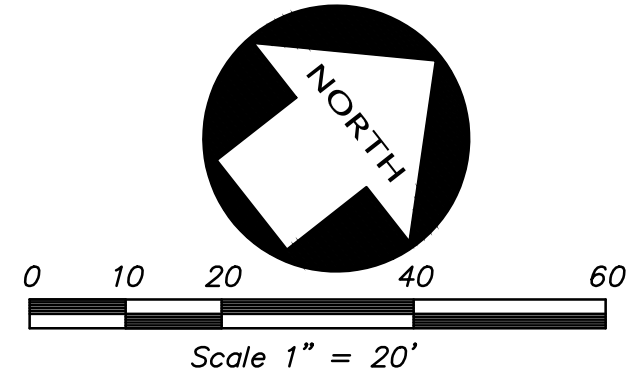
- ### UTILITY NOTES
- BACKFILLING AND COMPACTION FOR ALL TRENCHES SHALL BE INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER.
  - CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY SITE WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UPSTREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY.
  - ALL WORK ON-SITE AND IN THE PUBLIC RIGHT OF WAY SHALL CONFORM TO THE CITY OF MOUNTAIN VIEW STANDARDS AND REQUIREMENTS.
  - GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND UTILITIES. PROVIDE 6" MINIMUM BETWEEN PIPES CROSSING ELECTRICAL LINES HORIZONTALLY AND 12" MINIMUM BETWEEN PARALLEL PIPES CROSSING ELECTRICAL LINES.
  - FOR UTILITY MATERIALS AND TYPES, SEE THE PROJECT SPECIFICATIONS IF APPLICABLE AND NOT IDENTIFIED ON THESE PLANS.
  - WATER LINES SHALL BE 12" MINIMUM ABOVE SANITARY SEWER LINE AT ALL CROSSINGS.
  - MINIMUM COVER FOR WATER LINES IS 3.0 FEET.
  - MINIMUM COVER FOR FIRE SERVICE LINES IS 4.0 FEET.
  - SANITARY SEWER SHALL BE PVC SDR 35 EXCEPT WHERE DUCTILE IRON PIPE (DIP) IS NOTED OR AS REQUIRED BY THE LOCAL JURISDICTION. CONTRACTOR SHALL VERIFY REQUIREMENTS PRIOR TO PLACING HIS BID. DUCTILE IRON PIPE (DIP) SHALL BE CLASS 50.
  - DOMESTIC WATER LINES 1/2"-3" SHALL BE SCHEDULE 40 PVC, 4" AND ABOVE SHALL BE C900 DR 18 PIPE.
  - FIRE SERVICE LINES 6"-12" SHALL BE C900 DR 14, UNLESS SPECIFIED OTHERWISE ON FIRE SHOP DRAWINGS.
  - FOR RESIDENTIAL DEVELOPMENTS, NO RESIDENTIAL UNITS WILL BE RELEASED FOR OCCUPANCY UNLESS THE IMPROVEMENTS TO BE CONSTRUCTED TO CITY STANDARDS AND/OR TO BE ACCEPTED FOR MAINTENANCE BY THE CITY, INCLUDING WATER METERS AND SANITARY SEWER CLEANOUTS, ARE SUBSTANTIALLY COMPLETE PER THE CITY OF MOUNTAIN VIEW STANDARD PROVISIONS FOR PUBLIC WORKS CONSTRUCTION. FOR PHASED DEVELOPMENTS, PORTIONS OF THE UNITS MAY BE RELEASED FOR OCCUPANCY, AT THE CITY'S SOLE DISCRETION, PROVIDED THAT ALL PUBLIC AND PRIVATE IMPROVEMENTS, CONDITIONS OF APPROVAL, AND BUILDING CODE REQUIREMENTS THAT ARE NECESSARY TO SUPPORT THE UNITS TO BE RELEASED FOR OCCUPANCY HAVE BEEN COMPLETED AS DETERMINED BY THE CITY. WHEN ALL OF THE IMPROVEMENTS ARE COMPLETE AND/OR READY FOR ACCEPTANCE FOR MAINTENANCE BY THE CITY COUNCIL, THE REMAINING UNITS MAY BE RELEASED FOR OCCUPANCY, PROVIDED THAT ALL OTHER CONDITIONS OF APPROVAL AND BUILDING CODE REQUIREMENTS HAVE BEEN MET. THE PUBLIC WORKS DIRECTOR SHALL MAKE THE DETERMINATION OF WHAT PUBLIC IMPROVEMENTS ARE SUBSTANTIALLY COMPLETE.
  - THE PRIME CONTRACTOR OR DEVELOPER IS TO HIRE A STREET CLEANING CONTRACTOR TO CLEAN UP DIRT AND DEBRIS FROM CITY STREETS THAT ARE ATTRIBUTABLE TO THE DEVELOPER'S CONSTRUCTION ACTIVITIES. THE STREET CLEANING CONTRACTOR IS TO HAVE THE CAPABILITY OF WASHING THE STREETS FROM A TANKER TRUCK WITH A HIGH-PRESSURE NOZZLE WITH RECLAIMED WATER, WHERE FEASIBLE, AND/OR SWEEPING THE STREETS WITH BOTH A BROOM-TYPE SWEEPER AND A REGENERATIVE AIR VACUUM SWEEPER, AS DIRECTED BY THE PUBLIC WORKS DIRECTOR, OR HIS/HER DESIGNATED REPRESENTATIVE.
  - ALL STORM DRAIN PIPES SHALL BE RCP UNLESS OTHERWISE NOTED.
  - ALL ON-SITE ACCESS GATES TO BE EQUIPPED WITH KNOX BOXES PER CITY OF MOUNTAIN VIEW STANDARDS FOR FIRE ACCESS. SEE LANDSCAPE PLANS FOR DETAILS.
  - SEE IMPROVEMENT PERMIT PLANS FOR ALL WORK IN THE RIGHT OF WAY.
  - FOR GRADING & DRAINAGE INSIDE THE BUILDING FOOTPRINT & ATOP THE PODIUM, REFER TO LANDSCAPE PLANS.
  - ALL OVERHEAD SERVICES TO BE UNDERGROUNDED OR REMOVED PER JOINT TRENCH PLANS.
  - SEE IMPROVEMENT PERMIT PLANS FOR ALL WORK IN THE RIGHT OF WAY.

POTHOLE DATA TABLE			
POTHOLE NUMBER	DEPTH TO TOP OF PIPE (FT)	UTILITY TYPE	SIZE OF UTILITY (IN)
1A	2.46	GAS	2"
1B	2.15	GAS	METER
2	2.38	GAS	2"
6	4.67	WATER	8"
7	4.54	WATER	8"

POTHOLE DATA TABLE			
POTHOLE NUMBER	DEPTH TO TOP OF PIPE (FT)	UTILITY TYPE	SIZE OF UTILITY (IN)
3	2.27	GAS	2"
4	2.25	GAS	2"
5	2.18	GAS	2"
8	4.52	WATER	8"
9	4.7	WATER	8"
10	4.73	WATER	8"
11	9.3	WATER	8"

EARTHWORK QUANTITIES	
CUT:	15,600 CY
FILL:	25 CY
EXPORT:	15,575 CY
IMPORT:	0 CY
NOTE: EARTHWORK QUANTITIES SHOWN ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INDEPENDENTLY ESTIMATE QUANTITIES FOR HIS/HER OWN USE.	

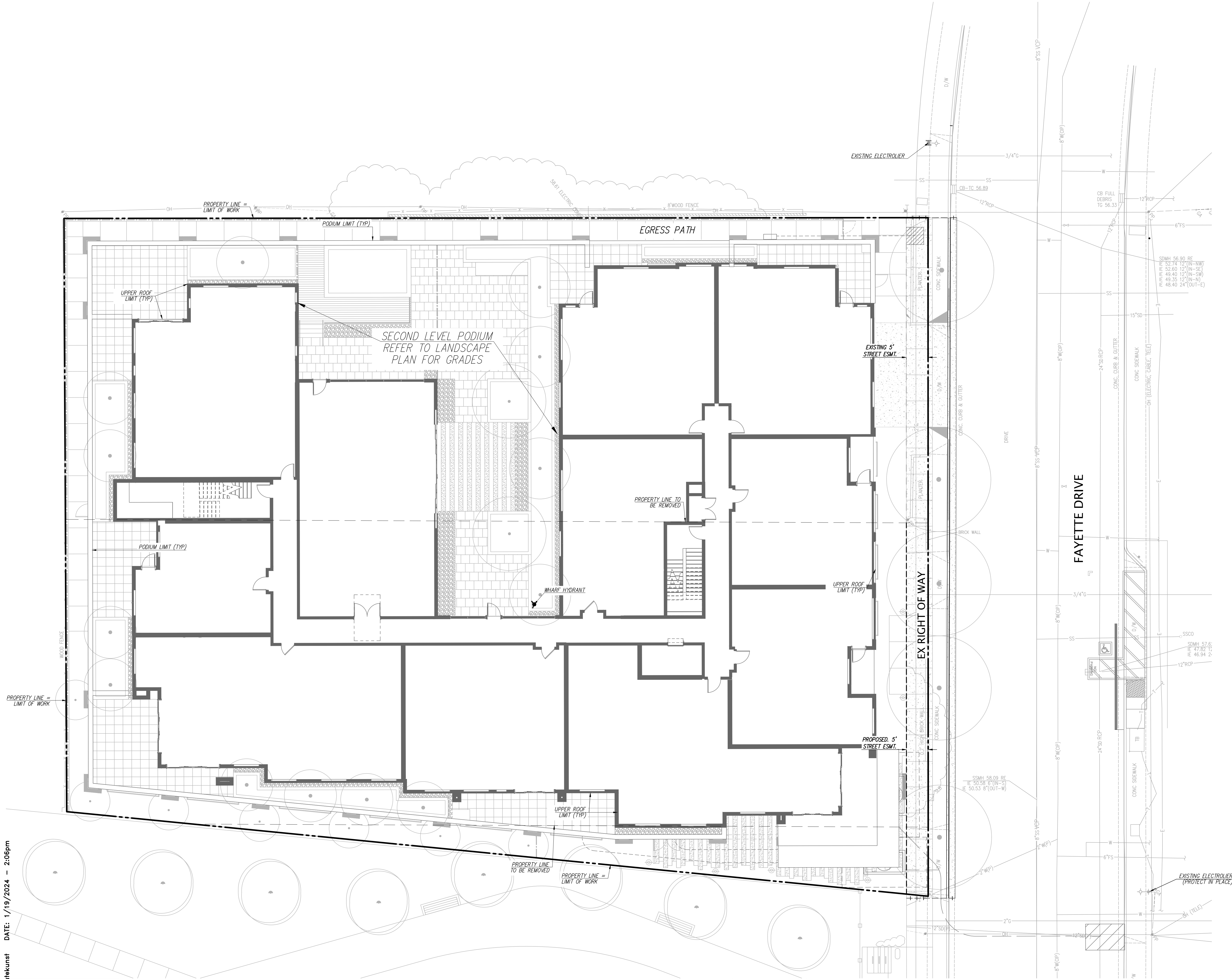
- ### LEGEND
- VEHICULAR TRIANGLE OF SAFETY PER CITY STD. DTL. A-22, SHEET
  - PEDESTRIAN TRIANGLE OF SAFETY PER CITY STD. DTL. A-22, SHEET
  - AERIAL ACCESS
  - OVERLAND RELEASE PATH





## UTILITY NOTES

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- CONTRACTOR TO VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO ANY SITE WORK. ALL WORK FOR STORM DRAIN AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UPSTREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY.
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- SANITARY SEWER SHALL BE PVC SDR 35 EXCEPT WHERE DUCTILE IRON PIPE (DIP) IS NOTED OR AS REQUIRED BY THE LOCAL JURISDICTION. CONTRACTOR SHALL VERIFY REQUIREMENTS PRIOR TO PLACING HIS BID. DUCTILE IRON PIPE (DIP) SHALL BE CLASS 50.
- DOMESTIC WATER LINES 3"-3" SHALL BE SCHEDULE 40 PVC, 4" AND ABOVE SHALL BE C900 DR 18 PIPE.
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- FOR RESIDENTIAL DEVELOPMENTS, NO RESIDENTIAL UNITS WILL BE RELEASED FOR OCCUPANCY UNLESS THE IMPROVEMENTS TO BE CONSTRUCTED TO CITY STANDARDS AND/OR TO BE ACCEPTED FOR MAINTENANCE BY THE CITY, INCLUDING WATER METERS AND SANITARY SEWER CLEANOUTS, ARE SUBSTANTIALLY COMPLETE PER THE CITY OF MOUNTAIN VIEW STANDARD PROVISIONS FOR PUBLIC WORKS CONSTRUCTION. FOR PHASED DEVELOPMENTS, PORTIONS OF THE UNITS MAY BE RELEASED FOR OCCUPANCY, AT THE CITY'S SOLE DISCRETION, PROVIDED THAT ALL PUBLIC AND PRIVATE IMPROVEMENTS, CONDITIONS OF APPROVAL, AND BUILDING CODE REQUIREMENTS THAT ARE NECESSARY TO SUPPORT THE UNITS TO BE RELEASED FOR OCCUPANCY HAVE BEEN COMPLETED AS DETERMINED BY THE CITY. WHEN ALL OF THE IMPROVEMENTS ARE COMPLETE AND/OR READY FOR ACCEPTANCE FOR MAINTENANCE BY THE CITY COUNCIL, THE REMAINING UNITS MAY BE RELEASED FOR OCCUPANCY, PROVIDED THAT ALL OTHER CONDITIONS OF APPROVAL AND BUILDING CODE REQUIREMENTS HAVE BEEN MET. THE PUBLIC WORKS DIRECTOR SHALL MAKE THE DETERMINATION OF WHAT PUBLIC IMPROVEMENTS ARE SUBSTANTIALLY COMPLETE.
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- ALL STORM DRAIN PIPES SHALL BE ROP UNLESS OTHERWISE NOTED.
- ALL ONSITE ACCESS GATES TO BE EQUIPPED WITH KNOX BOXES PER CITY OF MOUNTAIN VIEW STANDARDS FOR FIRE ACCESS. SEE LANDSCAPE PLANS FOR DETAILS.
- SEE IMPROVEMENT PERMIT PLANS FOR ALL WORK IN THE RIGHT OF WAY.



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CAPITAL MANAGEMENT

BDE  
ARCHITECTURE

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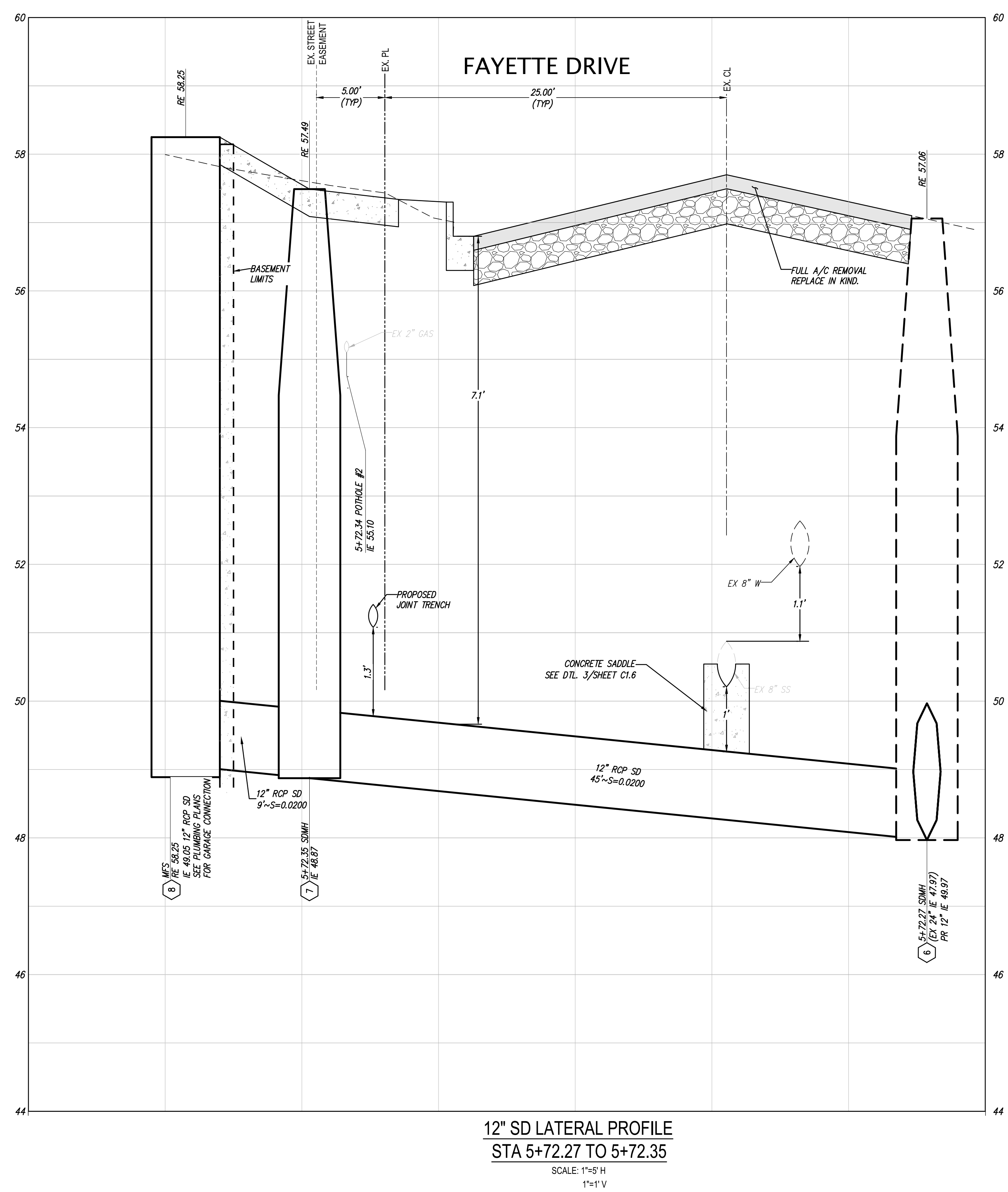
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CONCEPTUAL GRADING & UTILITY (FLOOR 2) JANUARY 23, 2024

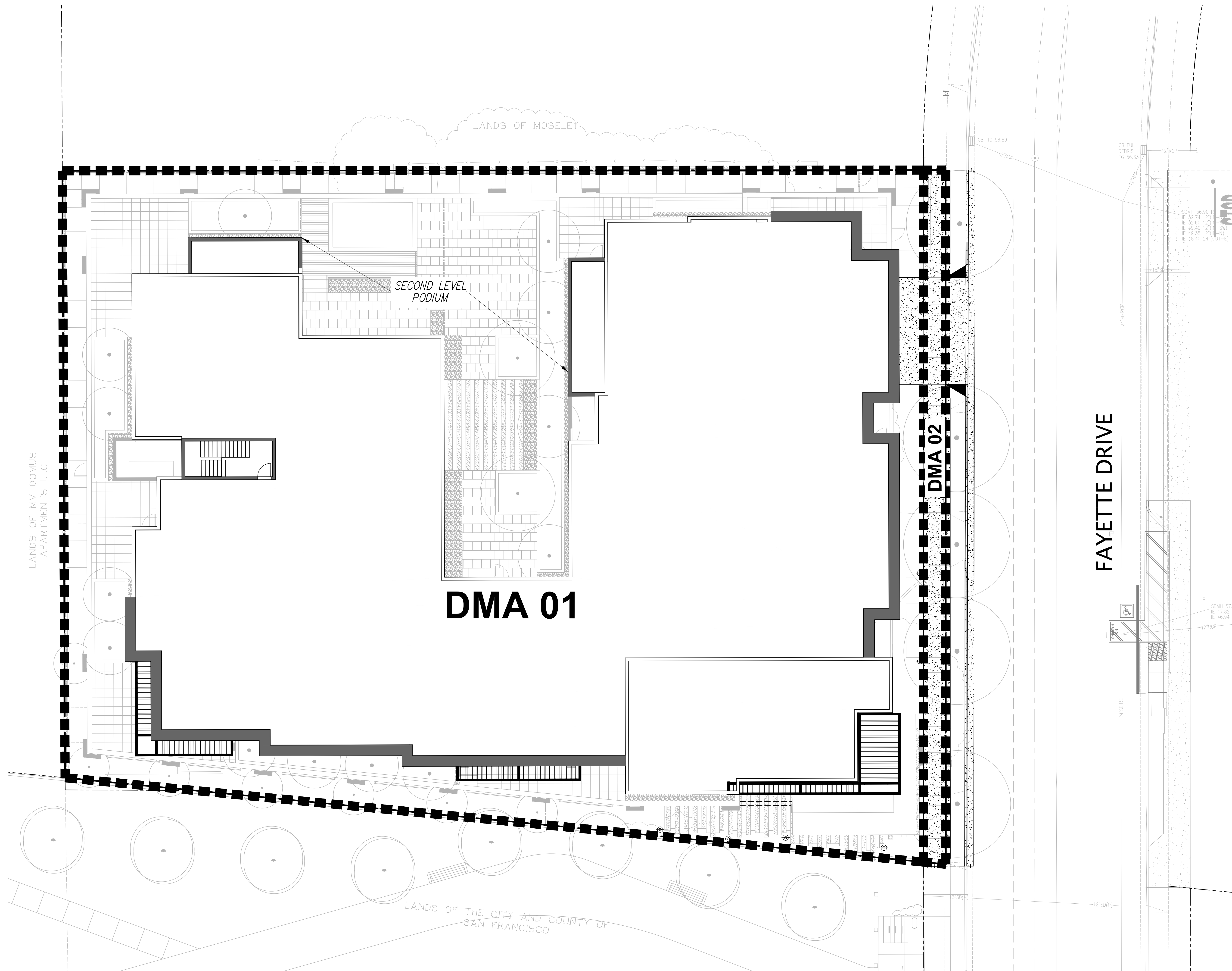
All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.





6	INSTALL STORM DRAIN MANHOLE FOR PIPE 48" DIA. AND LESS. SEE CITY STD. DTL. B-1, B-2, & B-3
7	INSTALL PROPERTY LINE STORM DRAIN INLET, CLEAN-OUT, FRAME & GRATE. SEE CITY STD. DTL. B-8 & B9
8	SEE DTL. PERK FILTER ON SHEET C3.1 (SHOWN FOR REFERENCE ONLY)
10	CONNECT NEW PIPE TO EXISTING SANITARY SEWER MANHOLE. SEE CITY STD. DTL. C-2
11	INSTALL SEWER LATERAL CLEAN-OUT NEW 4" & 6" LATERALS. SEE CITY STD. DTL. C-7





STORMWATER CONTROL NOTES

- 1. PROJECT IS CONSIDERED A SPECIAL PROJECT AND QUALIFIES FOR A 100% REDUCTION IN LID TREATMENT REQUIREMENTS.
- 2. NINETY-THREE PERCENT (93%) OF PROJECT AREA WILL BE TREATED WITH A NON-LID TREATMENT MEASURE (KRISTAR FLOGARD PERK FILTER VAULT), THE REMAINING SEVEN PERCENT (7%) AREA IS WITHIN THE EXISTING 5' STREET EASEMENT AND WILL BE DIRECTED TO THE PUBLIC STORM DRAIN SYSTEM.
- 3. THE COST OF MAINTENANCE FOR ALL TREATMENT FACILITIES WILL BE BORNE BY THE PROPERTY OWNER.

SOURCE CONTROL MEASURES IMPLEMENTED

- 1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
  - INTERIOR PARKING STRUCTURES.
  - POOLS, SPAS, FOUNTAINS.
  - PUMPED GROUNDWATER.
- 2. BENEFICIAL LANDSCAPING.
- 3. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
- 4. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
- 5. STORM DRAIN LABELING.

SITE DESIGN MEASURES IMPLEMENTED

- 1. PROTECT EXISTING TREES, VEGETATION, AND SOIL.
- 2. PRESERVE OPEN SPACE AND NATURAL DRAINAGE PATTERNS.
- 3. CLUSTER STRUCTURES/PAVEMENT.
- 4. PARKING:
  - 4.1. ON TOP OF OR UNDER BUILDINGS.
  - 4.2. NOT PROVIDED IN EXCESS OF CODE.

TABLE 1		ROUTINE MAINTENANCE
NO.	ACTIVITIES FOR MEDIA FILTERS MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT FOR STANDING WATER, SEDIMENT, TRASH AND DEBRIS.	MONTHLY DURING RAINY SEASON
2	REMOVE ACCUMULATED TRASH AND DEBRIS IN THE UNIT DURING ROUTINE INSPECTIONS.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS
3	INSPECT TO ENSURE THAT THE FACILITY IS DRAINING COMPLETELY WITHIN FIVE DAYS AND PER MANUFACTURER'S SPECIFICATIONS.	ONCE DURING THE WET SEASON AFTER MAJOR STORM EVENT.
4	REPLACE THE MEDIA PER MANUFACTURER'S INSTRUCTIONS OR AS INDICATED BY THE CONDITION OF THE UNIT.	PER MANUFACTURER'S SPECIFICATIONS.
5	INSPECT MEDIA FILTERS USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED

LEGEND

TREATMENT AREA LIMITS

BIOTREATMENT POND

TCM  
TREATMENT CONTROL MEASURE

DMA  
DRAINAGE MANAGEMENT AREA

a. Total Site Area: 0.67 acres		b. Total Site Area Disturbed: 0.67 acres (including clearing, grading, or excavating)			
Site Totals	Total Existing (Pre-project) Area (ft²)	Existing Area Retained¹ (ft²)	Existing Area Replaced² (ft²)	New Area Created² (ft²)	Total Post-Project Area (ft²)
c. Total Impervious Area (IA)	23,803	0	23,803	4,081	27,884
d. Total new and replaced impervious area			27,884		
e. Total Pervious Area (PA)³	5,246				1,165
f. Total Area (IA+PA)	29,049				29,049
g. Percent Replacement of IA in Redevelopment Projects: (Existing IA Replaced ÷ Existing Total IA) x 100%					100.00 %

TREATMENT CONTROL MEASURE SUMMARY TABLE																
DMA #	TCM #	Location¹	Treatment Type²	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area³ (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention			Media Filter			
										Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)
1	1	Onsite	Proprietary Media Filter System (MFS) (only allowed for special projects)	Non-LID	3. Flow-Volume Combo	28,269	27,104	1,165	100.00%	N/A	N/A	N/A				
2	2	Onsite	Maintenance	N/A	N/A	780	780	0	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Totals:						29,049	27,884	1,165	100.00%							

010204060

Scale 1" = 20'

NORTH

C3.0



Z:\2017\A17170-2\DWG\ENTITLEMENTS\ A17170 - PG-SWM.dwg USER: cgulek\unat DATE: 1/19/2024 - 2:08pm

DMA #

1

A=

28269

s.f.

A=

0.64897

acre

C Value	Area* (s.f.)	Weighted C Value
0.9	27,104	0.867
0.8	0	
0.7	0	
0.1	1,165	

Rainfall Intensity (i)  
i = 0.2

\* Input Values by hand or use Table at the bottom of the spreadsheet.

Q= C x i x A

Q= 0.1125349

cfs

Manufacturer:

Oldcastle

Cartridge Height:

Stacked 18" + 12" in.

Cartridge Media (if applicable):

PerkFilter

G.U.L.D. Cartridge Treatment Flowrate (CTF):

60 gpm/cartridge

# Cartridges=

[Q x (449 gpm/cfs)] / CTF

0.842136

(round up)

# Cartridges Required=

1

Treatment Flow Rate Capacity=

0.13363

cfs

2X TRAFFIC RATED SOLID PLATE COVER.

TRAFFIC RATED INLET GRATE.

CONCRETE APRON/COLLAR REQUIRED, BY OTHERS. SEE NOTE 6.

2X FLOW THRU TUBES.

2X PerkFilter™ CARTRIDGE.

PRIMARY BYPASS BETWEEN FLOW THRU TUBES.

FLOW THRU TUBES INTO FILTER CHAMBER.

INLET, SEE PLAN VIEW & NOTE 3 FOR LOCATION OPTIONS & SPECS.

DRAIN DOWN DEVICE.

OUTLET, (VENTED) SEE PLAN VIEW & NOTE 3 FOR LOCATION OPTIONS & SPECS.

ISOMETRIC VIEW

2X TRAFFIC RATED SOLID PLATE COVER.

TRAFFIC RATED INLET GRATE.

CONCRETE APRON/COLLAR, SEE NOTE 6.

2X PerkFilter™ CARTRIDGE.

PRIMARY BYPASS BETWEEN FLOW THRU TUBES.

FLOW THRU TUBES INTO FILTER CHAMBER.

INLET, SEE NOTE 3 FOR LOCATION OPTIONS & SPECS.

DRAIN DOWN DEVICE.

OUTLET, (VENTED) SEE NOTE 3 FOR LOCATION OPTIONS & SPECS.

PLAN VIEW

2X TRAFFIC RATED SOLID PLATE COVER.

TRAFFIC RATED INLET GRATE.

CONCRETE APRON/COLLAR, SEE NOTE 6.

2X PerkFilter™ CARTRIDGE.

PRIMARY BYPASS BETWEEN FLOW THRU TUBES.

FLOW THRU TUBES INTO FILTER CHAMBER.

INLET, SEE NOTE 3 FOR LOCATION OPTIONS & SPECS.

DRAIN DOWN DEVICE.

OUTLET, (VENTED) SEE NOTE 3 FOR LOCATION OPTIONS & SPECS.

SECTION A-A

Notes:

1. All steel utilized in fabrication and shall be 1/4" plate per ASTM A36.

2. PerkFilter™ Catch basin shall be supplied with traffic rated (H201) biodeer-proof grates and solid plate cover.

3. Inlet pipe(s) may enter device on any of three sides of the inlet chamber. Outlet pipe may exit on any of all four sides. All pipe is Ø 12" maximum.

4. Inlet chamber shall be supplied with a DRAIN DOWN device designed to remove standing water between storm events.

5. For depths less than the specified minimum contact Oldcastle® Stormwater Solutions for engineering assistance.

6. Field poured Concrete Apron / Collar required, by others. Refer to PF-SCB-1000 for recommended configuration.

7. PerkFilter™ cartridge shall be maintained in accordance with manufacturer recommendations.

PerkFilter™

Steel Catch Basin

Double Cartridge

(Bilateral Configuration)

Oldcastle®

Stormwater Solutions

7521 Southpark Plaza, Suite 200 | Littleton, CO 80120 | PH: 800.578.8818 | oldcastlestormwater.com

For questions or to request a quote, please contact: 800.578.8818 or 303.761.1111

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DESIGNED: SCB-0003

REV: NR

REV: EDO-0143

NEW

DATE: 12/2/18

SHEET: 1 OF 1

Special Projects Worksheet

Project Name: 2645 Fayette Drive  
Project Address: 2645 & 2655 Fayette Drive, Mountain View, CA 94041  
Applicant/Developer Name: Octane Capital

1. "Special Project" Determination:

Special Project Category "A"

Does the project have ALL of the following characteristics?

☐ Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district<sup>1</sup>;

☐ Creates and/or replaces 0.5 acres or less of impervious surface;

☐ Includes no surface parking, except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones;

☐ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment.

☐ No (continue)

☐ Yes – complete Section 2 of the Special Project Worksheet

Special Project Category "B"

Does the project have ALL of the following characteristics?

☒ Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district<sup>1</sup>;

☒ Creates and/or replaces an area of impervious surface that is greater than 0.5 acres, and no more than 2.0 acres;

☒ Includes no surface parking, except for incidental parking for emergency access, ADA access, and passenger or freight loading zones;

☒ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment.

☒ Minimum density of either 50 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects)

☐ No (continue)

☒ Yes – complete Section 2 of the Special Project Worksheet

Special Project Category "C"

Does the project have ALL of the following characteristics?

☐ At least 50% of the project area is within 1/2 mile of an existing or planned transit hub<sup>2</sup> or 100% within a planned Priority Development Area<sup>3</sup>;

☐ The project is characterized as a non-auto-related use<sup>4</sup>; and

☐ Minimum density of either 25 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects)

☐ No

☐ Yes – complete Section 2 of the Special Project Worksheet

<sup>1</sup> And built as part of a municipality's stated objective to preserve/enhance a pedestrian-oriented type of urban design.  
<sup>2</sup> Transit hub is defined as a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes. (A bus stop with no supporting services does not qualify.)  
<sup>3</sup> A "planned Priority Development Area" is an infill development area formally designated by the Association of Bay Area Governments's Metropolitan Transportation Commission's FOCUS regional planning program.  
<sup>4</sup> Category C specifically excludes stand-alone surface parking lots; car dealerships; auto and truck rental facilities with onsite surface storage; fast-food restaurants; banks or pharmacies with drive-through lanes; gas stations; car washes; auto repair and service facilities; or other auto-related project unrelated to the concept of transit oriented development.

1 Final November 2011

Special Projects Worksheet

2. LID Treatment Reduction Credit Calculation:

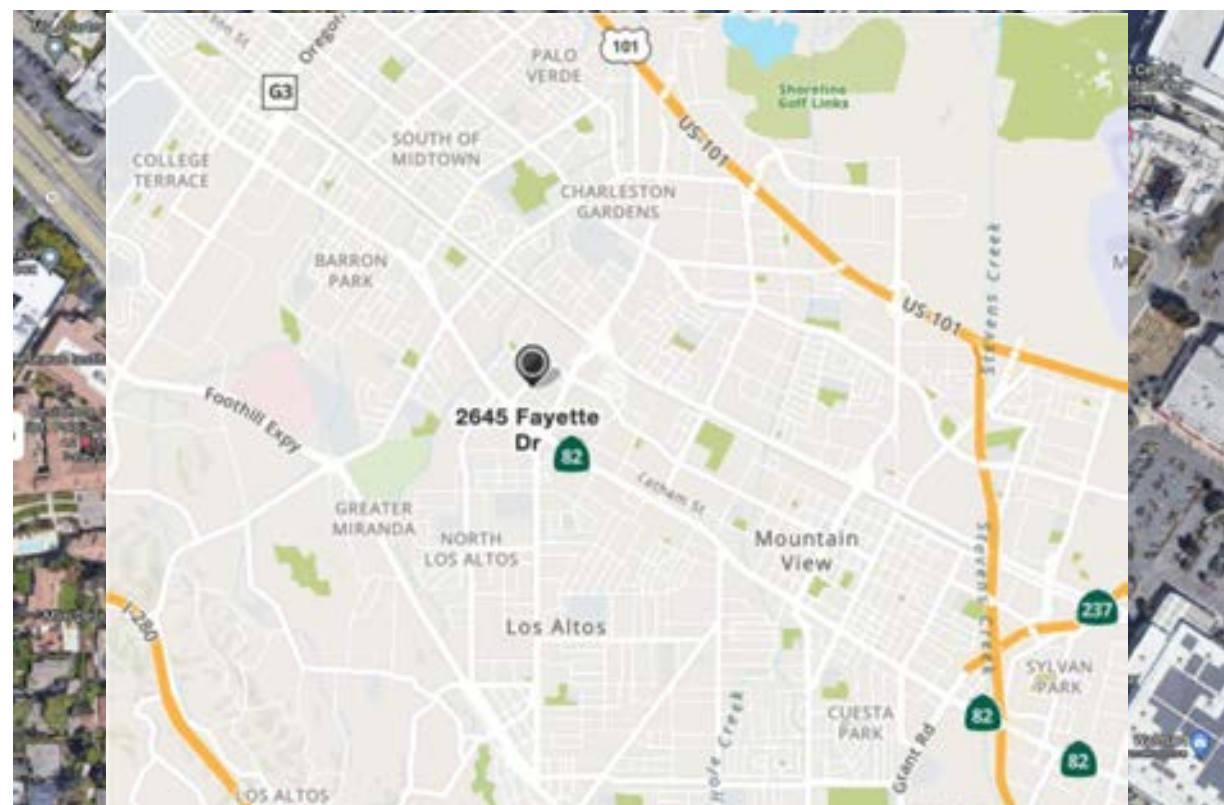
Category	Impervious Area Created/Replaced (acres)	Site Coverage (%)	Project Density or FAR	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
B	0.67	86%	106 DU/AC	Res ≥ 50 DU/ac or FAR ≥ 2:1 Res ≥ 75 DU/ac or FAR ≥ 3:1 Res ≥ 100 DU/ac or FAR ≥ 4:1	50% 75% 100%	
C				Location credit (select one) <sup>1</sup> : Within 1/4 mile of transit hub Within 1/2 mile of transit hub Within a planned PDA Density credit (select one): Res ≥ 30 DU/ac or FAR ≥ 2:1 Res ≥ 60 DU/ac or FAR ≥ 4:1 Res ≥ 100 DU/ac or FAR ≥ 6:1 Parking credit (select one): ≥ 10% at-grade surface parking <sup>2</sup> No surface parking	50% 25% 25% 10% 20% 30% 10% 20%	
TOTAL TOD CREDIT =					100%	

<sup>1</sup> To qualify for the location credit, at least 50% of the project's site must be located within the 1/4 mile or 1/2 mile radius of an existing or planned transit hub, as defined on page 1, footnote 2. A planned transit hub is a station on the MTC's Regional Transit Expansion Program list, per MTC's Resolution 3434 (revised April 2008), which is a regional priority funding plan for future transit stations in the San Francisco Bay Area. To qualify for the PDA location credit, 100% of the project site must be located within a PDA, as defined on page 1, footnote 3.  
<sup>2</sup> The at-grade surface parking must be treated with LID treatment measures.

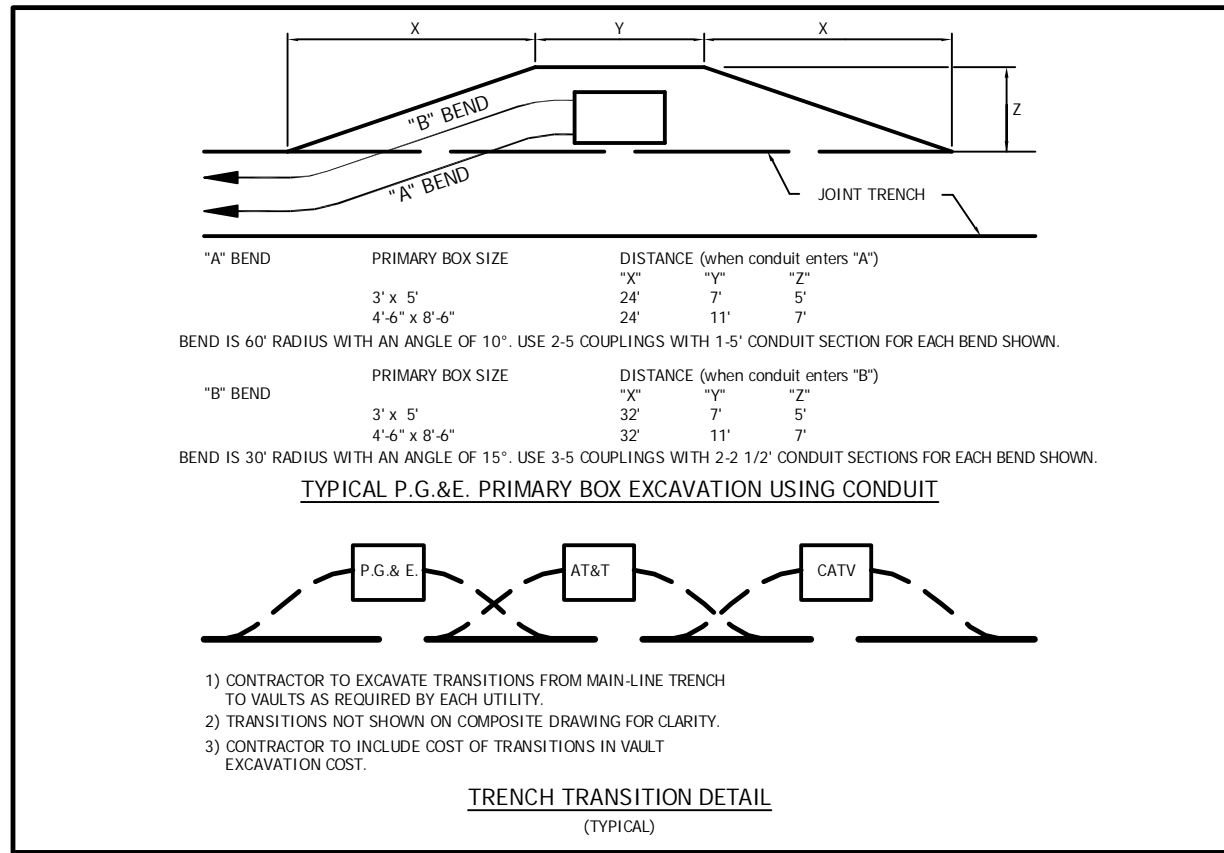
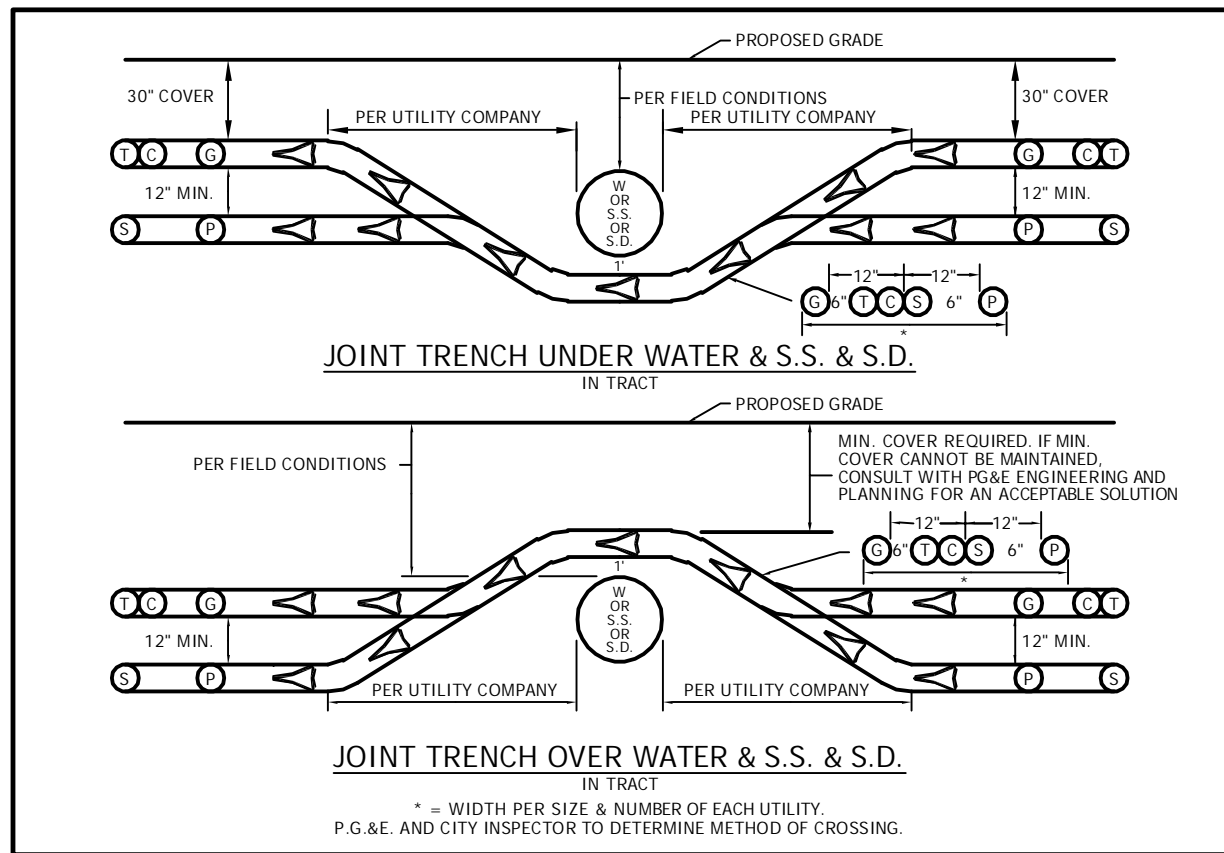
2 Final November 2011

C3.1





VICINITY MAP - NOT TO SCALE



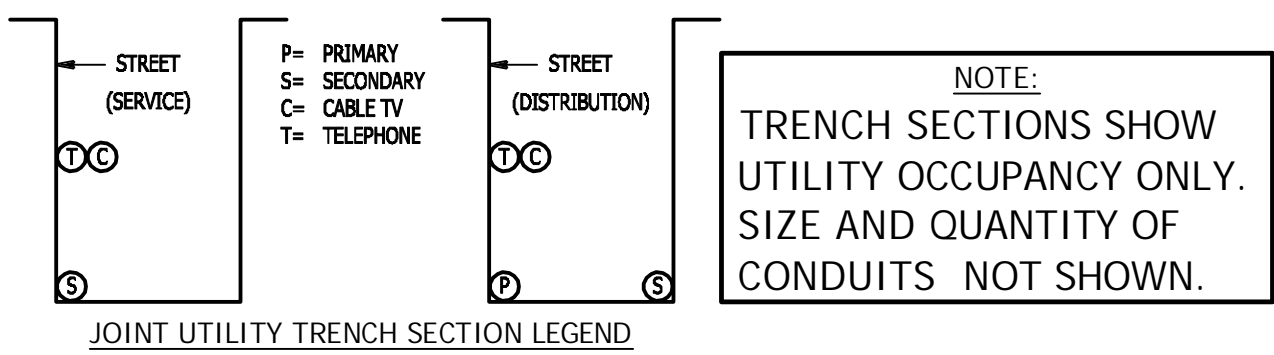
SECTION	G	T	C	S	P	OTHER
A*	X	X	X	X	X	
B*	X	X	X	X	X	
C*	X	X	X	X	X	
D*	X	X	X	X	X	
E*	X	X	X	X	X	
F*	X	X	X	X	X	
G*	X	X	X	X	X	
H*	X	X	X	X	X	
I	X	X	X	X	X	
J	X	X	X	X	X	
K	X	X	X	X	X	
L	X	X	X	X	X	
M	X	X	X	X	X	
N	X	X	X	X	X	
O	X	X	X	X	X	
P	X	X	X	X	X	
Q	X	X	X	X	X	
R	X	X	X	X	X	
S	X	X	X	X	X	
T	X	X	X	X	X	
U	X	X	X	X	X	
V	X	X	X	X	X	
W	X	X	X	X	X	

MINIMUM SEPARATION AND CLEARANCE REQUIREMENTS (INCHES)	G	T	C	S	P	OTHER
A* (SEE NOTES 4, 7, & 13)	12	12	12	6	12	6
B* TELEPHONE (DUCT)	12	1	1	12	12	12
C* TELEPHONE (DIRECT BURY)	12	1	1	12	12	12
D* CATV	12	1	1	12	12	12
E* ELECTRIC SECONDARY	6	12	12	12	1.5	3
F* ELECTRIC PRIMARY	12	12	12	3	3	3
G* STREET LIGHT - SEE NOTE 5	6	12	12	1.5	3	1.5
H* (FOREIGN ELECT. SOURCES, NON PG&E) SEE NOTE 5	12	12**	12**	12	12	12

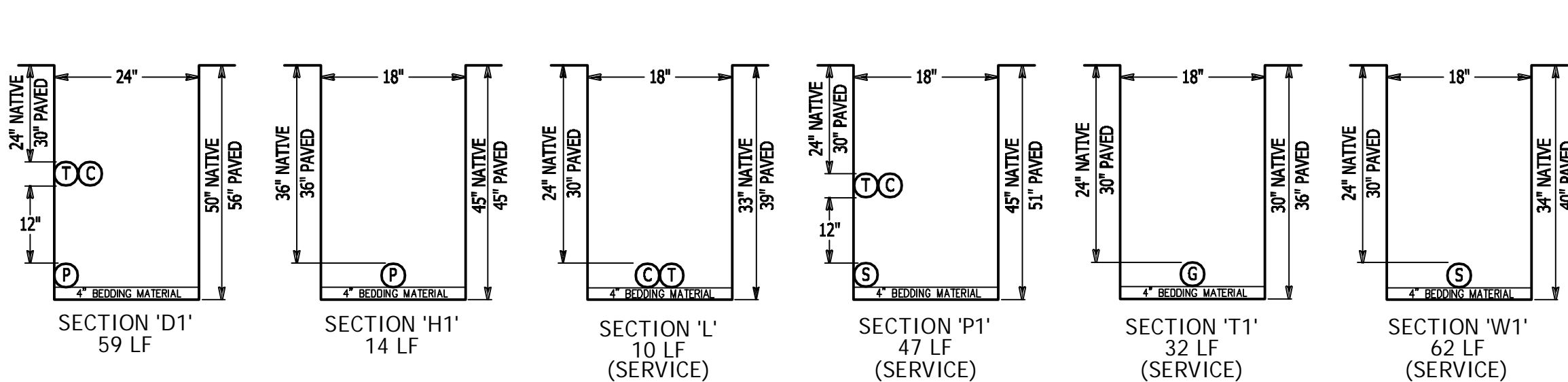
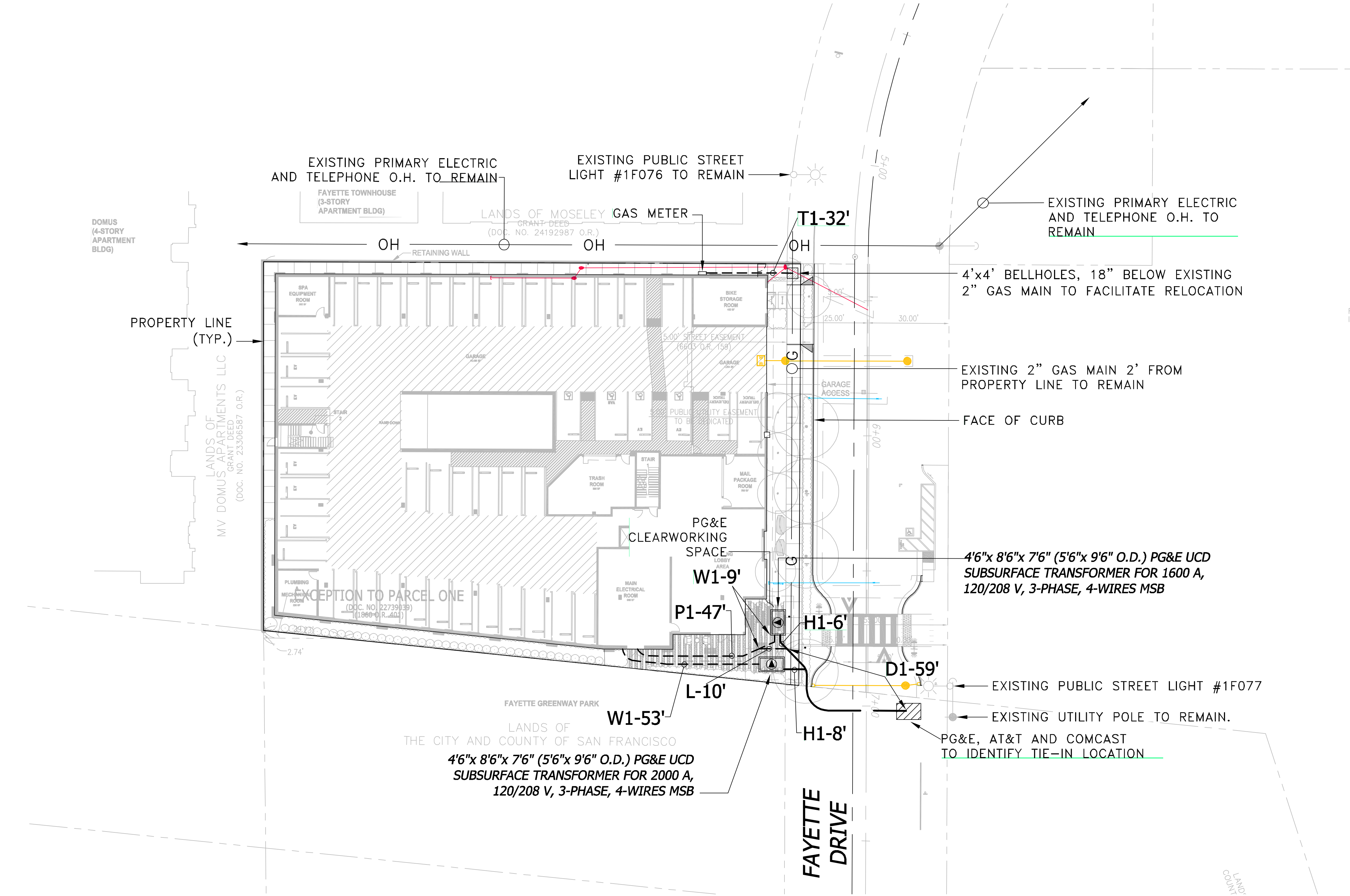
\* MUST BE CONSIDERED A "UTILITY" AS DEFINED IN UTILITY STANDARD S5453, "JOINT TRENCH."

\*\* FOR EXCEPTIONS, REFER TO G.O. 128 RULE, SECTION B, ITEMS (1) AND (2).

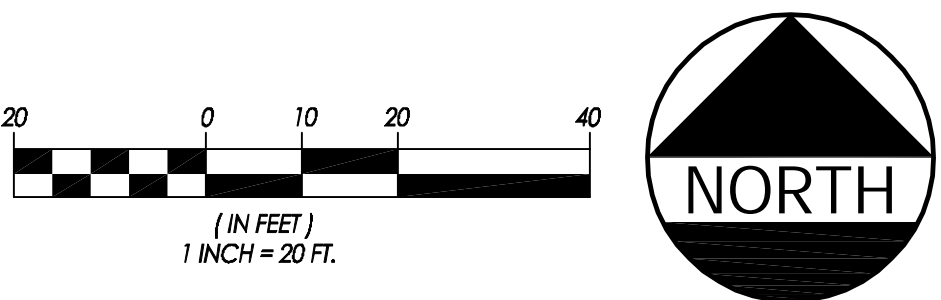
MINIMUM BACKFILL REQUIREMENTS  
JOINT TRENCH CONTRACTOR SHALL COMPLY WITH LOCAL GOVERNING AGENCIES' STANDARDS AND SPECIFICATIONS.



CONSTRUCTION NOTE:  
DO NOT BURY OR ENCASE CONDUIT, SUBSTRUCTURES OR GROUNDING WITHOUT PG&E INSPECTION



CONSTRUCTION/INSTALLATION RESPONSIBILITY TABLE		
DRY UTILITY (JOINT TRENCH) INSTALLATION FOR THIS PROJECT SHALL BE: FULL APPLICANT INSTALL / SHARED INSTALL		
* ELEC SUBSTRUCTURES INCLUDING BOXES/PADS/CONDUIT	PG&E	APPLICANT
* ELEC FACILITIES INCLUDING TRANSFORMERS/SWITCHES/WIRE	PG&E	APPLICANT
* GAS PIPE/MATERIALS/RISERS	PG&E	APPLICANT
ADDITIONAL NOTES: * APPLICANT WILL TRENCH & BACKFILL ALL. * PG&E WILL MAKE ALL "HOT" TIE-INS & SET ALL METERS. * APPLICANT WILL INSTALL ALL TELEPHONE BOXES & CONDUIT. * TELEPHONE COMPANY WILL INSTALL ALL TELEPHONE WIRE. * INSTALLATION OF CATV BOXES & CONDUIT BY CATV, OR APPLICANT, TO BE DETERMINED AT THE PRE-CONSTRUCTION MEETING. IF BY APPLICANT, CATV COMPANY TO DELIVER SUBSTRUCTURE MATERIAL TO THE JOBSITE. JT CONTRACTOR & CATV COMPANY TO COORDINATE DELIVERY.		



NOTE:  
-PRELIMINARY PLANS-  
NOT FOR CONSTRUCTION

NOTE:  
PLEASE VERIFY THE SERVICE POINTS ON THIS PLAN MATCH YOUR CURRENT DESIGN. IF THERE ARE DISCREPANCIES, PLEASE CONTACT THE PROJECT MANAGER IN OUR OFFICE @ 925-820-8502

**MILLENNium**  
DESIGN & CONSULTING, INC.  
UTILITY DESIGN & CONSULTING - APPLICANT DESIGN - STREET LIGHTING

ALAMO, CA 94507  
P.O. BOX 737  
PHONE: 925-820-8502 - FAX: 925-820-8407

MOCT JOB#: 22-1498  
MOCT PM: KS  
DESIGNED BY: NK  
CHECKED BY: KS  
SCALE: 1"=20'  
LAST MODIFIED: 10-5-23

DESCRIPTION

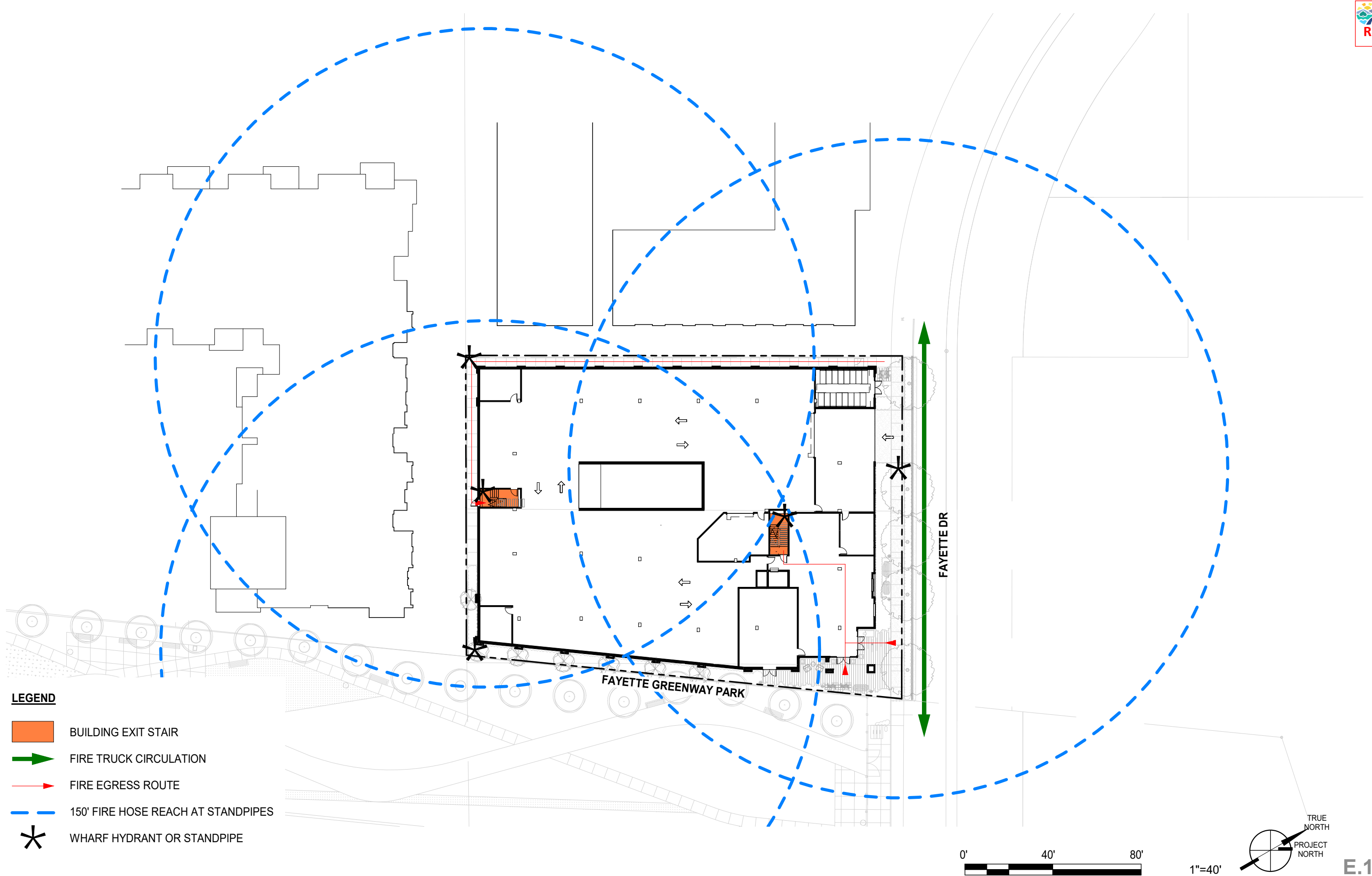
REV DATE

OCTANE FAYETTE, LLC.

JOINT TRENCH CONCEPTUAL COMPOSITE  
2645 FAYETTE DRIVE  
MOUNTAIN VIEW  
CALIFORNIA






SHEET NO.  
**JTC1**  
SHEET 1 OF 1  
REVISION NUMBER: 0  
PLOT DATE: 10-5-23

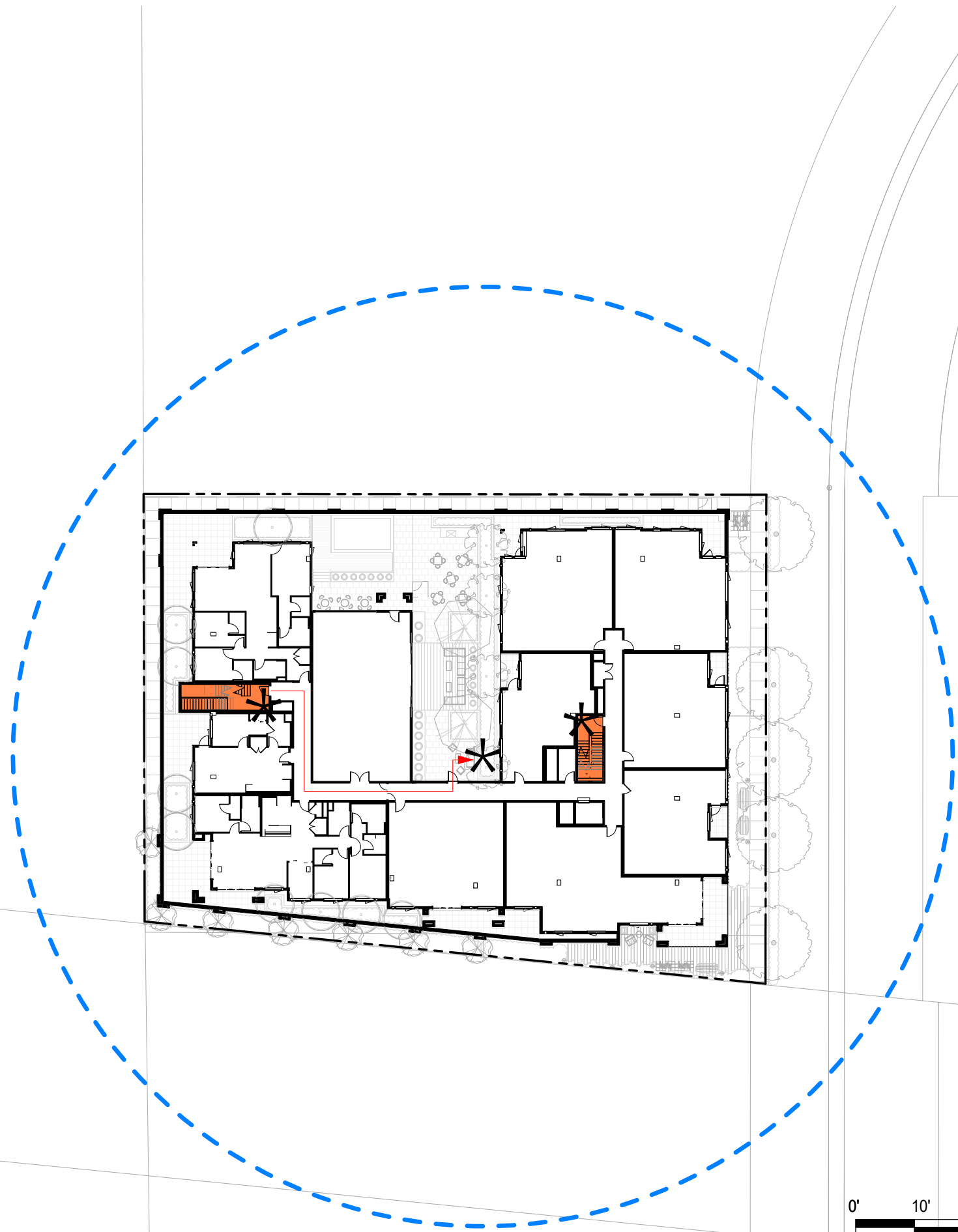




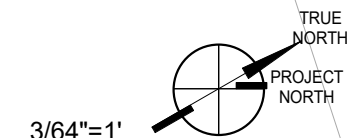


**LEGEND**

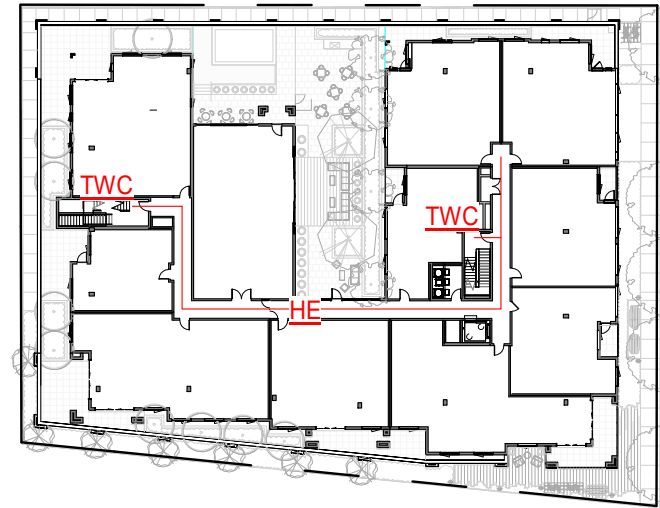
-  BUILDING EXIT STAIR
-  FIRE TRUCK CIRCULATION
-  FIRE EGRESS ROUTE
-  150' FIRE HOSE REACH AT STANDPIPES
-  WHARF HYDRANT OR STANDPIPE



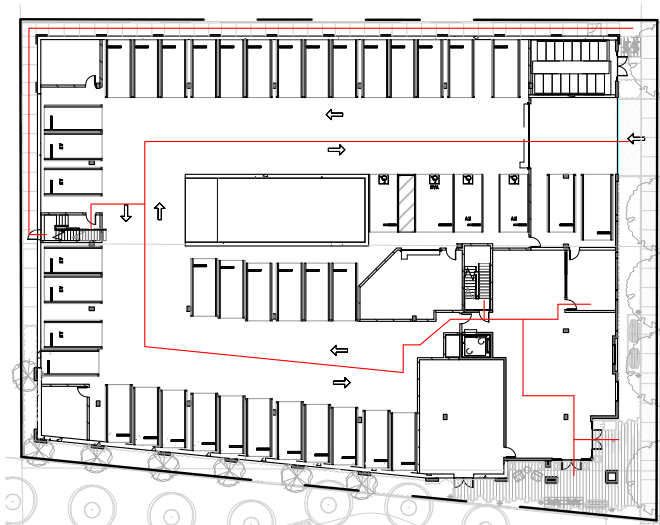
0' 10' 21' 32'



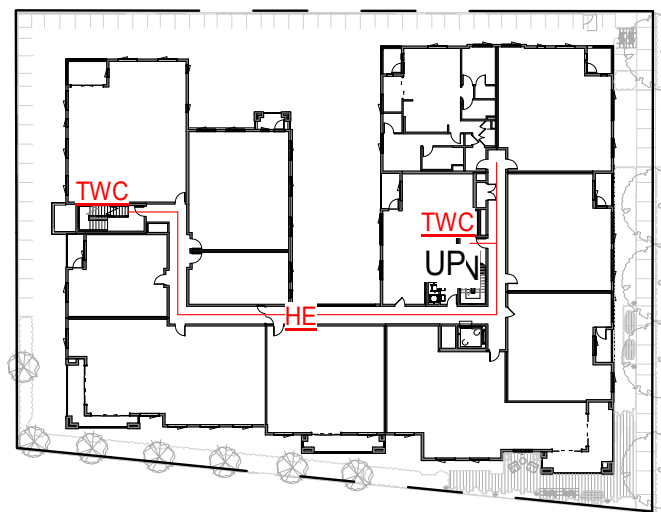
**E.2**



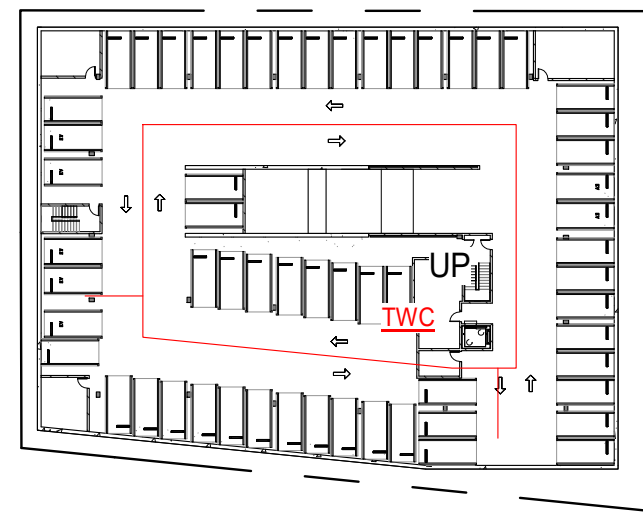
**FLOOR 2**



**FLOOR 1 - LEVEL OF DISCHARGE**

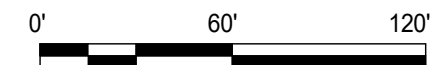


**FLOORS 3 - 7**

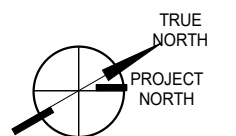


**BASEMENT**

- ACCESSIBLE PATH OF EGRESS
- HE HORIZONTAL EXIT
- TWC TWO-WAY COMMUNICATIONS

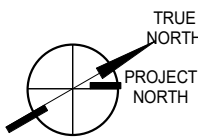
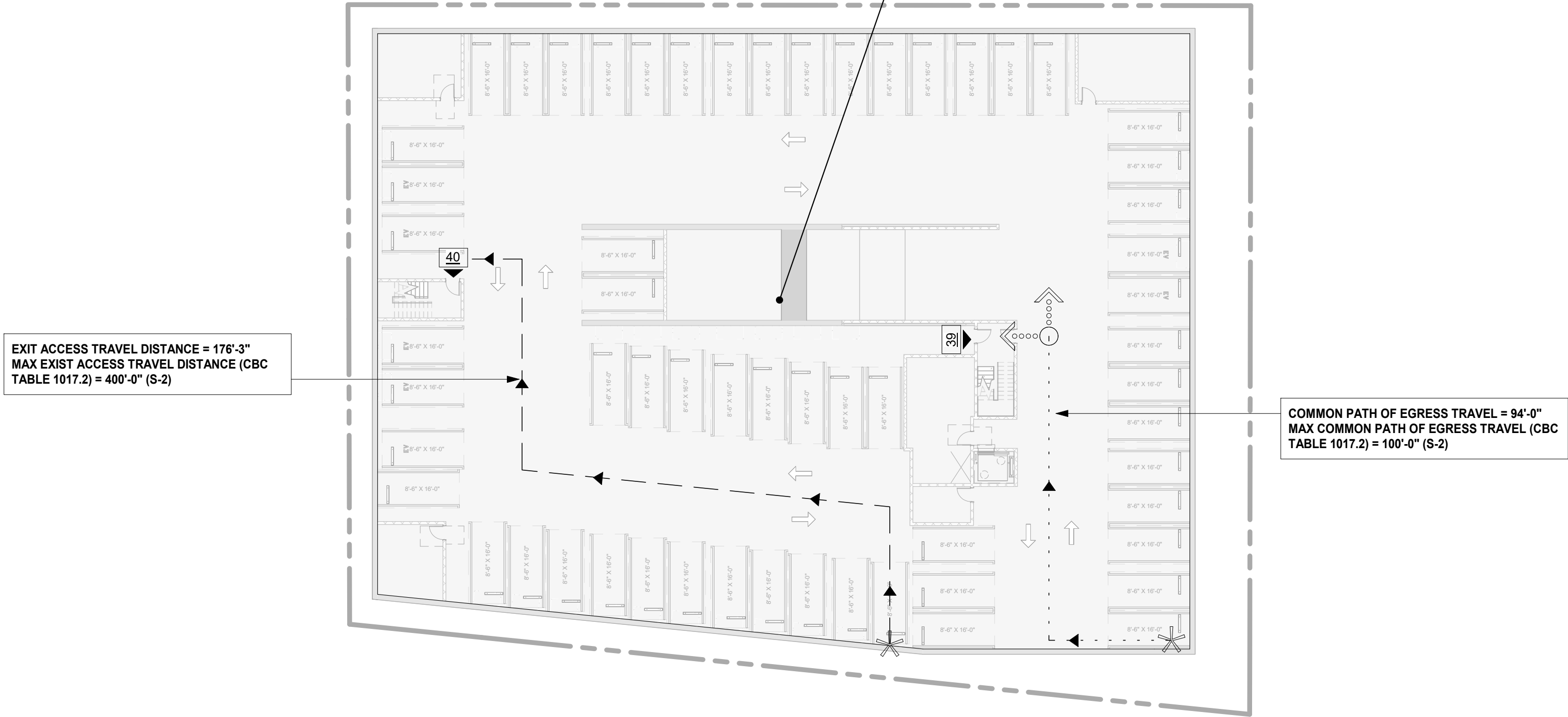


1"=60'



**E.3**

GARAGE		
AREA		23,529 SF
OCCUPANCY CLASSIFICATION	SECTION 302.1	S-2
OCCUPANT LOAD FACTOR	TABLE 1004.5	300 GROSS
OCCUPANT LOAD		79



E.4

PRIMARY USE		GARAGE
AREA		19,750 SF
OCCUPANCY CLASSIFICATION	SECTION 302.1	S-2
OCCUPANT LOAD FACTOR	TABLE 1004.5	300 GROSS
OCCUPANT LOAD		66

		LOBBY & MAIL ROOM
AREA		3,533 SF
OCCUPANCY CLASSIFICATION	SECTION 302.1	R-2 ACCESS.
OCCUPANT LOAD FACTOR	TABLE 1004.5	200 GROSS
OCCUPANT LOAD		18



EXIT ACCESS TRAVEL DISTANCE = 124'-7"  
MAX EXIT ACCESS TRAVEL DISTANCE  
( CBC TABLE 1017.2 ) = 400'-0" (S-2)

COMMON PATH OF EGRESS TRAVEL = 26'-6"  
MAX COMMON PATH OF EGRESS TRAVEL  
( CBC TABLE 1006.2.1 ) = 125'-0" (S-2)

COMMON PATH OF EGRESS TRAVEL = 74'-7"  
MAX COMMON PATH OF EGRESS TRAVEL  
( CBC TABLE 1006.2.1 ) = 125'-0" (R-2 ACCESS.)

EXIT ACCESS TRAVEL DISTANCE = 74'-7"  
MAX EXIT ACCESS TRAVEL DISTANCE  
( CBC TABLE 1017.2 ) = 250'-0" (R-2 ACCESS.)



ACCESSORY		CLUB ROOM
AREA		1,670 SF
OCCUPANCY CLASSIFICATION	SECTION 302.1	A
OCCUPANT LOAD FACTOR	TABLE 1004.5	15 NET
OCCUPANT LOAD		112

ACCESSORY		COURTYARD (FLOOR 2 ONLY)
AREA		2,261 SF
OCCUPANCY CLASSIFICATION	SECTION 302.1	A
OCCUPANT LOAD FACTOR	TABLE 1004.5	15 NET
OCCUPANT LOAD		151

COMMON PATH OF EGRESS TRAVEL = 94'-10"  
MAX COMMON PATH OF EGRESS TRAVEL  
( CBC TABLE 1006.2.1 ) = 125'-0"

EXIT ACCESS TRAVEL DISTANCE = 94'-10"  
MAX EXIT ACCESS TRAVEL DISTANCE  
( CBC TABLE 1017.2 ) = 250'-0"

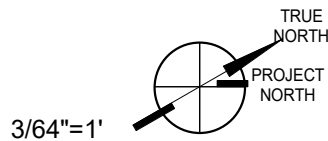
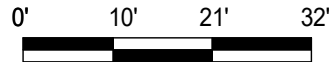
COMMON PATH OF EGRESS TRAVEL = 108'-3"  
MAX COMMON PATH OF EGRESS TRAVEL  
( CBC TABLE 1006.2.1 ) = 125'-0"

EXIT ACCESS TRAVEL DISTANCE = 108'-3"  
MAX EXIT ACCESS TRAVEL DISTANCE  
( CBC TABLE 1017.2 ) = 250'-0"

RESIDENTIAL		FC-1
AREA		5,805 SF
OCCUPANCY CLASSIFICATION	SECTION 302.1	R-2
OCCUPANT LOAD FACTOR	TABLE 1004.5	200 GROSS
OCCUPANT LOAD		30

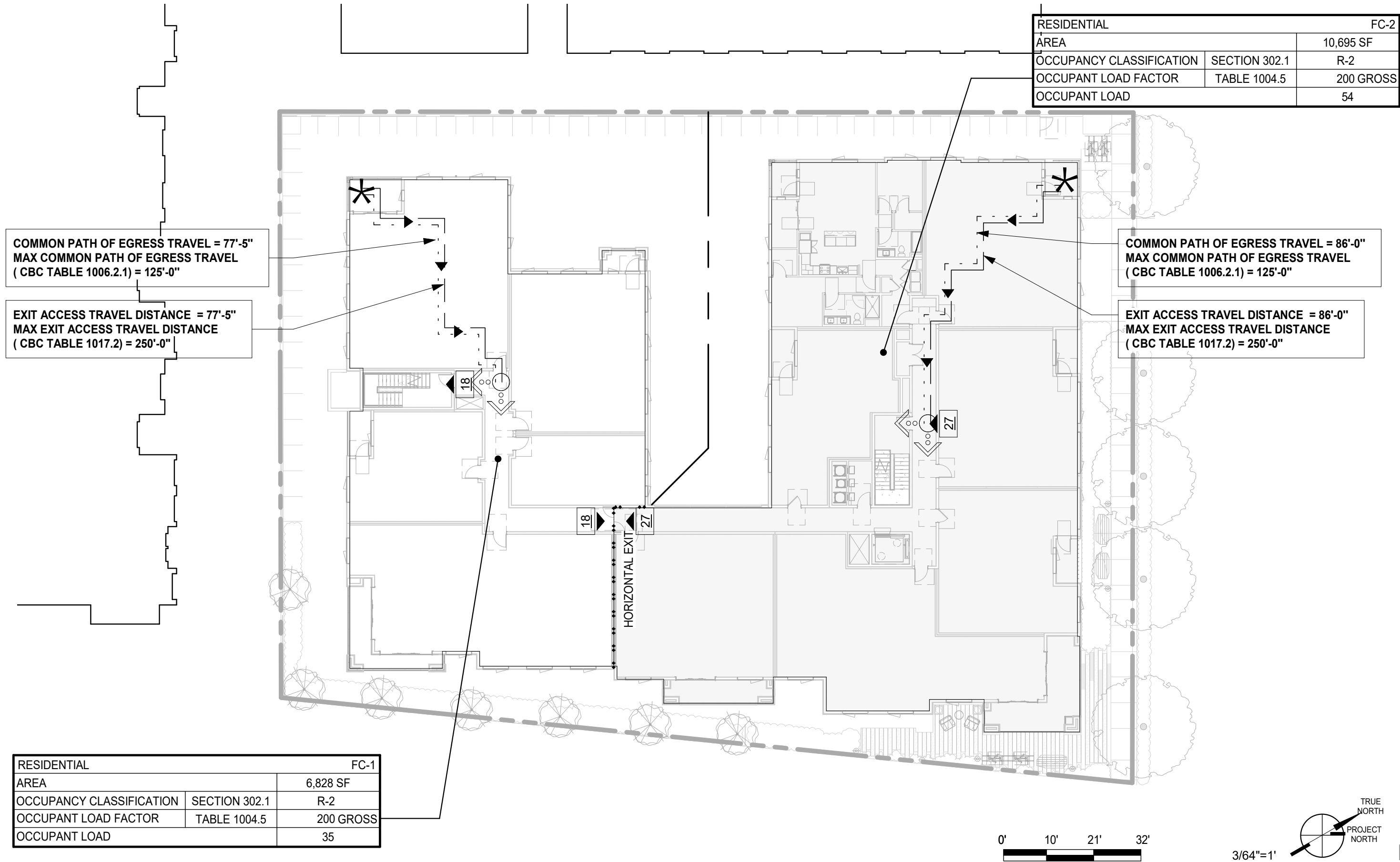
RESIDENTIAL		FC-2
AREA		10,808 SF
OCCUPANCY CLASSIFICATION	SECTION 302.1	R-2
OCCUPANT LOAD FACTOR	TABLE 1004.5	200 GROSS
OCCUPANT LOAD		55

HORIZONTAL EXIT

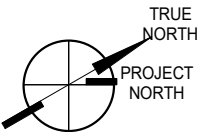


3/64"=1'

E.6

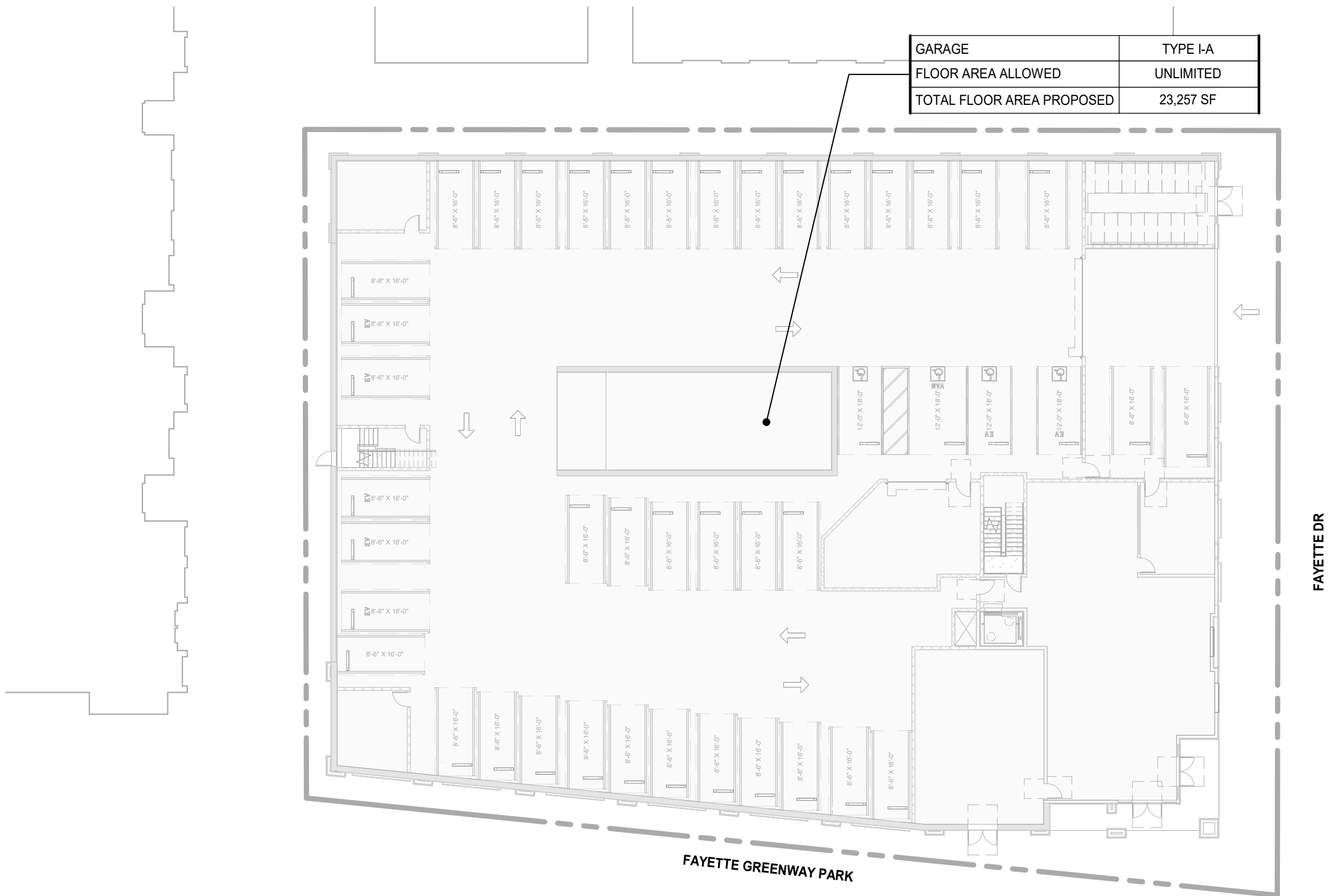


GARAGE	TYPE I-A
FLOOR AREA ALLOWED	UNLIMITED
TOTAL FLOOR AREA PROPOSED	23,529 SF

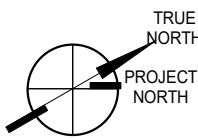


E.8



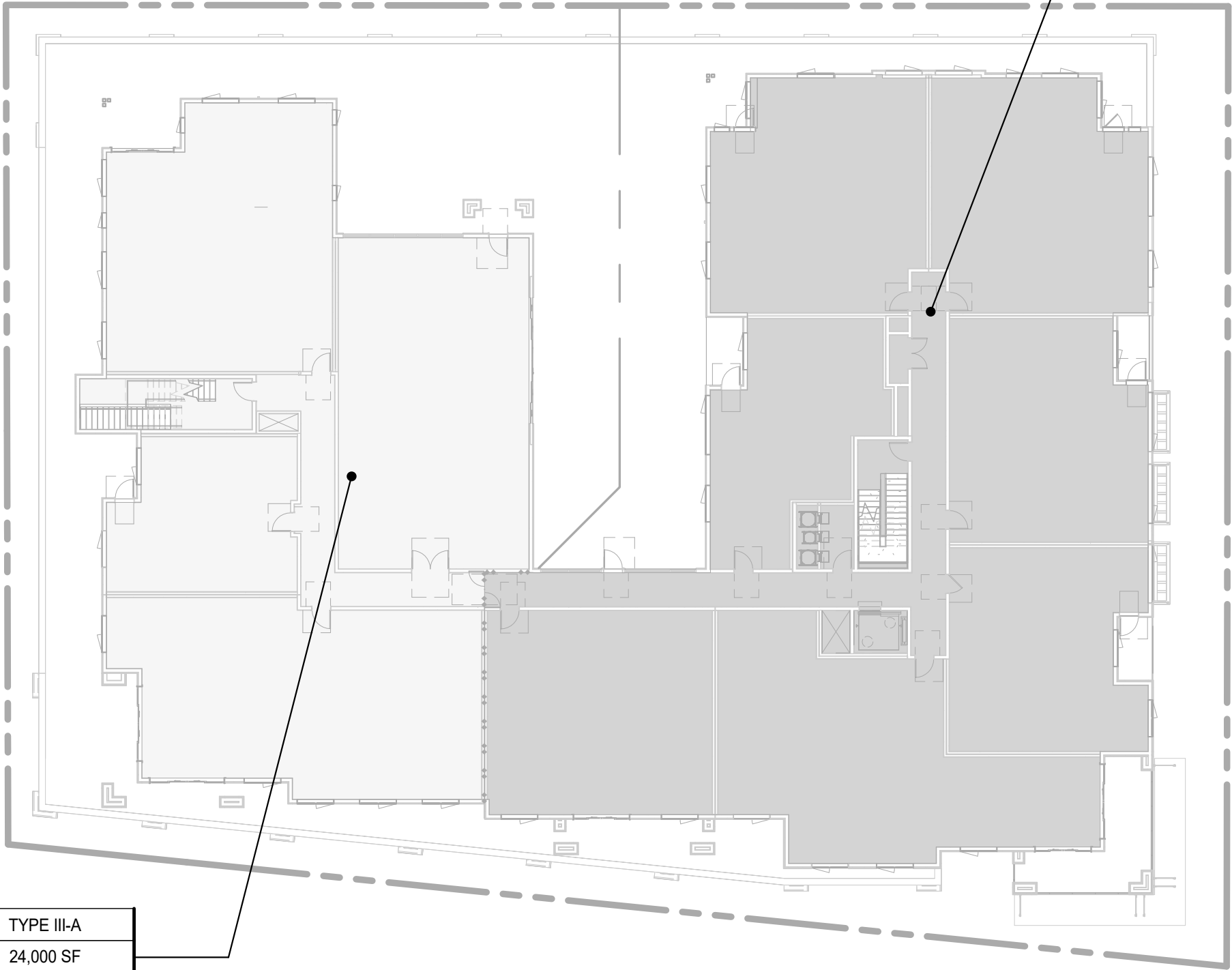


GARAGE	TYPE I-A
FLOOR AREA ALLOWED	UNLIMITED
TOTAL FLOOR AREA PROPOSED	23,257 SF

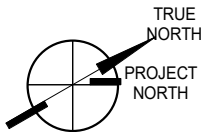


E.9

FC-2	TYPE III-A
FLOOR AREA ALLOWED	24,000 SF
TOTAL FLOOR AREA PROPOSED	9,889 SF

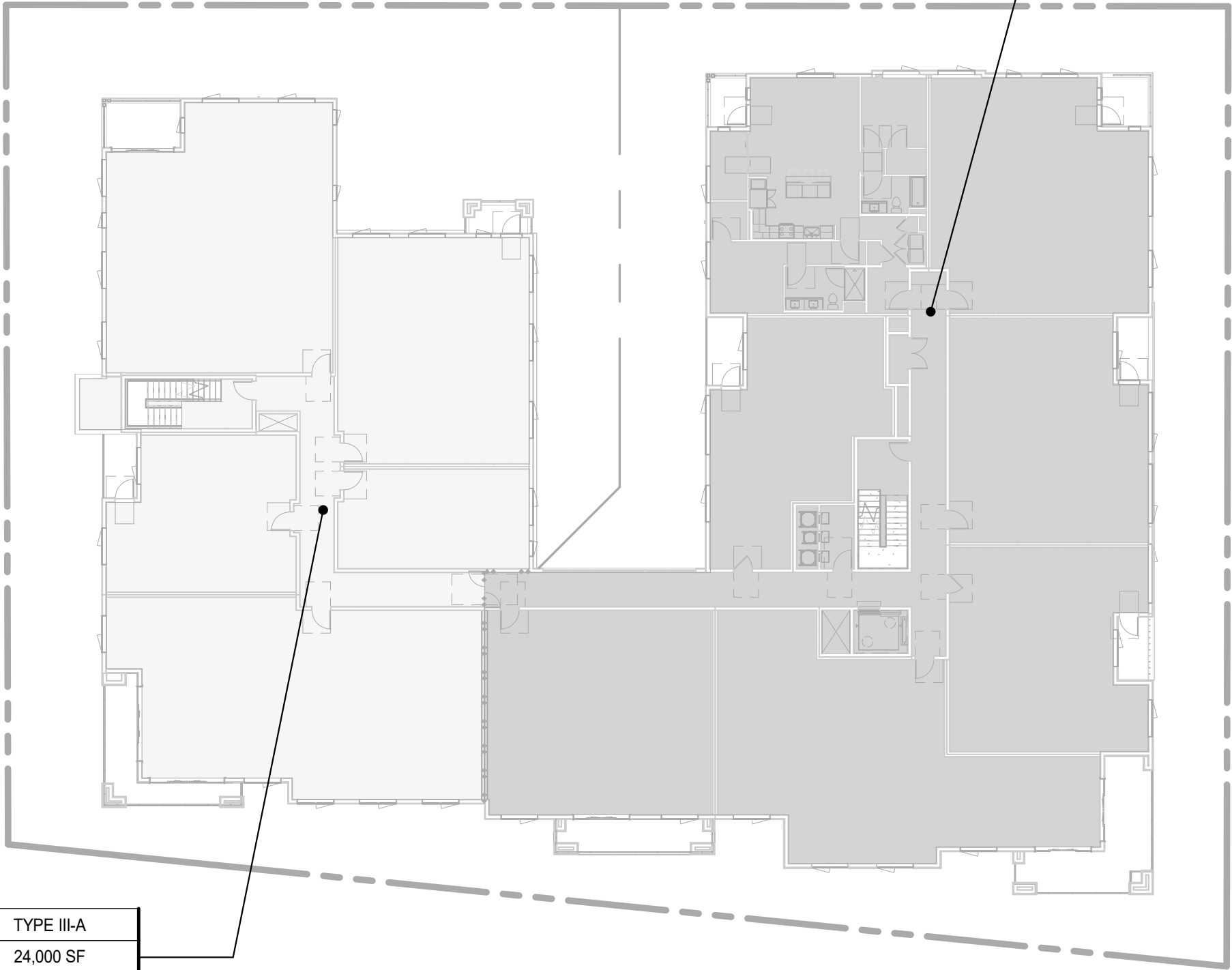


FC-1	TYPE III-A
FLOOR AREA ALLOWED	24,000 SF
TOTAL FLOOR AREA PROPOSED	6,479 SF

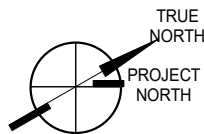


E.10

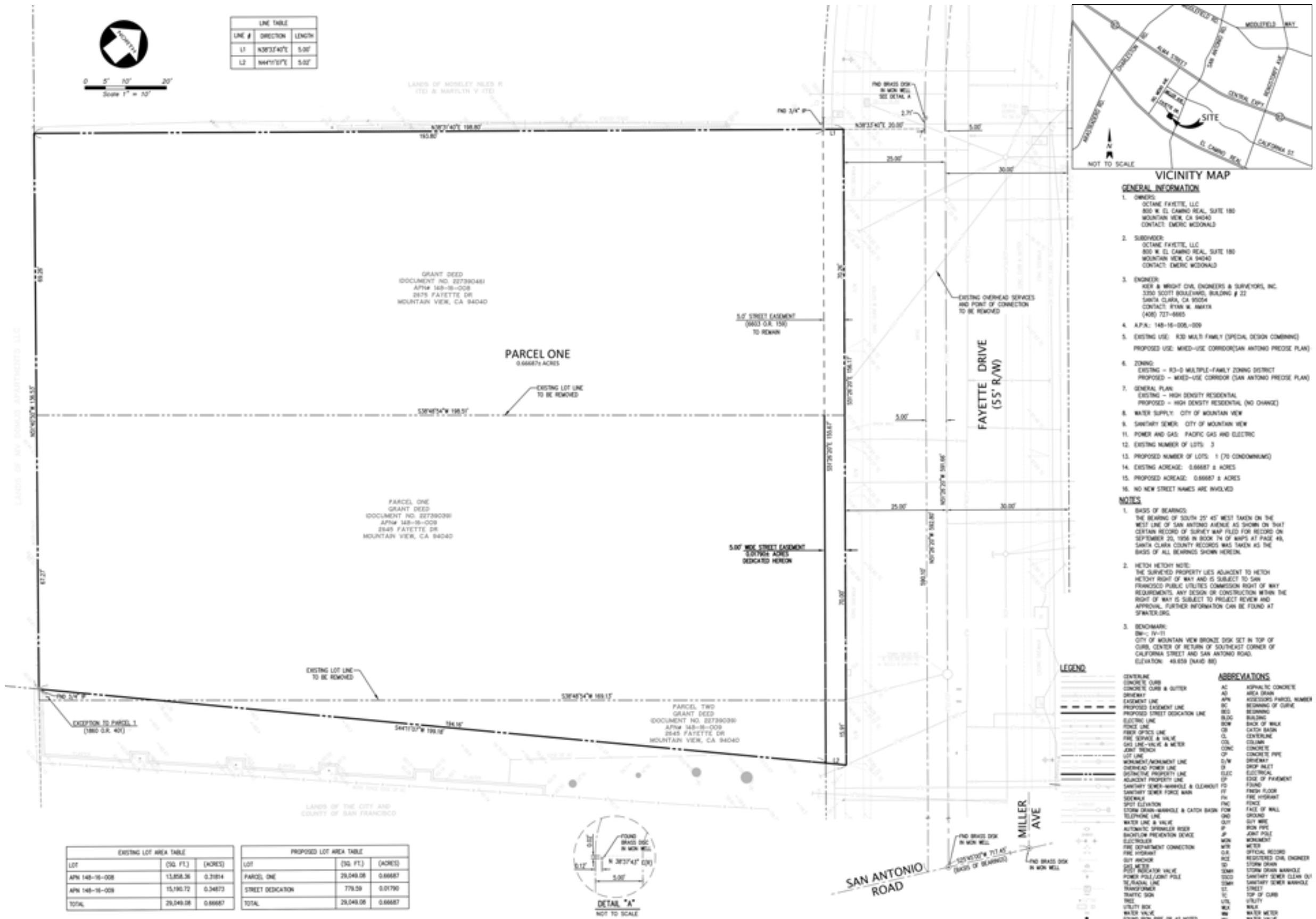
FC-2	TYPE III-A
FLOOR AREA ALLOWED	24,000 SF
TOTAL FLOOR AREA PROPOSED	9,889 SF



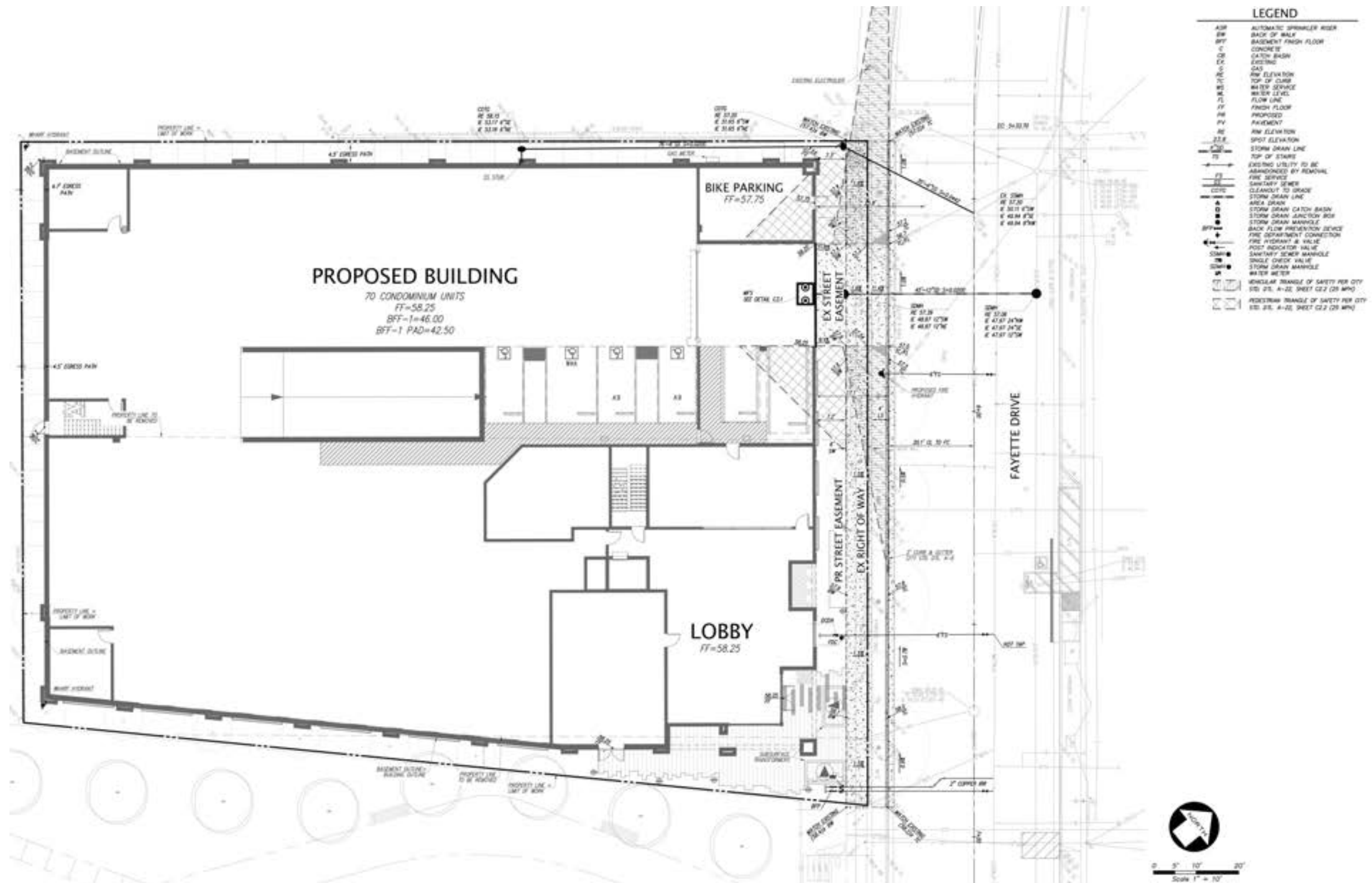
FC-1	TYPE III-A
FLOOR AREA ALLOWED	24,000 SF
TOTAL FLOOR AREA PROPOSED	6,479 SF



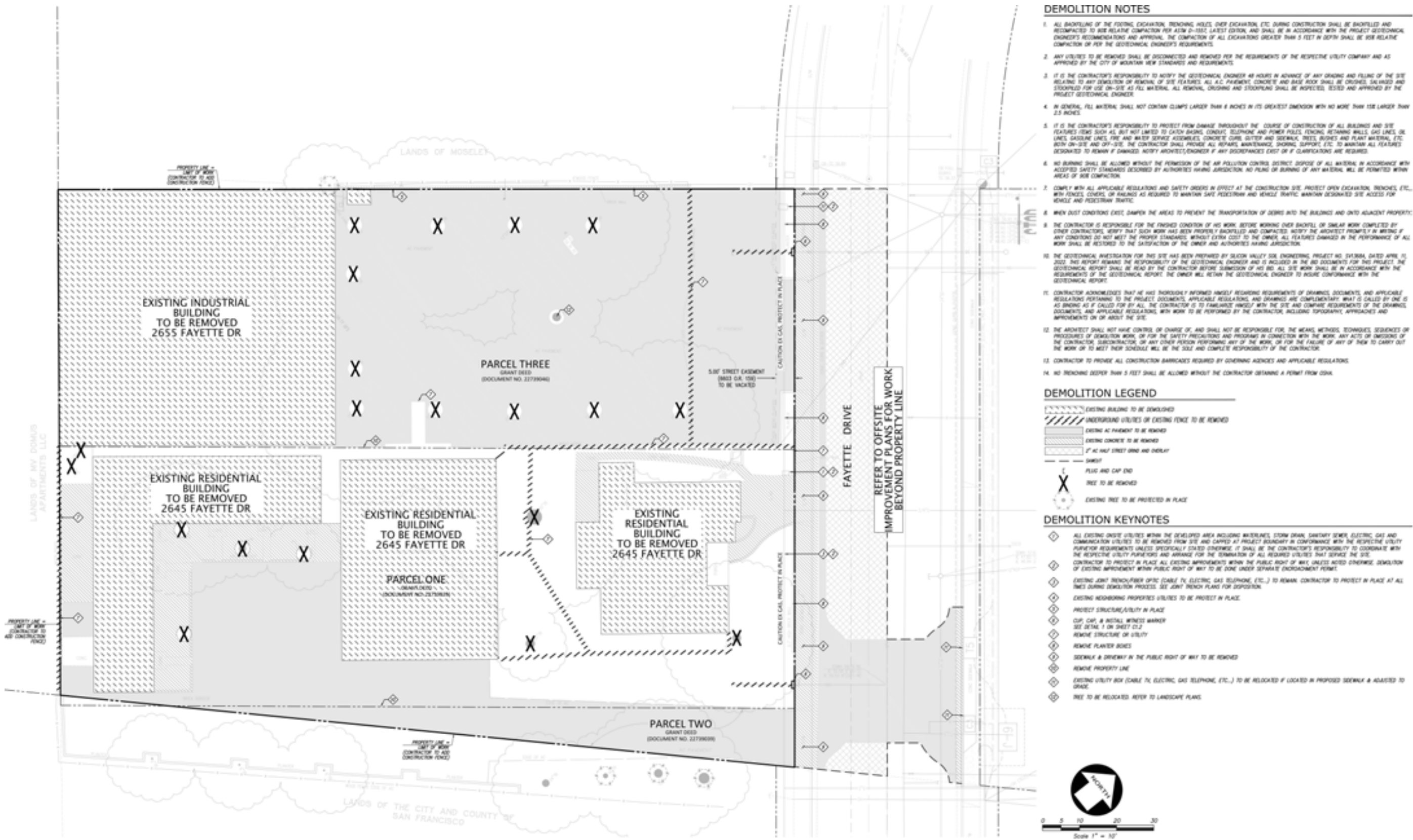
E.11



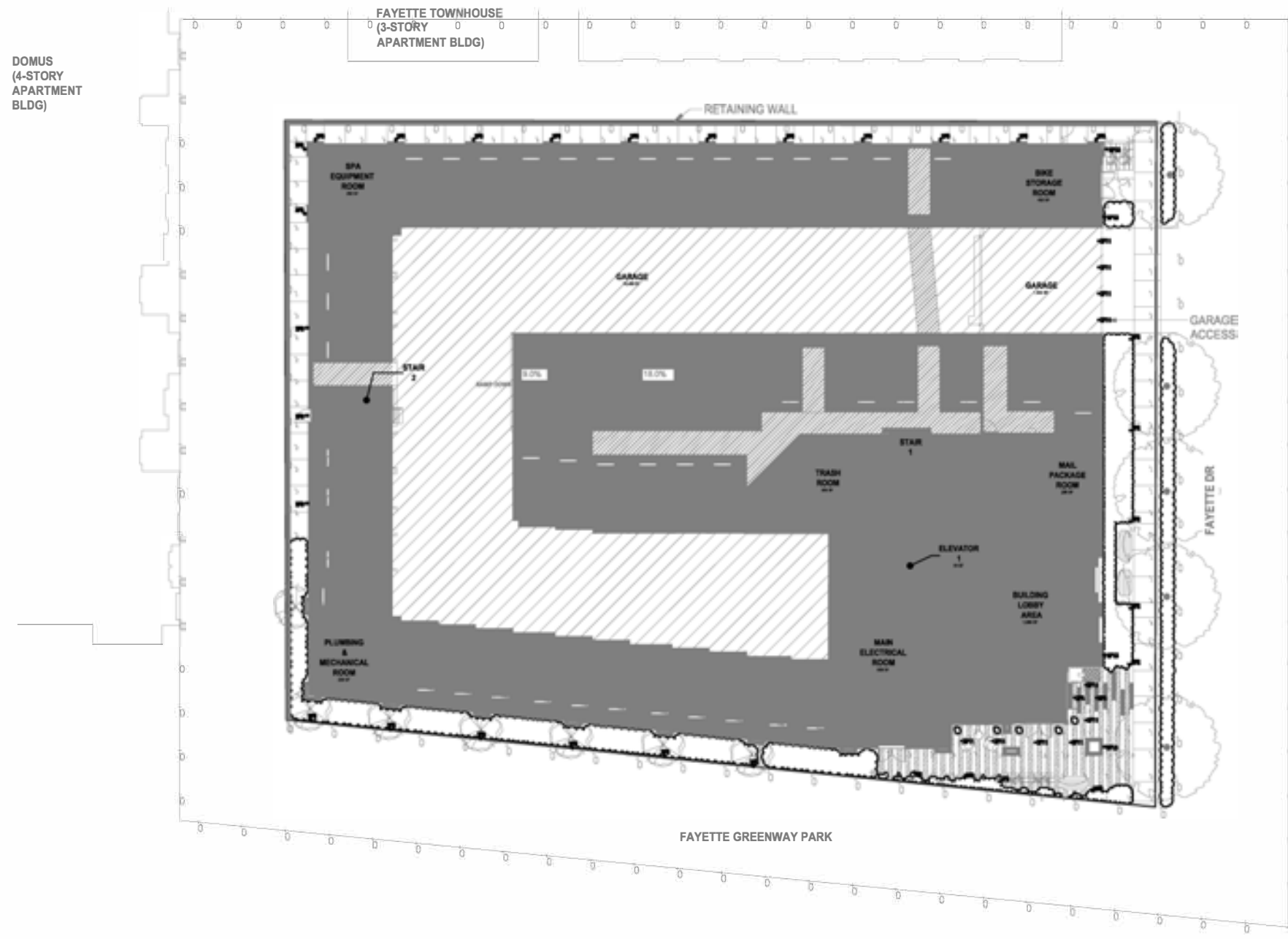




Z.2







TRUE NORTH  
PROJECT NORTH  
1/32"=1'  
**LT2.01**



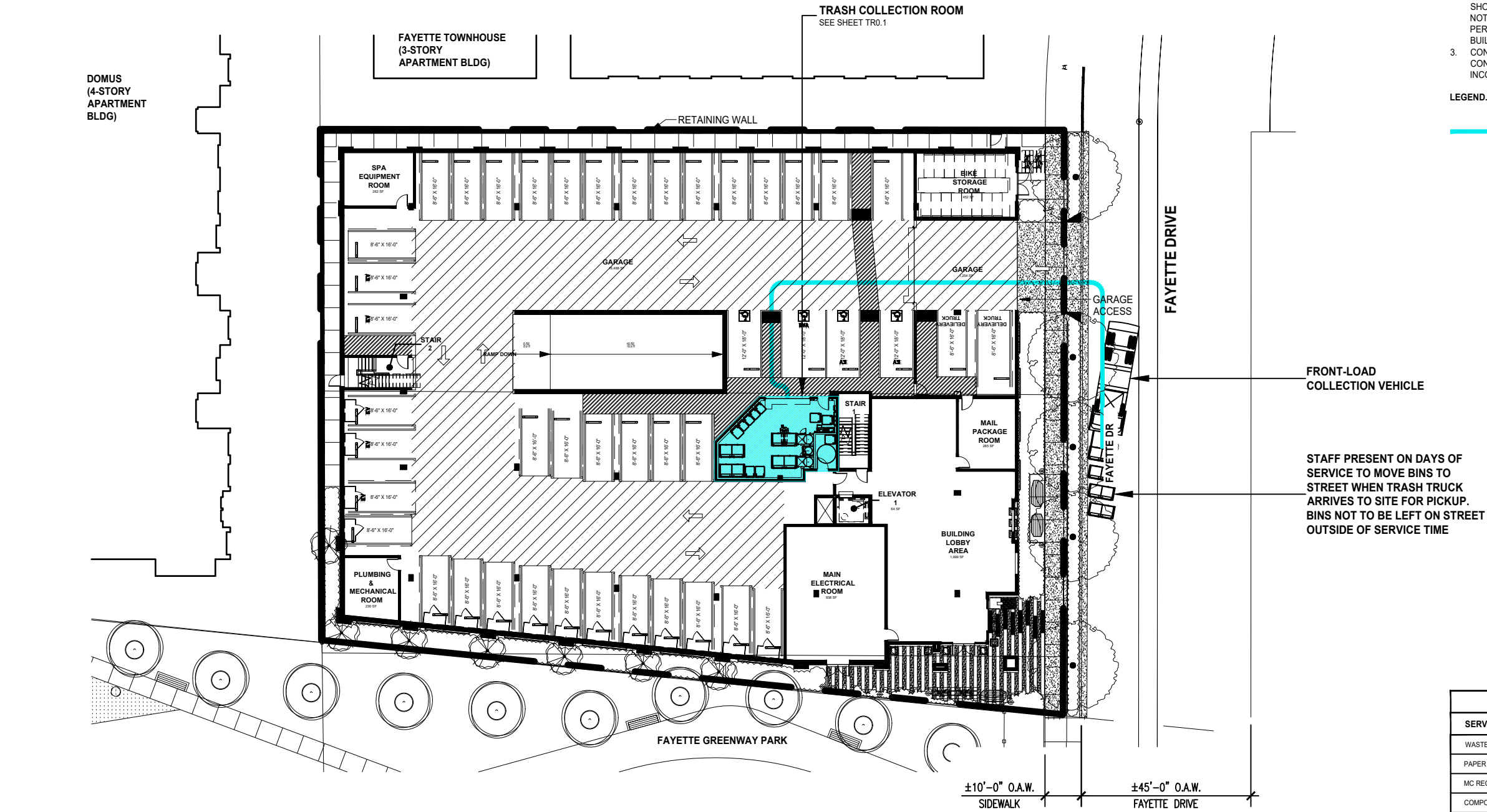
TRUE  
NORTH  
PROJECT  
NORTH  
1/32"=1'  
**LT2.02**



- SHEET NOTES.**
- TRASH ROUTE PLAN. LEVEL B1.**
1. STAFF SHALL TRANSPORT CONTAINERS TO TRASH STAGING AREA WITH ELECTRIC PALLET TRUCK PER SCHEDULE.
  2. NOTE THAT TOTES CARS WILL BE SERVICED BY SIDE-LOAD COLLECTION VEHICLE AND CONTAINERS WILL BE SERVICED BY FRONT-LOAD COLLECTION VEHICLE. WASTE, RECYCLING, AND COMPOST SERVICE TO OCCUR ON SEPARATE DAYS.
- GENERAL NOTES.**
1. ANY DESIGNS OR SOLUTIONS SHOWN IN DRAWING, EITHER DIRECT OR IMPLIED, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS FOR CONSTRUCTION. THESE DRAWINGS ARE INTENDED TO SUPPLEMENT THE SUBMITTAL PACKAGE FROM ARCHITECT.
  2. ANY PARTIAL INFORMATION, OMISSIONS, OR INACCURATE DESCRIPTIONS OF WORK SHOWN IN DRAWINGS, WHICH ARE NECESSARY TO PERFORM THE SCOPE OF WORK, SHALL NOT RELIEVE THE CONTRACTOR FROM COMPLETION OF WORK. ALL WORK SHALL BE PERFORMED TO SATISFY THE MINIMUM REQUIREMENTS OF THE CURRENT APPLICABLE BUILDING CODES.
  3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

**LEGEND.**

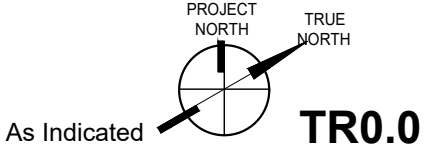
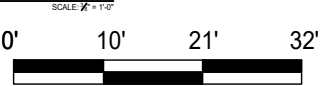
STAFF PATH OF TRAVEL FROM RESIDENTIAL TRASH ROOM TO TRASH STAGING AREA.



STAFF PRESENT ON DAYS OF SERVICE TO MOVE BINS TO STREET WHEN TRASH TRUCK ARRIVES TO SITE FOR PICKUP. BINS NOT TO BE LEFT ON STREET OUTSIDE OF SERVICE TIME

PROJECTED COLLECTION SCHEDULE: COMPACTED TRASH							
SERVICE:	M	Tu	W	Th	F	Sa	Su
WASTE - 2CY FL COMPACTED					2		
PAPER REC - 2CY FL COMPACTED					2		
MC REC - 96G TOTES					5		
COMPOST - 64G TOTES					3		
TOTAL	0	0	0	0	12	0	0

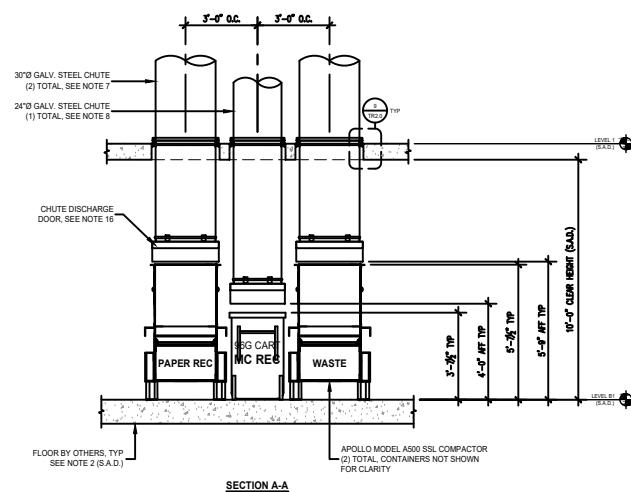
TRASH ROUTE / STAGING PLAN  
LEVEL 1



OCTANE - 2645 & 2655 FAYETTE DR.

TRASH ROUTE / STAGING PLAN JANUARY 23, 2024

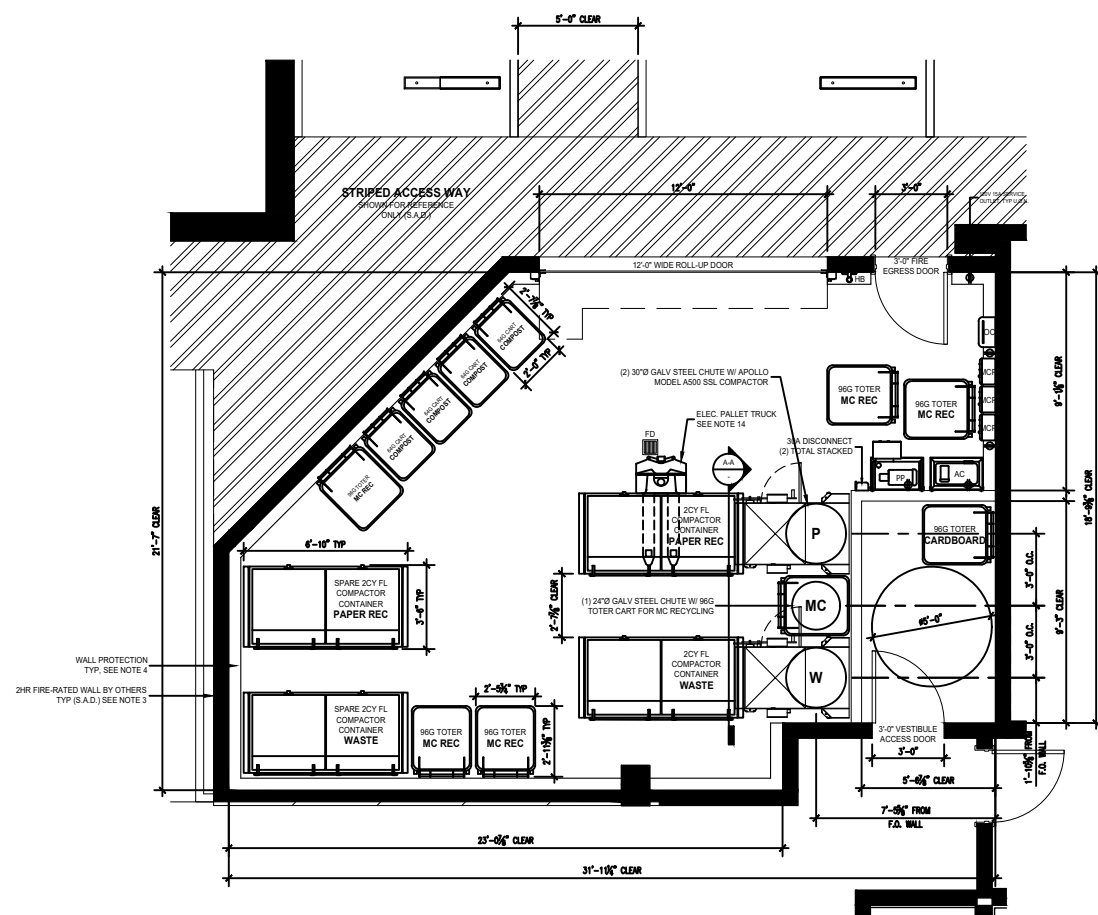
All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



## SECTIONS

AT TRASH COLLECTION ROOM

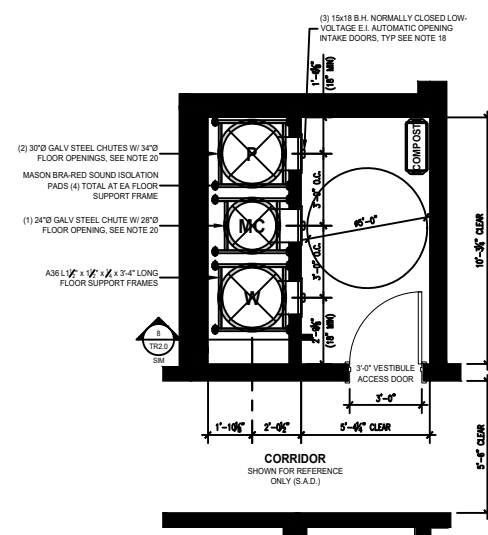
SCALE: ~~X~~ = 1-0



NOTE: SEE ARCHITECTURAL DRAWINGS FOR ALL DIMENSIONS NOT  
NEEDED FOR PLACEMENT OF TRASH EQUIPMENT.

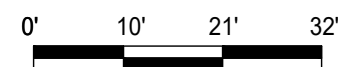
### TRASH COLLECTION ROOM PLAN

LEVEL B1



## CHUTE INTAKE VESTIBULE

SIM AT UPPER LEVELS 2-8

SCALE: ~~2~~ = 1:0

As Indicated



## TR0.1

**SHEET NOTES:**

TRASH COLLECTION ROOM: LEVEL B1

1. TRASH ROOM SHALL BE 2HR FIRE-RATED CONSTRUCTION - RESTRICTED ACCESS.
2. FINISH FLOORS WITH ELASTO-DECK 6001 AL-HT DECK COATING. PROVIDE MINIMAL SLOPE AND FLOOR DRAIN.
3. FINISH WALLS WITH FRP WASHABLE WATERPROOF SURFACE 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"x6"W CONCRETE CURB AT BASE OF WALLS. DO NOT INSTALL BEHIND COMPACTORS OR POWER PACKS.
5. 12'-0" ROLL-UP DOOR FOR TRANSFERRING CONTAINERS AND 3'-0" FIRE EGRESS DOOR. ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/IT PER 2022 CBC.
6. (2) 30"x16G GALVANIZED OR GALVANNEALED STEEL CHUTES WITH APOLLO MODEL A500 SINGLE-SIDE LATCH COMPACTORS AND 2CY FL COMPACTOR CONTAINERS FOR WASTE AND PAPER RECYCLING DISPOSAL. CHUTES TERMINATE AT 5'-9" AFF.
8. (1) 24"x16G GALVANIZED OR GALVANNEALED STEEL CHUTE WITH 96G TOTER CART FOR MIXED-CONTAINER RECYCLING. CHUTE TERMINATES AT 4'-0" AFF.
9. PP: COMPACTOR POWER PACKS FLOOR-MOUNTED AND STACKED VERTICALLY. (2) 5HP 3-PHASE, 208/230/460V. 30A DISCONNECTS 60" AFF.
10. MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW CHUTE DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. 120V 15A SERVICE OUTLET REQUIRED. (3) TOTAL.
11. AC: AIR COMPRESSOR (0.6 GALLONS) 4610AC WITH AUTOMATIC TANK DRAIN VALVE. 2 HP PEAK, TWIN TANK CAPACITY 4 LBS LESSONS, VOLTAGE @ 60 HZ 110 VOLTS, CURRENT 8.5 AMPS TO POWER THE CHUTE INTAKE DOORS. (2) TOTAL.
12. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF.
13. HB: HOT AND COLD HOSE BIBB SHALL BE WALL-MOUNTED 60" AFF.
14. PROVIDE ELECTRIC PALLET TRUCK FOR TRANSFERRING CONTAINERS. 4000LB CAPACITY WITH 45.5" TURNING RADIUS. 120V 15A SERVICE OUTLETS REQUIRED.
15. 120V 15A SERVICE OUTLET REQUIRED FOR ALL EQUIPMENT (U.O.N.).
16. CHUTE DISCHARGE DOOR: WILKINSON TYPE-A, B-LABEL CONSTRUCTION 90 MINUTE FIRE-RATED, HORIZONTALLY ROLLING DOOR, HELD OPEN BY 165°F FUSIBLE LINK, SHOWN IN CLOSED POSITION.
17. CONSTRUCT CARDBOARD CLOSET FOR RESIDENTIAL CARDBOARD DISPOSAL AT TRASH DISCHARGE ROOM PER PLAN. PROVIDE 96G TOTER CART.

**CHUTE INTAKE VESTIBULES: SIMILAR AT UPPER LEVELS 2-8**

18. CHUTE INTAKE VESTIBULES SHALL BE 2HR FIRE-RATED WITH 2HR FIRE-RATED ACCESS DOOR. 5'-0" MIN CLEAR REQUIRED PER ADA STANDARDS - RESIDENTIAL ACCESS. POWER TO INTAKE DOORS SUPPLIED BY MCP. PROVIDE (3) 15x18 BOTTOM HINGED, NORMALLY CLOSED LOW-VOLTAGE, ELECTRICALLY INTERLOCKED, AUTOMATIC OPENING DOORS FOR WASTE, MIXED-CONTAINER RECYCLING, AND PAPER RECYCLING AT EACH FLOOR. SEE DETAIL 2/TR2.0. 30" x 48" REQUIRED FOR FRONT APPROACH. MANAGEMENT TO PROVIDE 23-GALLON RUBBERMAAT SLIM JIM CONTAINER OR EQUIVALENT FOR COMPOST DISPOSAL. STAFF TO EMPTY IN CONTAINERS DAILY AT TRASH ROOM.
19. 2HR FIRE-RATED FACE WALL SHALL NOT BE ERECTED UNTIL CHUTES HAVE BEEN INSTALLED. FOR SOUND PROOFING PURPOSES, DOUBLE STUD-WALLS ARE REQUIRED ADJACENT TO OCCUPIED SPACES. INTERIOR OF SHAFT SHALL BE TAPED TO PREVENT ODOROUS AIR LEAKING INTO OCCUPIED SPACES.
20. PROVIDE ROUND FLOOR OPENINGS AT CONCRETE FLOORS AND SQUARED FLOOR OPENINGS AT WOOD-FRAME CONSTRUCTION. SEE PLAN FOR DIAMETER OF OPENINGS. INSTALL FLOOR SUPPORT FRAME AT EACH FLOOR PENETRATION TO SECURE CHUTE. SEE DETAIL 9/TR2.0 FOR ANCHORING. POUR RINGS WILL VARY BASED ON THICKNESS OF FLOOR SLAB - PROVIDED BY MANUFACTURER.

GENERAL NOTES:

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3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

PROJECTED COLLECTION SCHEDULE: COMPACTED TRASH							
SERVICE:	M	Tu	W	Th	F	Sa	Su
WASTE - 2CY FL COMPACTED					2		
PAPER REC - 2CY FL COMPACTED					2		
MC REC - 96G TOTER					5		
COMPOST - 64G TOTER					3		
<b>TOTAL</b>	0	0	0	0	12	0	0

**OCTANE - 2645 & 2655 FAYETTE DR.**

# TRASH DISCHARGE ROOM PLAN

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



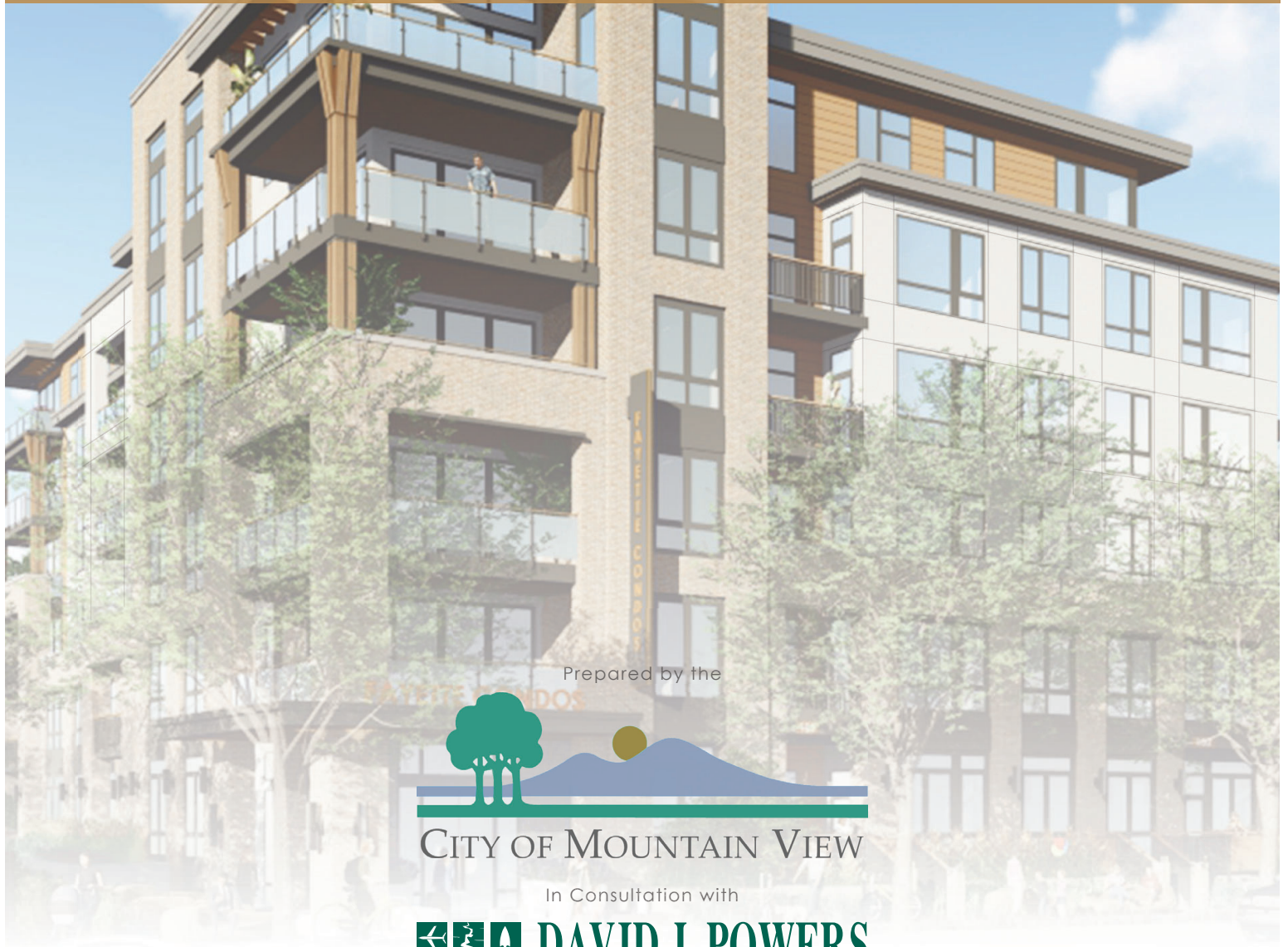


## **ATTACHMENT 2**

---

### **PRIOR CEQA INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION**

Initial Study/Mitigated Negative Declaration  
**2645-2655 Fayette Drive  
Residential Project**



Prepared by the



CITY OF MOUNTAIN VIEW

In Consultation with



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

March 2020



**MITIGATION MONITORING & REPORTING PROGRAM**  
**2645-2655 Fayette Drive Residential Project**  
**City File Number: PL-2018-024 and PL-2018-332**

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
<b>Air Quality</b>				
<b>Impact AIR-3:</b> The project would not expose sensitive receptors to substantial pollutant concentrations with mitigation incorporated.	<b>MM AIR-3.1:</b> All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 standards for particulate matter emissions. Alternatively, equipment that meets U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters (DPF) or equivalent would be effective. The use of equipment that is powered by electricity or alternatively fueled equipment (i.e., non-diesel) would also meet this requirement.	Project applicant and contractors implementing the project	<p>All measures will be required as part of demolition and development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.</p> <p>Oversight of implementation by the City's Community Development Department.</p>	Prior to and during any construction activities, as specified.
<b>Noise and Vibration</b>				
<b>Impact NOI-2:</b> The project would not result in generation of excessive groundborne vibration or groundborne noise levels with mitigation incorporated.	<p><b>MM NOI-2.1:</b> Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building.</p> <p><b>MM NOI-2.2:</b> Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.</p>	Project applicant and contractors implementing the project	<p>All measures will be required as part of demolition and development permits. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.</p> <p>Oversight of implementation by the City's Community Development Department.</p>	During any construction activities, as specified.

**SOURCE:** City of Mountain View. *2645-2655 Fayette Drive Residential Project Initial Study/Mitigated Negative Declaration*. March 2020.



**Initial Study Amendment  
2645-2655 Fayette Drive Residential Project  
October 2020**

**1. Purpose**

In accordance with the California Environmental Quality Act (CEQA), an Initial Study was prepared to evaluate the environmental impacts of the proposed 2645-2655 Fayette Drive Residential project. The Initial Study was circulated for public review and comment in March 2020. The Initial Study analyzed the environmental effects of rezoning the site from the R3-D zone to the San Antonio Precise Plan zoning district P40, in order to develop the site with a six story, 44 unit stacked flat condominium building with two levels of underground parking.

Since circulation in March 2020, several changes to the project have been made. This Initial Study Amendment describes the proposed changes to the project and analyzes the potential for these changes to result in new or greater environmental impacts than those previously discussed in the Initial Study circulated March 2020.

**2. Description of Proposed Changes to the Project**

*a) General Plan Amendment*

The project originally proposed to amend the site's General Plan land use designation from High-Density Residential to Mixed-Use Corridor under the San Antonio Precise Plan. The project will no longer include a General Plan amendment.

*b) Affordable Housing Units*

The City of Mountain View's Below-Market-Rate Housing Program distinguishes three income categories of affordable housing:

- Moderate-Income – the level of gross income for Santa Clara County as published periodically by the State Department of Housing and Community Development, generally defined as between 80 percent and 120 percent of the area median income (AMI), adjusted for household size.
- Low-Income – the level of gross income for Santa Clara County as published periodically by the State Department of Housing and Community Development, generally defined as between 50 percent and 80 percent of the area median income (AMI), adjusted for household size.
- Very Low-Income – the level of gross income for Santa Clara County as published periodically by the State Department of Housing and Community Development, generally defined as less than 50 percent of the AMI, adjusted for household size.

The project originally proposed to include five affordable housing units, all as moderate-income units. While the project will maintain the same number of affordable housing units, there will instead be four very-low income units and one low-income unit instead of five moderate-income units.

*c) Potential Multimodal Improvements*

The City of Mountain View's Public Works Department may require one of the following multimodal improvements as a condition of approval for the project:

- Addition of sharrows (shared lane markings) on Fayette Drive
- Addition of a crosswalk across Fayette Drive, connecting the Hetch-Hetchy linear park (between El Camino Real and Fayette Drive) with the park to be dedicated by The Dean Apartments directly across the street.

**3. Environmental Impacts of Proposed Changes to the Project**

The discussion below describes the environmental impacts of the currently proposed project, as they compare with the findings of the Initial Study circulated in March 2020. The revised project description may have impacts to the environmental subjects discussed below. All other subject areas were considered and found not to be potentially impacted by the revised project description.

*a) Land Use Impacts*

The project would not amend the General Plan designation; thus, the project site would remain designated as High Density Residential. As noted in the Initial Study, the project at 66 units per acre is consistent with the General Plan High Density Residential designation which allows 36 to 80 units per acre. The height guideline for High Density Residential is up to five stories tall. The project would be six stories tall, however, the project is eligible for a density bonus that would allow the project to build an additional story. Therefore, the project would not have any new or greater land use impacts than those previously discussed in the Initial Study circulated in March 2020.

*b) Population and Housing Impacts*

The project proposes to include four very-low income units and one low-income unit instead of five moderate-income units as described in the Initial Study. The project would not change the total number of units to be constructed, therefore, the project would not have any new or greater population and housing impacts than those previously discussed in the Initial Study circulated March 2020.

c) *Transportation Impacts*

VTM Analysis

At the time of the Initial Study's circulation, level of service (LOS) was still being used as the metric of transportation impacts under CEQA. However, statewide implementation of Senate Bill (SB) 743 on July 1, 2020 has since required that vehicle miles traveled (VMT) be used as the metric of transportation analysis under CEQA. The City Council, therefore, adopted a VMT policy, effective July 1, 2020. Thus, Hexagon Transportation Consultants, Inc. (Hexagon) prepared an updated VMT analysis (August 2020) to address the revised project description and new VMT policy.

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Mountain View transportation analysis policy. The Santa Clara Countywide VMT Evaluation Tool is used to estimate the project VMT, based on the project location, type of development, project description, and proposed trip reduction measures, if any. Mountain View has established a VMT threshold of significance for residential uses of 15% below the Bay Area regional average. The Bay Area regional average is 13.95 daily miles per person. Thus, the VMT threshold is 11.86 daily VMT per resident, which is a 15% below the regional average.

The project VMT estimated by the tool is 9.37 daily miles per resident. The project VMT would be below the threshold of 11.86 VMT per resident. Therefore, the project's VMT impact is considered less than significant.

In Hexagon's Transportation Impact Analysis (TIA) report prepared for the Initial Study, the average VMT per resident for this project area was reported to be 16.02 miles per resident, which is six percent greater than the Countywide average (15.11) and 8.75 percent greater than the citywide average (14.73) VMT per resident. This analysis was completed using the Metropolitan Transportation Commission (MTC) travel demand forecast model.

By comparison, the Santa Clara Countywide Evaluation Tool shows a significantly lower VMT per capita than the MTC forecast model. The difference in the analysis is that the MTC forecast model is not specifically designed to model VMT in Santa Clara County or Mountain View. Therefore, the VMT analysis from the Santa Clara County VMT Evaluation Tool was used to reanalyze the project more accurately.

Additionally, the project is approximately 0.2 miles from a major transit corridor, El Camino Real. Projects that are located within one-half mile of a major transit corridor could be screened out from a VMT analysis. Similar projects could be screened out from a VMT analysis based on Mountain View's screening criteria; however, the project requires a Zoning amendment and, therefore, required VMT analysis.



### Multimodal Improvements

Hexagon concluded that implementation of the multimodal improvements would not affect the prior conclusions of the TIA report completed for the project. The identified multimodal improvements would be constructed on the project site or on existing paved roadway and would not result in any additional environmental impacts than those described in the circulated Initial Study.

Therefore, the project would not have any new or greater transportation impacts than those previously discussed in the Initial Study circulated in March 2020.

#### **4. Conclusion**

The currently proposed project would not result in any new or substantially greater impacts than previously identified in the circulated Initial Study for the 2645-2655 Fayette Drive Residential project.



## NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

**Project Description:** The project proposes to rezone an approximately 0.67-acre site from the R3-D zone to the San Antonio Precise Plan zoning district (P40), in order to develop the site with a six story, 44 unit stacked flat condominium building with two levels of underground parking. The General Plan designation would be amended from High-Density Residential to Mixed-Use Corridor under the San Antonio Precise Plan.

The project site is not included on sites listed in the hazardous materials databases pursuant to Government Code Section 65962.5 (Cortese List).

**Project Location:** The approximately 0.67-acre project site is located at 2645-2655 Fayette Drive (Accessor Parcel Numbers: 148-016-008, 148-016-009) in the City of Mountain View.

**Initial Study/Environmental Assessment:** An Initial Study has been prepared for the proposed project and the analysis has determined that there will be no significant environmental impacts with implementation of proposed mitigation measures. Therefore, the proposed project would not have a significant impact on the environment and a Mitigated Negative Declaration will be recommended to the City Council. The public review period for the Initial Study and proposed Mitigated Negative Declaration is from **March 6, 2020 to March 25, 2020 at 5:00 p.m.**

**Consideration/Adoption:** The date for the required consideration and adoption of a Mitigated Negative Declaration has been tentatively scheduled for April 21, 2020. We encourage you to regularly check the City's website to confirm the date and time of project hearings at the following web address:

<https://www.mountainview.gov/depts/comdev/planning/activeprojects/ceqa/default.asp>

**Information:** All information regarding the proposed project, the Initial Study, Draft Mitigated Negative Declaration, and all documents referenced in the environmental analysis are available for review in the City of Mountain View's Community Development Department, 500 Castro Street, P.O. Box 7540, Mountain View, CA 94039-7540. Written comments regarding the project may be sent to Matthew VanHua, AICP, Senior Planner, at the mailing address listed above or via email at [matthew.vanhua@mountainview.gov](mailto:matthew.vanhua@mountainview.gov).

If you challenge any decision to this request in court, you may be limited to raising only those issues you or someone else raised at the public meeting or hearing described in this notice, or in a written correspondence delivered to the City Council at, or prior to, the public meeting or hearing.

# **REVISED DRAFT MITIGATED NEGATIVE DECLARATION**

---

## **CITY OF MOUNTAIN VIEW CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REVISED DRAFT MITIGATED NEGATIVE DECLARATION**

### **I. INTRODUCTION**

#### **A. LEAD AGENCY AND ADDRESS**

Community Development Department  
City of Mountain View  
500 Castro Street, P.O. Box 7540  
Mountain View, CA 94039-7540

#### **B. CONTACT PERSON AND PHONE NUMBER**

~~Matthew VanHua, AICP, Eric Anderson, Senior Principal Planner~~  
Community Development Department  
City of Mountain View  
(650) 903-~~6419~~-6306

#### **C. PROJECT SPONSOR AND ADDRESS**

Octane Fayette, LLC  
800 W El Camino Real #180  
Mountain View, CA 94040

#### **D. EXISTING GENERAL PLAN DESIGNATION AND ZONING**

General Plan:     *High-Density Residential*

Zoning:     *High-Density Residential*

#### **E. PROJECT DESCRIPTION**

The project proposes to rezone the site from the R3-D zone to the San Antonio Precise Plan zoning district (P40), in order to develop the site with a six story, 44 unit stacked flat condominium building with two levels of underground parking. ~~The General Plan designation would be amended from High-Density Residential to Mixed-Use Corridor under the San Antonio Precise Plan.~~

The project site is not included on sites listed in the hazardous materials databases pursuant to Government Code Section 65962.5 (Cortese List).



## F. LOCATION OF PROJECT

The approximately 0.67-acre project site is located at 2645-2655 Fayette Drive (Accessor Parcel Numbers: 148-016-008, 148-016-009) in the City of Mountain View.

## II. MITIGATION MEASURES

### Air Quality

**MM AIR-3.1:** All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 standards for particulate matter emissions. Alternatively, equipment that meets U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters (DPF) or equivalent would be effective. The use of equipment that is powered by electricity or alternatively fueled equipment (i.e., non-diesel) would also meet this requirement.

### Noise and Vibration

**MM NOI-2.1:** Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building.

**MM NOI-2.2:** Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

## III. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

*The proposed project will not have a significant effect on the environment based on the implementation of the required mitigation measures, and therefore, an Environmental Impact Report (EIR) is not required.*

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

## IV. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

- A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.
- B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.
- C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.
- D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.
- E. This determination reflects the independent judgment of the City.



Name/Title

Eric Anderson  
Principal Planner

October 16, 2020

Date

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Appendix C: Geotechnical Report
Appendix D: Phase I Environmental Site Assessment

Appendix E: Traffic Study

Appendix F: Utility Impact Study

## **SECTION 1.0 INTRODUCTION AND PURPOSE**

---

### **1.1 PURPOSE OF THE INITIAL STUDY**

The City of Mountain View, as the Lead Agency, has prepared this Initial Study for the 2645-2655 Fayette Drive Residential project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City Mountain View, California.

The project proposes to rezone the site from the R3-D zone to the San Antonio Precise Plan zoning district (P40), in order to develop a six story, 44 unit stacked flat condominium building with two levels of underground parking. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

### **1.2 PUBLIC REVIEW PERIOD**

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

Matthew VanHua, AICP  
Senior Planner  
Community Development Department  
500 Castro Street, P.O. Box 7540  
Mountain View, CA 94039-7540

### **1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT**

Following the conclusion of the public review period, The City of Mountain View will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

### **1.4 NOTICE OF DETERMINATION**

If the project is approved, the City of Mountain View will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).



## **SECTION 2.0      PROJECT INFORMATION**

---

### **2.1              PROJECT TITLE**

2645-2655 Fayette Drive Residential

### **2.2              LEAD AGENCY CONTACT**

Matthew VanHua, AICP  
Senior Planner  
Community Development Department  
500 Castro Street, P.O. Box 7540  
Mountain View, CA 94039-7540

### **2.3              PROJECT APPLICANT**

Octane Fayette, LLC  
800 W El Camino Real #180  
Mountain View, CA 94040

### **2.4              PROJECT LOCATION**

The approximately 0.67-acre site is located at 2645-2655 Fayette Drive (Assessor Parcel Numbers: 148-016-008, 148-016-009). A regional map and vicinity map of the project site are shown on Figure 2.4-1 and Figure 2.4-2. An aerial photograph with surrounding land uses is shown on Figure 2.4-3.

### **2.5              ASSESSOR'S PARCEL NUMBER**

148-016-008, 148-016-009

### **2.6              GENERAL PLAN DESIGNATION AND ZONING DISTRICT**

The project site is located within the San Antonio Change Area in the Mountain View General Plan, but it is not currently included in the San Antonio Precise Plan area. The site is zoned R3-D, High-Density Residential.

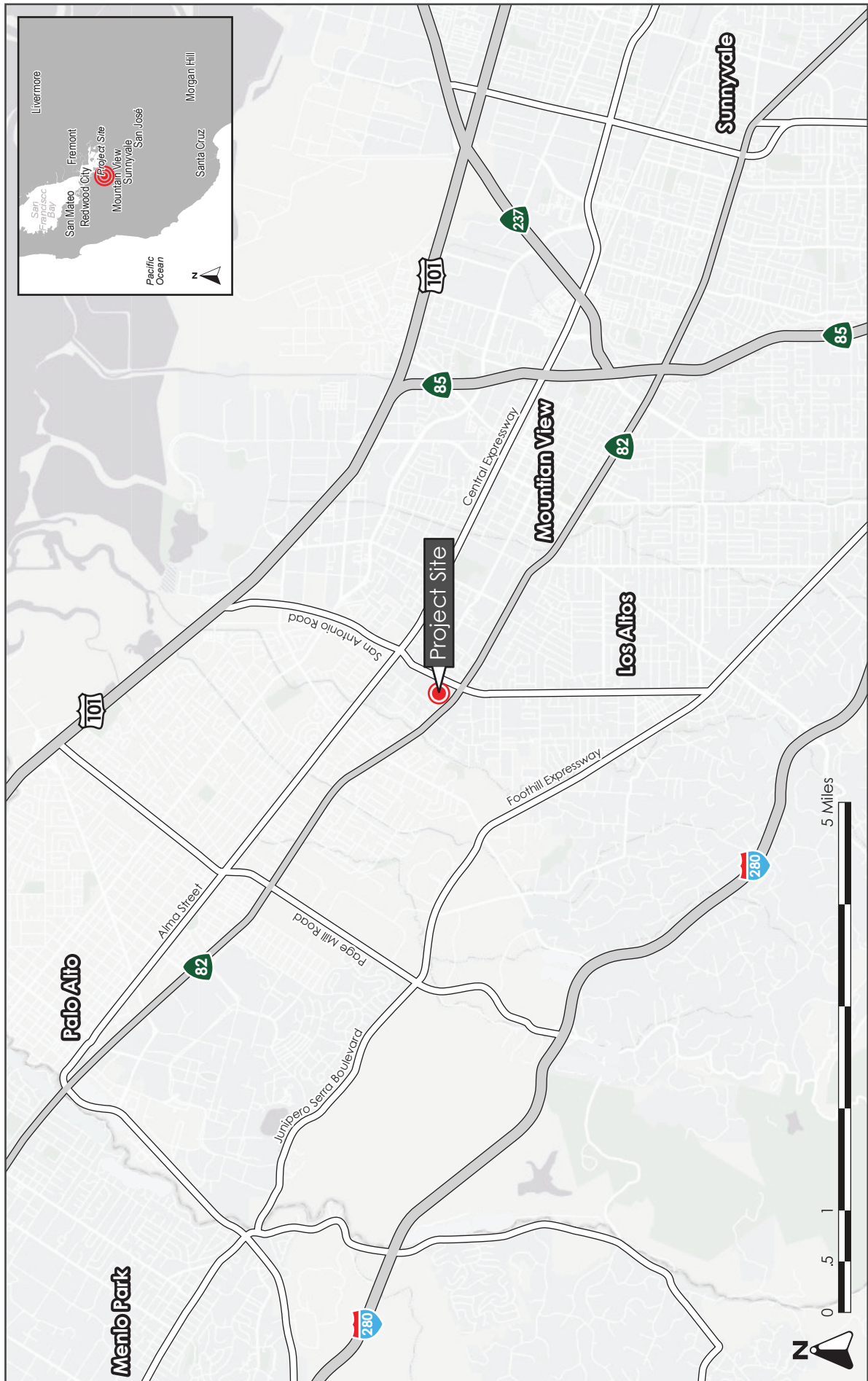


FIGURE 2.4-1

REGIONAL MAP

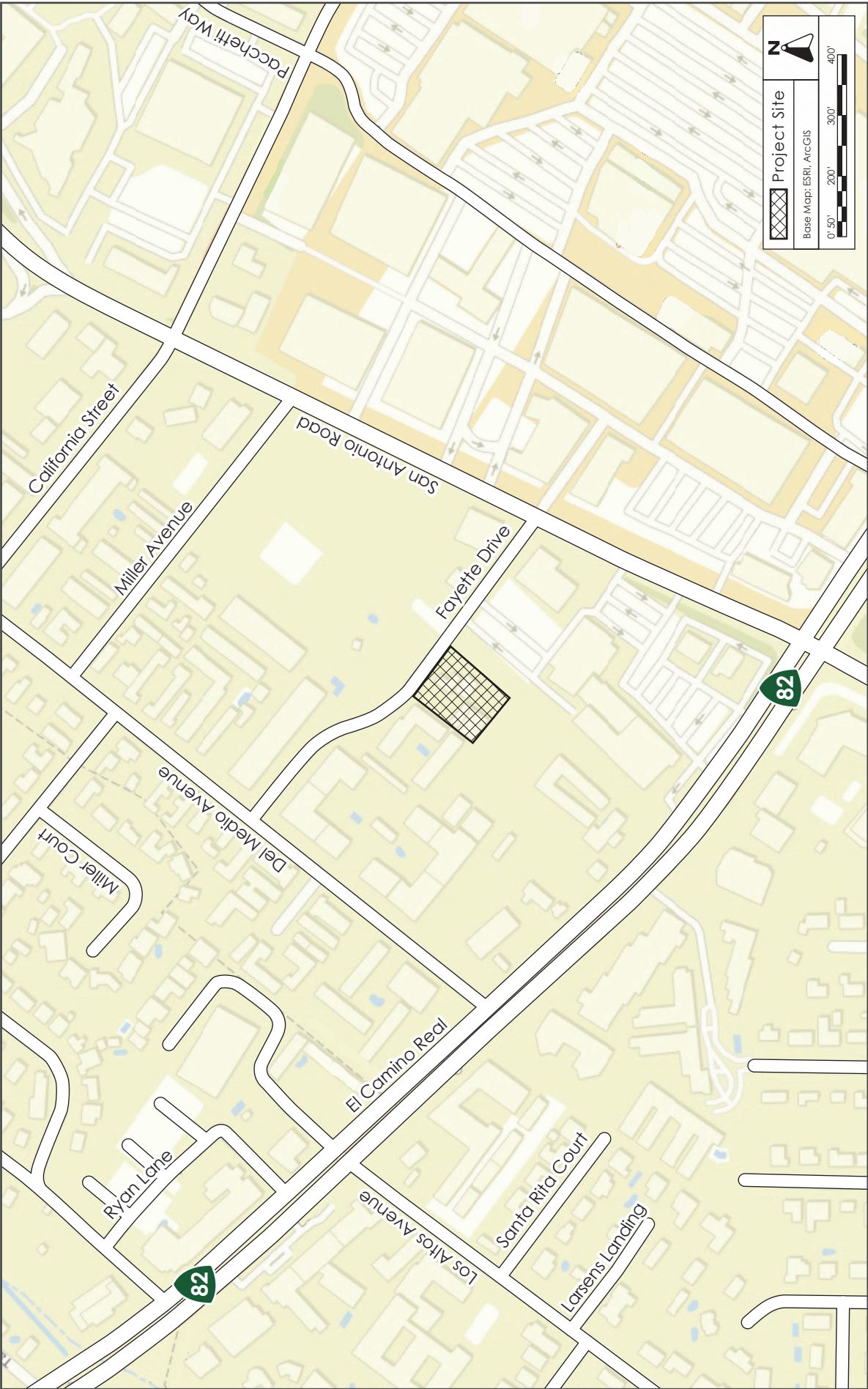
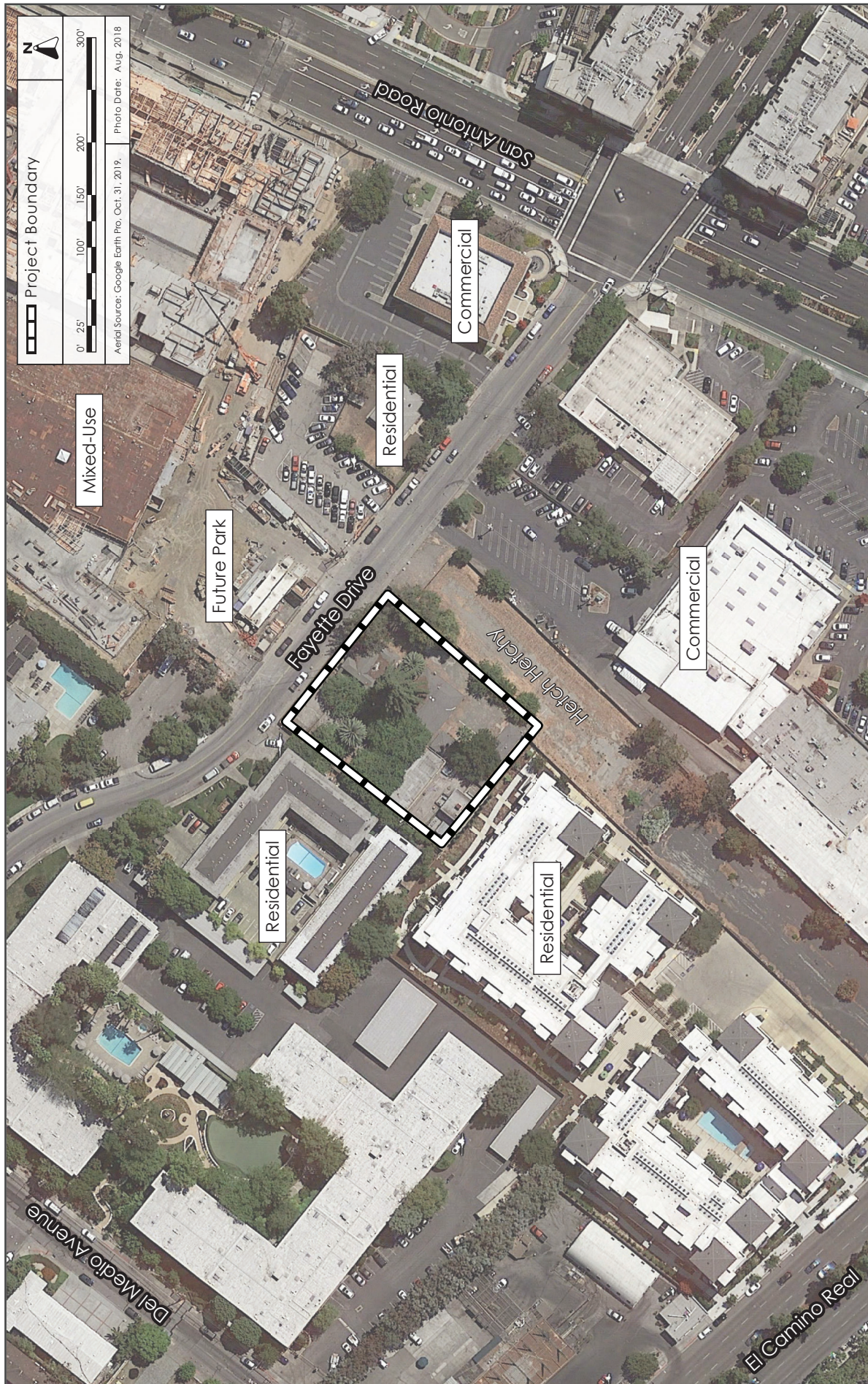


FIGURE 2.4-2

VICINITY MAP





AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.4-3



## **SECTION 3.0 PROJECT DESCRIPTION**

---

### **3.1 PROJECT OVERVIEW AND LOCATION**

The approximately 0.67-acre project site is located at 2645-2655 Fayette Drive (Accessor Parcel Numbers: 148-016-008, 148-016-009) in the City of Mountain View. The project site is within the San Antonio Change Area in the Mountain View General Plan but is not currently within the boundaries of the San Antonio Precise Plan. The project is zoned High-Density Residential (R3-D). Assuming the project site has an east-west alignment, the project site is surrounded by three-story apartments to the west, four-story apartments to the south, a future park and a five-to-seven-story apartment building to the north (across Fayette Drive), and a commercial lot to the east.

The project proposes to rezone the site from the R3-D zone to the San Antonio Precise Plan zoning district (P40), in order to develop the site with six story, 44 unit stacked flat condominium building with two levels of underground parking. The General Plan designation would be amended from High-Density Residential to Mixed-Use Corridor under the San Antonio Precise Plan. The project components including the residential building, common open space landscaping, site access and parking, public-right-of-way and utility improvements, and construction details are described below. A conceptual site plan, conceptual elevation plan, and grading and utility plan of the project are shown on Figure 3.0-1 through Figure 3.0-4.

### **3.2 PROJECT COMPONENTS**

#### **3.2.1 General Plan Amendment and Rezoning**

The project site is located within the San Antonio Change Area in the Mountain View General Plan, but it is not currently included in the San Antonio Precise Plan area. The site is zoned R3-D, High-Density Residential. The San Antonio Change Area is defined by its mix of commercial and residential uses that are intended to be included in the San Antonio Precise Plan. The R3-D zone permits multiple-family housing including apartments, condominium development, rowhouse development, townhouse development, small-lot single-family development and similar and related compatible uses.

In order to develop the proposed project on the 0.67-acre site, the project proposes to rezone the site to the San Antonio Precise Plan zoning district P40. Rezoning would increase the allowable floor area ratio (FAR) from 1.05 to 1.35 for the Mixed Use Corridor subarea of the San Antonio Precise Plan. The project also proposes a community benefit which allows a further increase in FAR to 1.85 under the Tier 1 development standards. The building height would increase from two and four floors to four and five floors. As discussed in Section 4.11 Land Use and Planning, upon receipt of the State Density Bonus the project would be allowed to propose a FAR 35 percent greater than the maximum FAR allowed by the San Antonio Precise Plan. This would grant the project a maximum allowable FAR of 2.5 and yield 10-16 additional housing units on the site.

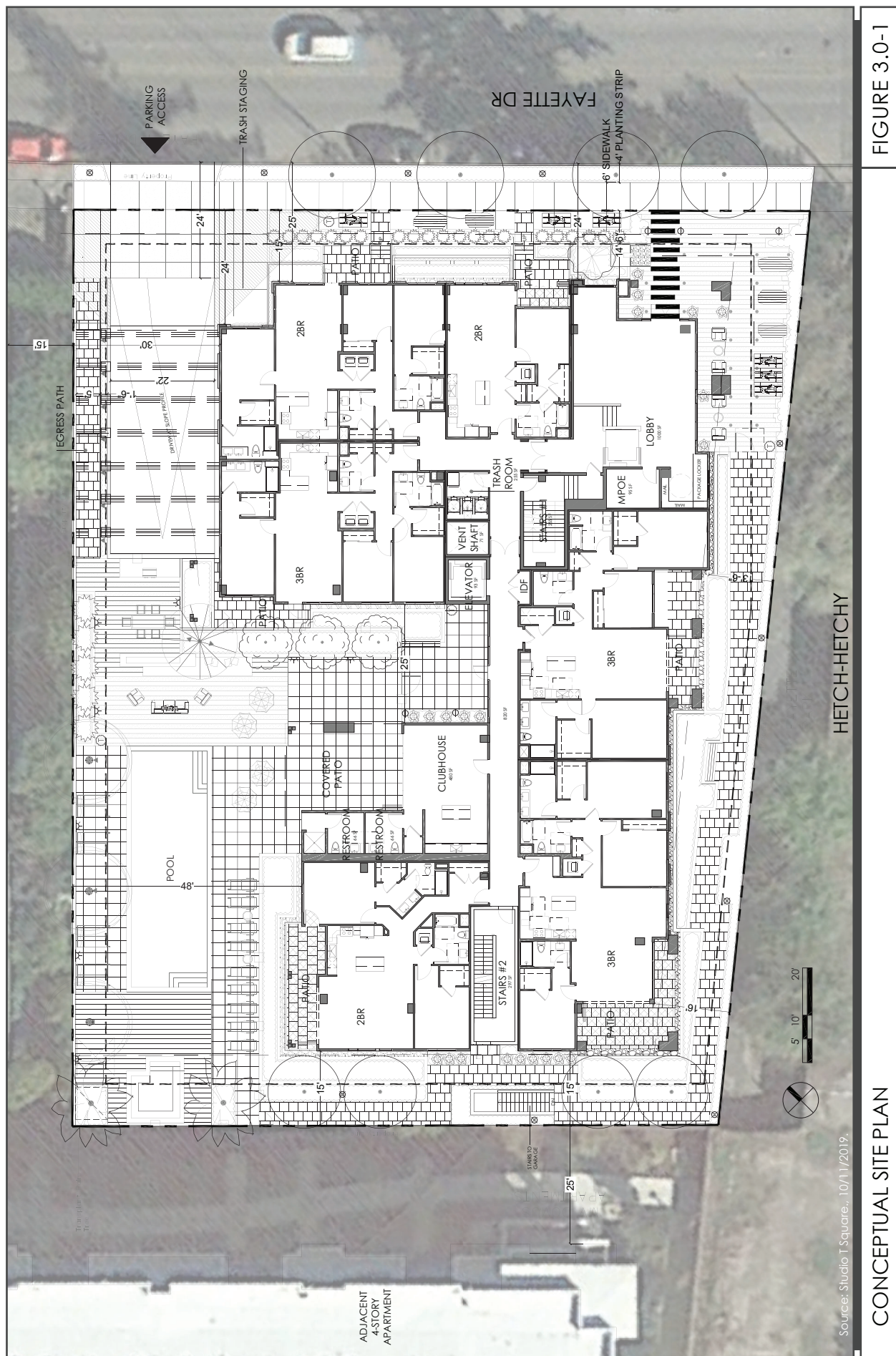


FIGURE 3.0-1













The proposed increase in density to approximately 66 units per acre is consistent with the General Plan High Density Residential Zone, which allows 36 to 80 dwelling units per acre. Rezoning would also result in expansion of the San Antonio Precise Plan boundary approximately 155 feet and the incorporation of a neighborhood transition area on the western boundary of the site. The project would assemble two existing parcels into a larger site for development. The General Plan designation would be amended from High-Density Residential to Mixed-Use Corridor under the San Antonio Precise Plan.

### **3.2.2      Residential Building**

The residential building would be a six story, 44 unit stacked flat condominium building with two levels of underground parking. The building would be 77 feet tall. The residential units would have one to three bedrooms and would range from approximately 813 to 1,612 square feet. The proposed project would result in a residential density of approximately 66 dwelling units (DU) per acre and a FAR of 2.50. The total square footage of the proposed building would be 72,620 square feet. The project proposes a 13.5-foot setback from the Hetch Hetchy right-of-way, a 24-foot setback from Fayette Drive, an approximate 30-foot setback from the northern property line, and a 15-foot setback from the southern property line.

### **3.2.3      Common Open Space and Landscaping**

There are 18 existing trees on-site, including nine Heritage trees, as defined by the City of Mountain View Municipal Code (Chapter 32, Article 2). Seven of the of the nine Heritage trees would be removed prior to construction. One of the remaining Heritage trees would be relocated on-site. The project would be required to obtain a Heritage Tree Removal Permit from the city of Mountain View, Forestry & Roadway Division for the removal of the Heritage trees. New landscaping would be planted throughout the project site, including 16 new trees. An additional four street trees would be planted on the Fayette Drive frontage. Shrubs, perennials, and grass areas will also be part of the new landscaping. The project would also include three common open spaces, one on the roof deck and two on the ground-level, totaling approximately 9,500 square feet in size. The roof deck would offer a gazebo and shade trellis, barbecue, fire pit, and seating. The ground-level open spaces would include a pool, spa, outdoor lounge seating under a canopy, see-through fireplace, and a barbecue island with community table and chairs.

### **3.2.4      Green Building Measures**

Per the Mountain View Green Building Code, the proposed project would adhere to the Residential Mandatory Measures of the 2016 California Green Building Code (CALGreen) and a score of at least 50 points using the multifamily Green Point checklist established by Build It Green. The project proposes to score 110 points on the GreenPoint checklist.

### **3.2.5      Site Access and Parking**

A 22-foot wide driveway adjacent to Fayette Drive would provide vehicular access to the site. The driveway would provide direct access to two levels of underground garage parking. The underground parking garage levels would provide a total of 94 vehicle parking spaces as well as 48 bicycle parking spaces.

Pedestrian access would be provided by a six-foot sidewalk along Fayette Drive. A private egress path along the southern and western border of the site would provide further pedestrian circulation for residents.

### **3.2.6      Public Right-Of-Way and Utility Improvements**

The project has a strong, pedestrian-oriented design with conveniently located pathways from the street, and the project design locates an attractive outdoor recreation area adjacent to the future public park on the Hetch Hetchy right-of-way parcel to provide for a safer and more visually appealing public space. Pedestrian-scaled design elements such as projecting porches and canopies along Fayette Drive further enhance the streetscape.

The project would connect to existing sewer, natural gas, electrical, water, and storm drain utilities on Fayette Drive and would be required to make any improvements necessary to accommodate the proposed development. All above-ground utilities would be placed below ground. On-site stormwater treatment would occur through the use of flow-through planters.

### **3.2.7      Construction**

Construction, which includes demolition, site preparation, and construction of the project, is estimated to take approximately 11 months to complete, possibly starting in September 2020 and concluding in July 2021. Approximately 11,100 cubic yards of soil would be exported.

## **3.3      USES OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This Initial Study/MND provides decision makers in the City of Mountain View (the Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the proposed project. It is intended that this Initial Study be used for discretionary approvals necessary to implement the project, as proposed. These discretionary actions may include, but are not limited to, the following:

- General Plan Amendment
- Rezoning
- Vesting Tentative Map
- Development Review Permit
- Grading Permit
- Demolition Permit
- Heritage Tree Removal Permit

## SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

---

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

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project’s impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact AIR-3 answers the third checklist question in the Air Quality section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM AIR-3.1 refers to the first mitigation measure for the third impact in the Air Quality section.



## 4.1 AESTHETICS

### 4.1.1 Environmental Setting

#### 4.1.1.1 *Regulatory Framework*

##### State

##### Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential, mixed-use residential, or employment center project, and
- The project is located on an infill site within a transit priority area.<sup>1</sup>

SB 743 also states that aesthetic impacts do not include impacts on historical or cultural resources. Further, it clarifies that local governments retain their ability to regulate a project's transportation, aesthetics, and parking impacts outside of the CEQA process.

##### Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. There are no state-designated scenic highways in Mountain View. Interstate 280 from the San Mateo County line to State Route (SR) 17, which includes segments in Mountain View, is an eligible, but not officially designated, State Scenic Highway.<sup>2</sup>

---

<sup>1</sup> An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses."

A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations."

A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: Office of Planning and Research. "Changes to CEQA for Transit Oriented Development – FAQ." October 14, 2014. Accessed April 26, 2019.

<http://www.opr.ca.gov/ceqa/updates/sb-743/transit-oriented.html>.

<sup>2</sup> California Department of Transportation. "Scenic Highways." Accessed October 30, 2019.

<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>

## Local

### City of Mountain View 2030 General Plan

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

Policy	Description
LUD 6.1	<b>Neighborhood character.</b> Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.
LUD 6.3	<b>Street presence.</b> Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.
LUD 9.1	<b>Height and setback transitions.</b> Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.
LUD 9.3	<b>Enhanced public space.</b> Ensure that development enhances public spaces: <ul style="list-style-type: none"><li>• Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street.</li><li>• Encourage pedestrian-scaled design elements such as stoops, canopies and porches.</li><li>• Encourage connections to pedestrian and bicycle facilities.</li><li>• Locate buildings near the edge of the sidewalk.</li><li>• Encourage design compatibility with surrounding uses.</li><li>• Locate parking lots to the rear or side of buildings.</li><li>• Encourage building articulation and use of special materials to provide visual interest.</li><li>• Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design.</li><li>• Encourage attractive water-efficient landscaping on the ground level.</li></ul>
LUD 9.6	<b>Light and glare.</b> Minimize light and glare from new development

### City of Mountain View City Code

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

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

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

#### 4.1.1.2 Existing Conditions

##### Project Site

The 0.67-acre project site is located on Fayette Drive between Del Medio Avenue and San Antonio Road, adjacent to the Hetch Hetchy right-of-way. The project site is located in a transit priority area due to its proximity to major bus routes on San Antonio Road and El Camino Real and the San Antonio Caltrain station.

The site is composed of two parcels currently developed with a single-family residence, five apartment units, and a commercial building. The existing buildings are in poor condition and currently vacant. There are 18 trees on-site.

##### Surrounding Area

Surrounding land uses include three-story apartments to the northwest, four-story apartments to the southwest, a future park space to the northeast, and a commercial lot to the southeast. Landscaped areas consisting of trees, shrubs, and grasses are located along the Fayette Drive frontage. The project site and surrounding area are essentially flat and only visible from Fayette Drive. The site is not located on a scenic view corridor; nor is it visible from a designated or eligible State scenic highway. No scenic vistas or scenic resources are located on site.

##### Light and Glare

Streetlights and other lighting are found throughout the area in the vicinity of the project. Sources of light and glare in the surrounding area are those typical in developed urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows.

#### 4.1.2 Impact Discussion

	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:				
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? <sup>3</sup> If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>3</sup> Public views are those that are experienced from publicly accessible vantage points.



	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:				
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

---

**Impact AES-1:** The project would not have a substantial adverse effect on a scenic vista. **(No Impact)**

---

As mentioned in Section 4.1.1.2, Surrounding Area, the site does not contain any scenic view corridors or scenic resources. For this reason, the project would not impact scenic resources or a scenic vista. **(No Impact)**

---

**Impact AES-2:** The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(No Impact)**

---

There are no rock outcroppings at the project site. The project site is not be located within or adjacent to a state-designated scenic highway. The project site does not contain historic buildings and, therefore, the project would not impact historic buildings within a scenic highway. For these reasons, the project would not result in substantial damage to scenic resources. **(No Impact)**

---

**Impact AES-3:** The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

---

The project site is surrounded by three- to four-story apartments, a future park space, and a commercial lot. The proposed residential development would be a six story, 44 unit stacked flat condominium building with two levels of underground parking. The building would be approximately 75 feet tall. The proposed residential development is compatible with the character of surrounding multi-family residential uses. The proposed architecture and streetscape design is intended to be compatible with the styles of both older and more recent development in the neighborhood.

The project will be subject to the Development Review approval process prior to submittal of construction drawings for a building permit. This review and approval process includes a Development Review Committee (DRC) public hearing to receive a recommendation on the design, followed by an Environmental Planning Commission public hearing and public hearings before the Zoning Administrator and City Council. This review would ensure that the proposed design and construction materials are consistent with community standards for multi-family development, including consistency with site design, building orientation, architectural design and setbacks.

The project design proposes to relocate two of the existing Heritage trees on-site and plant 14 new trees. Any trees removed for the project would be replaced per City standards. A final landscape plan would be reviewed and approved by the City prior to project construction. Implementation of an approved landscape plan would further preserve and enhance the visual quality of the project site and its surroundings. For these reasons, the proposed project would not detract from or degrade the visual character of the immediate area. **(Less than Significant Impact)**

---

**Impact AES-4:** The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

---

Existing light sources on the project site includes exterior lighting from the buildings and streetlights. Sources of daytime glare include building windows and vehicles. The proposed project would remove the existing uses and redevelop the site with a six-story condominium building, which would include exterior lighting for safety.

The City's design guidelines for multi-family residential uses call for exterior lighting that does not produce glare and is not of intensity inappropriate for a residential environment. At the time of building permit review, a lighting plan will be reviewed by the Community Development Department to ensure that lighting is directed downward and will not spill over onto adjacent properties or otherwise be highly visible, while providing adequate lighting for safety.

The level of lighting associated with residential development would likely be slightly increased compared to existing conditions; however, it would be similar in extent and intensity to that of surrounding residential development and would not adversely affect day or nighttime views in the area. For these reasons, the project would not create a new source of substantial light or glare. **(Less than Significant Impact)**

#### 4.1.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>AES-1:</b> The project would not have a substantial adverse effect on a scenic vista.	No Impact	No mitigation required	Not Applicable (NA)
<b>AES-2:</b> The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No Impact	No mitigation required	NA
<b>AES-3:</b> The project would not substantially degrade the existing visual character or quality of public views of the site and its	Less than Significant	No mitigation required	NA

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality.			
<b>AES-4:</b> The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less than Significant	No mitigation required	NA



## 4.2 AGRICULTURE AND FORESTRY RESOURCES

### 4.2.1 Environmental Setting

#### 4.2.1.1 *Regulatory Framework*

##### State

##### Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.<sup>4</sup>

##### California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.<sup>5</sup>

##### Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.<sup>6</sup> Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.<sup>7</sup>

---

<sup>4</sup> California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed November 1, 2019. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.

<sup>5</sup> California Department of Conservation. "Williamson Act." <http://www.conservation.ca.gov/dlrp/lca>.

<sup>6</sup> Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).

<sup>7</sup> California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed November 1, 2019. <http://frap.fire.ca.gov/>.

#### 4.2.1.2 Existing Conditions

The project site is not used for agricultural purposes and is not the subjects of a Williamson Act contract. No land adjacent to the project site is used for agricultural production. The land in the project vicinity is designated for and zoned as High-Density Residential. The land on and adjacent to the site is not forest land or zoned for timberland production.

There are four farmland categories in the California Department of Conservation Farmland Mapping Program: *Prime Farmland*, *Farmland of Statewide Importance*, *Unique Farmland* and *Farmland of Local Importance*. According to the Santa Clara County Important Farmland 2016 Map, the project site is *Urban and Built-Up*, which is defined as land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel.<sup>8</sup>

#### 4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>8</sup> California Department of Conservation. *Santa Clara County Important Farmland 2016 Map*. September 2018.

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**Impact AG-1:** The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

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The project proposes to construct a six-story condominium development at the project site. The site is designated by the California Resources Agency Farmland Mapping and Monitoring Program as Urban and Built-Up, and therefore, would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to a non-agricultural use. **(No Impact)**

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**Impact AG-2:** The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

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The project site is not zoned for agricultural use. The project site is not subject to the Williamson Act contract. The project would, therefore, not conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

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**Impact AG-3:** The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

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The project site is not zoned for forest land or timberland. For this reason, the project would not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

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**Impact AG-4:** The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

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The project site is not designated as forest land. For this reason, the project would not result in the loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

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**Impact AG-5:** The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

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The project site is not designated agricultural or forest land and is located in an urban area with no agricultural or forestry land nearby. As a result, implementation of the proposed project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses. **(No Impact)**



### 4.2.3

### Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>AG-1:</b> The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	No Impact	No mitigation required	NA
<b>AG-2:</b> The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	No Impact	No mitigation required	NA
<b>AG-3:</b> The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.	No Impact	No mitigation required	NA
<b>AG-4:</b> The project would not result in a loss of forest land or conversion of forest land to non-forest use.	No Impact	No mitigation required	NA
<b>AG-5:</b> The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	No Impact	No mitigation required	NA

## 4.3 AIR QUALITY

The following discussion is based in part on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin in January 2020. A copy of this report is included in Appendix A of this Initial Study.

### 4.3.1 Environmental Setting

#### 4.3.1.1 *Background Information*

##### **Criteria Pollutants**

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O<sub>3</sub>), nitrogen oxides (NO<sub>x</sub>), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), and lead.<sup>9</sup> Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health effects are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

<b>Table 4.3-1: Health Effects of Air Pollutants</b>		
<b>Pollutants</b>	<b>Sources</b>	<b>Primary Effects</b>
O <sub>3</sub>	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	<ul style="list-style-type: none"><li>• Aggravation of respiratory and cardiovascular diseases</li><li>• Irritation of eyes</li><li>• Cardiopulmonary function impairment</li></ul>
Nitrogen Dioxide (NO <sub>2</sub> )	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	<ul style="list-style-type: none"><li>• Aggravation of respiratory illness</li><li>• Reduced visibility</li></ul>
Fine Particulate Matter (PM <sub>2.5</sub> ) and Coarse Particulate Matter (PM <sub>10</sub> )	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	<ul style="list-style-type: none"><li>• Reduced lung function, especially in children</li><li>• Aggravation of respiratory and cardiorespiratory diseases</li><li>• Increased cough and chest discomfort</li><li>• Reduced visibility</li></ul>
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	<ul style="list-style-type: none"><li>• Cancer</li><li>• Chronic eye, lung, or skin irritation</li><li>• Neurological and reproductive disorders</li></ul>

High O<sub>3</sub> levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO<sub>x</sub>. These precursor pollutants react under certain meteorological conditions to form high O<sub>3</sub> levels.

<sup>9</sup> The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce O<sub>3</sub> levels. The highest O<sub>3</sub> levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM<sub>10</sub>) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM<sub>2.5</sub>). Elevated concentrations of PM<sub>10</sub> and PM<sub>2.5</sub> are the result of both region-wide emissions and localized emissions.

### **Toxic Air Contaminants**

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).<sup>10</sup> Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

### **Sensitive Receptors**

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

#### **4.3.1.2 Regulatory Framework**

##### **Federal and State**

###### Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O<sub>3</sub>, CO, SO<sub>x</sub>, NO<sub>x</sub>, and lead.

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<sup>10</sup> California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed June 16, 2018. <https://www.arb.ca.gov/research/diesel/diesel-health.htm>.



CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

### Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in addition to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO<sub>x</sub>.

## **Regional**

### 2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.<sup>11</sup>

### CEQA Air Quality Guidelines

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

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<sup>11</sup> BAAQMD. *Final 2017 Clean Air Plan*. April 19, 2017. <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>.

## Local

### City of Mountain View 2030 General Plan

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

Policy	Description
INC 20.1	<b>Pollution prevention.</b> Discourage mobile and stationary sources of air pollution.
INC 20.6	<b>Air quality standards.</b> Protect the public and construction workers from construction exhaust and particulate emissions.
INC 20.7	<b>Protect sensitive receptors.</b> Protect the public from substantial pollutant concentrations.
INC 20.8	<b>Offensive odors.</b> Protect residents from offensive odors.
MOB 8.3	<b>Multi-modal transportation monitoring.</b> Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.
MOB 9.2	<b>Reduced vehicle miles traveled.</b> Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita VMT.
MOB 10.2	<b>Reducing travel demand.</b> Promote effective Transportation Demand Management programs for existing and new development.

#### 4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O<sub>3</sub> and PM<sub>2.5</sub> under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM<sub>10</sub> under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O<sub>3</sub> and PM<sub>10</sub>, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O<sub>3</sub> precursor pollutants (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>, and apply to both construction period and operational period impacts.

The project site is currently occupied by vacant residential and commercial buildings. Any existing emissions are considered negligible.

#### 4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 4.3.2.1 *Thresholds of Significance*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Mountain View has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and PM<sub>2.5</sub>. The BAAQMD CEQA Air Quality thresholds referenced in this analysis are identified in Table 4.3-2.



Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Annual Daily Emissions (pounds/year)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO <sub>x</sub>	54	54	10
PM <sub>10</sub>	82 (exhaust)	82	15
PM <sub>2.5</sub>	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	Single Source	Combined Cumulative Sources	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental Annual PM <sub>2.5</sub>	>0.3 µg/m <sup>3</sup>	>0.8 µg/m <sup>3</sup> (average)	
Note: ROG = reactive organic gases, NO <sub>x</sub> = nitrogen oxides, PM <sub>10</sub> = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM <sub>2.5</sub> = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. GHG = greenhouse gases.			
*BAAQMD does not have a recommended post-2020 GHG threshold.			

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**Impact AIR-1:** The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

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BAAQMD is the regional agency responsible for overseeing compliance with State and Federal laws, regulations, and programs within the San Francisco Bay Area Air Basin (SFBAAB). As previously stated, BAAQMD's most recently adopted plan is 2017 CAP. The primary goals of the Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

The 2017 CAP includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. Plans must show consistency with the control measures listed within the Clean Air Plan. At the project-level, there are no consistency measures or thresholds. The proposed project would not conflict with the latest Clean Air planning efforts because the project

would have emissions below the BAAQMD thresholds (see Impact AIR-2 below), would be an urban infill development, and would be located near transit with regional connections. **(Less than Significant Impact)**

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**Impact AIR-2:** The project 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. **(Less than Significant Impact)**

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The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the project assuming full build-out conditions. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The model output from CalEEMod along with construction and operational inputs can be found in Appendix A.

### Construction Period Emissions

CalEEMod provided annual emissions for construction including both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The project construction schedule and equipment usage assumes the project would take 11 months to construct. Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Table 4.3-3 shows average daily construction emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> exhaust, and PM<sub>2.5</sub> exhaust during construction of the project. As indicated in Table 4.3-3, the construction period emissions would not exceed the BAAQMD significance thresholds.

<b>Table 4.3-3: Construction Period Emissions</b>				
<b>Scenario</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub> Exhaust</b>	<b>PM<sub>2.5</sub> Exhaust</b>
Total Construction Emissions (tons)	0.6 tons	1.1 tons	<0.1 tons	<0.1 tons
Average Daily Emissions (pounds/day) <sup>1</sup>	5.5 lbs./day	9.5 lbs./day	0.4 lbs./day	0.3 lbs./day
BAAQMD Thresholds (pounds per day)	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
<b>Exceed Threshold?</b>	No	No	No	No
Note: Assumes 225 construction workdays				

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM<sub>10</sub> and PM<sub>2.5</sub>. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions.

**Standard Condition of Approval:** The project will implement the following measures to control dust and exhaust during construction.

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

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

The project, with the implementation of the above Standard Condition of Approval, would reduce construction criteria air pollutant emissions to a less than significant level by controlling dust and exhaust, limiting exposed soil surfaces, and would not result in a cumulatively considerable increase in criteria air pollutants from construction emissions. **(Less Than Significant Impact)**

### **Operational Period Emissions**

Operational air emissions from the project would be generated primarily from vehicles driven by future residents. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from these types of uses. CalEEMod was used to calculate emissions from operation of the proposed project.



Vehicle trip generation rates were input to the model using the daily trip generation rate provided by Hexagon Transportation Consultants (see Section 4.17 Transportation). There would be limited electricity-related air pollutant emissions because Silicon Valley Energy began providing 100 percent carbon-free electricity to residents and businesses, with over 98 percent participation in Mountain View. However, a 10 percent non-participation rate was assumed to be conservative when calculating operational emissions. Emissions from water/wastewater use were estimated using the water demand and sewer flow rates provided by Schaaf & Wheeler. The CalEEMod results are summarized below in Table 4.3-4.

<b>Table 4.3-4: Operational Period Emissions</b>				
<b>Scenario</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
2022 Project Operational Emissions (tons/year)	0.4 tons	0.3 tons	0.2 tons	0.1 tons
BAAQMD Thresholds (tons /year)	10 tons	10 tons	15 tons	10 tons
<b>Exceed Threshold?</b>	No	No	No	No
2022 Project Operational Emissions ( <i>lbs./day</i> ) <sup>1</sup>	2.2 lbs.	1.5 lbs.	1.1 lbs.	0.3 lbs.
BAAQMD Thresholds (pounds/day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
<b>Exceed Threshold?</b>	No	No	No	No
Notes: <sup>1</sup> Assumes 365-day operation.				

As shown in Table 4.3-4, operational emissions would not exceed BAAQMD significance thresholds. The project, therefore, would not result in a cumulatively considerable net increase of regional criteria pollutants due to project operations. **(Less than Significant Impact)**

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**Impact AIR-3:** The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

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Temporary project construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors. A construction community health risk assessment was prepared to address project construction impacts on the surrounding off-site sensitive receptors. Operation of the project is not expected to be a source of TAC or localized air pollutant emissions, as the project would not generate substantial truck traffic or include stationary sources of emissions, such as generators powered by diesel engines. Auto traffic generated by the project would be spread out over a broad geographical area and not localized.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. The primary community risk impact issue associated with construction emissions are cancer risk and exposure to PM<sub>2.5</sub>. Community risk impacts are addressed by predicting increased lifetime cancer risk, the increase in annual PM<sub>2.5</sub> concentrations and computing the Hazard Index (HI) for non-cancer health risks. The maximum modeled annual DPM and PM<sub>2.5</sub> concentrations, which includes both the DPM and fugitive PM<sub>2.5</sub> concentrations, were identified at nearby sensitive receptors to find the maximally exposed individuals (MEIs). The construction MEI was located in the

eastern corner on the second floor (4.5 meters above ground) of the adjacent multi-family building to the southwest of the project site. The maximum increased cancer risk from construction exceeds its BAAQMD single-source thresholds of greater than 10.0 per million. The maximum PM<sub>2.5</sub> concentration and maximum computed HI do not exceed their respective thresholds of greater than 0.3 µg/m<sup>3</sup> for PM<sub>2.5</sub> concentration and greater than 1.0 for HI. Table 4.3-5 summarizes the maximum cancer risks, PM<sub>2.5</sub> concentrations, and health hazard indexes for project related construction activities affecting the MEI.

<b>Table 4.3-5: Project Construction Community Risk Impacts at MEI</b>				
<b>Source</b>		<b>Cancer Risk (per million)</b>	<b>Annual PM<sub>2.5</sub> (µg/m<sup>3</sup>)</b>	<b>Hazard Index</b>
Project Construction	Unmitigated	<b>47.2 (infant)</b>	0.22	0.03
	Mitigated	5.5 (infant)	0.04	<0.01
<b>BAAQMD Single-Source Threshold</b>		<b>&gt;10.0</b>	<b>&gt;0.3</b>	<b>&gt;1.0</b>
Exceeds Threshold?	Unmitigated	<b>Yes</b>	No	No
	Mitigated	No	No	No

**Mitigation Measure:** The project would implement the mitigation measures listed below to reduce TAC impacts to nearby sensitive receptors to a less than significant level.

**MM AIR-3.1:** All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 standards for particulate matter emissions. Alternatively, equipment that meets U.S. EPA particulate matter emissions standards for Tier 3 engines that include CARB-certified Level 3 Diesel Particulate Filters (DPF) or equivalent would be effective. The use of equipment that is powered by electricity or alternatively fueled equipment (i.e., non-diesel) would also meet this requirement.

Implementation of Mitigation Measure AQ-3.1 using Tier 3 engines with Level 3 DPFs would reduce on-site diesel exhaust emissions from construction equipment by 88 percent. With mitigation, the computed maximum increased lifetime residential cancer risk from construction at the MEI location, assuming infant exposure, would be 5.5 in one million or less. The mitigated cancer risk, therefore, would no longer exceed its respective significance threshold. **(Less than Significant Impact with Mitigation Incorporated)**

### **Cumulative Community Health Risk at Construction MEI**

Cumulative TAC impacts are assessed by predicting the combined community risk impacts of the project construction and nearby sources of TACs within 1,000 feet of the project site. TAC sources include rail lines, highways, busy surface streets (>10,000 average daily trips or ADT), and stationary sources identified by BAAQMD. A review of the project area indicates El Camino Real and San Antonio Road are the only roadways in the vicinity of the site exceeding 10,000 ADT. As shown in Table 4.3-6, three stationary sources of TACs were also identified within 1,000 feet of the project site. Table 4.3-6 identifies both the project and cumulative community risk impacts at the

sensitive receptors most affected by construction of the project (i.e. the MEI). Without mitigation, the project's community risk from project construction activities would exceed the maximum cancer risk single-source significance threshold. The combined annual cancer risk, PM<sub>2.5</sub> concentration, and Hazard risk values, which includes unmitigated and mitigated, would not exceed their respective cumulative thresholds. With the incorporation of Mitigation Measures AIR-3.1, the project construction's cancer risk would no longer exceed the single-source significance threshold. **(Less than Significant Impact with Mitigation Incorporated)**

<b>Table 4.3-6: Combined Community Risk Impacts at MEI</b>				
<b>Source</b>		<b>Maximum Cancer Risk (per million)</b>	<b>Maximum Annual PM<sub>2.5</sub> (µg/m<sup>3</sup>)</b>	<b>Maximum Hazard Index</b>
<b>Single-Source Risk</b>				
Project Construction	Unmitigated	<b>47.2 (infant)</b>	0.22	0.03
	Mitigated	5.5 (infant)	0.04	<0.01
<b>BAAQMD Single-Source Threshold</b>		<b>&gt;10.0</b>	<b>&gt;0.3</b>	<b>&gt;1.0</b>
Exceed Threshold?	Unmitigated	<b>Yes</b>	No	No
	Mitigated	No	No	No
<b>Cumulative-Source Risks</b>				
El Camino Real/S.R. 82 at 450 feet east, Link 244 (6ft elevation)		7.3	0.06	0.02
San Antonio Road (north-south) at 475 feet west ADT 26,136		1.4	0.04	<0.03
Plant #100914 (GDF) at 1,000 feet		<0.1	--	<0.01
Plant #109042 (GDF) at 1,000 feet		<0.1	--	<0.01
Plant #23116 (Generator) at 820 feet		--	<0.01	--
Cumulative Total	Unmitigated	<56.1	<0.33	<0.10
	Mitigated	<14.4	<0.15	<0.08
<b>BAAQMD Cumulative Source Threshold</b>		<b>&gt;100</b>	<b>&gt;0.8</b>	<b>&gt;10.0</b>
Exceed Cumulative Threshold?	Unmitigated	No	No	No
	Mitigated	No	No	No

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**Impact AIR-4:** The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

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The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable by adjacent receptors; however, the odors would be localized and temporary and would not affect people off-site. For these reasons,



implementation of the proposed project would not result in significant long-term or short-term odor impacts, affecting a substantial number of people. **(Less Than Significant Impact)**

### 4.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Mountain View has policies that address existing air quality conditions affecting a proposed project.

#### **Operational Community Health Risk Impacts – New Project Residences**

In addition to evaluating health impact from project construction, a health risk assessment was completed to assess the impact that existing TAC sources would have on the new proposed sensitive receptors that the project would introduce. The same TAC sources identified above were used in this health risk assessment. All health risk results are listed in Table 4.3-7. TAC sources included in the community risk impact included major roadways and stationary sources within 1,000 feet of the project site.

<b>Table 4.3-7: Community Risk Impact to New Project Residences</b>			
<b>Source</b>	<b>Maximum Cancer Risk (per million)</b>	<b>Maximum Annual PM<sub>2.5</sub> (µg/m<sup>3</sup>)</b>	<b>Maximum Hazard Index</b>
El Camion Real/S.R. 82 at 500 feet east, Link 244 (6 ft. elevation)	6.6	0.06	0.02
San Antonio Road (north-south) at 425 feet west ADT 26,136	1.5	0.04	<0.03
Plant #100914 (GDF) at 885 feet	<0.1	--	<0.01
Plant #109042 (GDF) at 1,000 feet	<0.1	--	<0.01
Plant #23116 (Generator) at 800 feet	--	<0.01	--
<b>BAAQMD Single-Source Threshold</b>	<b>&gt;10.0</b>	<b>&gt;0.3</b>	<b>&gt;1.0</b>
Exceed Threshold?	No	No	No
Cumulative Total	<8.3	<0.11	<0.07
<b>BAAQMD Cumulative Source Threshold</b>	<b>&gt;100</b>	<b>&gt;0.8</b>	<b>&gt;10.0</b>
Exceed Threshold?	No	No	No

As shown, the annual cancer risks, annual PM<sub>2.5</sub> concentrations, and Hazard Indexes are all below their respective BAAQMD single-source and cumulative significance thresholds.

## 4.3.4

**Conclusion**

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>AIR-1:</b> The project would not conflict with or obstruct implementation of the applicable air quality plan.	Less than Significant	No mitigation required	NA
<b>AIR-2:</b> The project 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.	Less than Significant	No mitigation required	NA
<b>AIR-3:</b> The project would not expose sensitive receptors to substantial pollutant concentrations.	Significant	<b>MM AQ-3.1,</b> reduction in construction-related TACs	Less than Significant
<b>AIR-4:</b> The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than Significant	No mitigation required	NA

## 4.4 BIOLOGICAL RESOURCES

The following discussion is based in part on an Arborist Report prepared by Michael P. Young, Certified Arborist in May 2014. A copy of this report is included in Appendix B of this IS.

### 4.4.1 Environmental Setting

#### 4.4.1.1 *Regulatory Framework*

##### **Federal and State**

##### Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To “take” a listed species, as defined by the State of California, is “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

##### Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.<sup>12</sup> Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

##### Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control

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<sup>12</sup> United States Department of the Interior. “Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take.” Accessed March 28, 2019. <https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf>.

Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

#### Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

### **Regional and Local**

#### Santa Clara Valley Habitat Plan/Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) covers approximately 520,000 acres, or approximately 62 percent of Santa Clara County. It was developed and adopted through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District (Valley Water), Santa Clara Valley Transportation Authority (VTA), USFWS, and CDFW. The Habitat Plan is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in southern Santa Clara County. The Santa Clara Valley Habitat Agency is responsible for implementing the plan.

#### City of Mountain View 2030 General Plan

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

<b>Policy</b>	<b>Description</b>
LUD 10.2	<b>Low impact development.</b> Encourage development to minimize or avoid disturbing natural resources and ecologically significant features.
INC 16.3	<b>Habitat.</b> Protect and enhance nesting, foraging and habitat for special-status species and other wildlife.
INC 16.6	<b>Built environment habitat.</b> Integrate biological resources, such as green roofs and native landscaping, into the built environment.

#### Mountain View Tree Preservation Ordinance

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

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



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

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

#### **4.4.1.2 Existing Conditions**

##### **Special-Status Plants**

According to the California Natural Diversity Database (CNDDDB), there is one special-status plant species that has been recorded to occur within the Mountain View topographic quadrangle. However, this federally endangered plant, the California seablite (*Suaeda californica*), is unlikely to occur on-site due to a lack of suitable habitat, lack of quality soil, and high level of activity and disturbance within project boundaries.

##### **Special-Status Wildlife Species**

According to the CNDDDB, there are seven special-status wildlife species that have been recorded to occur within the Mountain View topographic quadrangle. All seven of these species are unlikely to occur on-site due to lack of suitable habitat. The site is located in a residential area that has been highly altered by building development. Landscaping on the project site is sparse and does not serve as wildlife habitat to any special-status species. The property does not contain a wildlife nursery site, sensitive habitats, or waters/wetlands, nor is it suitable as a wildlife corridor. The nearest waterway is Adobe Creek and it is approximately 0.37 miles northwest of the project site.

##### **Trees**

Based on the arborist report, there are a total of 18 trees on-site. The trees include one douglas fir, one redwood, one coast live oak, one Mexican fan palm, 11 white mulberry, two Canary Island palm, and one plum (refer to Appendix B). As summarized in Table 4.4-1 below, nine of the on-site trees are Heritage trees.

<b>Table 4.4-1: Summary of Existing Trees</b>	
Total Number of Existing Trees	18
Total Number of Non-Heritage Trees	9
Heritage Trees	9

#### 4.4.2

#### Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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 (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact BIO-1:** The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact)**

There are 16 on-site trees that would be removed at part of the project as well as two trees that will be relocated on-site. The trees could provide nesting habitat for special status bird species, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800.

Construction of the project during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact.

In compliance with the MBTA and the CDFW code, the proposed project shall implement the following City Standard Conditions of Approval, to reduce or avoid construction-related impacts to nesting raptors and their nests. **(Less than Significant Impact)**

### **Standard Condition of Approval**

**NESTING BIRD AVOIDANCE:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31, to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys shall be performed by a qualified biologist no more than two days prior to these activities, to locate any active nests. The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500 feet of active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31.

If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with City staff as appropriate, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with CDFW (usually 100 feet for perching birds and 300 feet for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

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**Impact BIO-2:** The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

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There are no sensitive habitats, including riparian habitat or areas of high biological diversity, areas providing important wildlife habitat, or unusual or regionally restricted habitat types on the site. For these reasons, the proposed development of the project site would have no impact on riparian habitat or other sensitive natural community. **(No Impact)**

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**Impact BIO-3:** The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

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There are no state or federally protected wetlands on or adjacent to the project site. The proposed project would not impact wetlands through direct removal, hydrological interruption, or other means. **(No Impact)**

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**Impact BIO-4:** The project would not 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. **(No Impact)**

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Because the project site is surrounded by urban development, the site provides minimal dispersal habitat for native wildlife and does not function as a wildlife movement corridor. As discussed in the responses to Impacts BIO-2 and BIO-3, there are no riparian or wetland habitats on or adjacent to the site. The project would, therefore, not interfere with the movement of fish or wildlife species, nor interfere with established corridors or wildlife nursery sites. **(No Impact)**

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**Impact BIO-5:** The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

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The project proposes to remove eight Heritage trees on-site prior to construction. Two additional Heritage trees on-site would be relocated. A City of Mountain View tree removal permit would be required before any trees could be removed from the site under a development permit. To reduce impacts due to the loss of Heritage trees and reduce the potential for impacts to trees to remain in place, the following measures are included in the project as standard City conditions of approval.

### **Standard Conditions of Approval**

**REPLACEMENT:** The applicant shall offset the loss of each Heritage tree with a minimum of two new trees, for a total of 14 replacement trees. Each replacement tree shall be no smaller than a 24-inch box and shall be noted on the landscape plans submitted for building permit review as Heritage replacement trees. The project would plant a total of 14 new trees on site.

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

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



developed in accordance with Chapter 32, Articles I and II, of the City Code, and subject to approval of the Zoning Administrator prior to removal or disturbance of any Heritage trees resulting from project activities, including site preparation activities.

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

With the implementation of the above Standard Conditions of Approval, project construction would not conflict with a tree ordinance or result in a significant impact to trees identified for preservation. **(Less Than Significant Impact)**

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**Impact BIO-6:** The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

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The project site is not within the area of an applicable HCP or NCCP, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

#### 4.4.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>BIO-1:</b> The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.	Less than Significant	No mitigation required	NA
<b>BIO-2:</b> The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.	No Impact	No mitigation required	NA
<b>BIO-3:</b> The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.	No Impact	No mitigation required	NA
<b>BIO-4:</b> The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or	No Impact	No mitigation required	NA

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
migratory wildlife corridors, or impede the use of native wildlife nursery sites.			
<b>BIO-5:</b> The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than Significant Impact	No mitigation required	NA
<b>BIO-6:</b> The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	No Impact	No mitigation required	NA

## **4.5 CULTURAL RESOURCES**

### **4.5.1 Environmental Setting**

#### **4.5.1.1 *Regulatory Framework***

##### **Federal and State**

##### **National Historic Preservation Act**

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

##### **California Register of Historical Resources**

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.<sup>13</sup>

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource’s eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

##### **California Native American Historical, Cultural, and Sacred Sites Act**

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

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<sup>13</sup> California Office of Historic Preservation. “CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6.” March 14, 2006.

## Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

### **Local**

#### City of Mountain View 2030 General Plan

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

<b>Policy</b>	<b>Description</b>
LUD 11.5	<b>Protect important archaeological and paleontological sites.</b> Utilize the development review process to identify and protect archaeological and paleontological deposits.
LUD 11.6	<b>Protect Human Remains.</b> Utilize the development review process to identify and protect human remains and follow the appropriate procedures outlined under Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

#### City of Mountain View Zoning Ordinance

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

#### **4.5.1.2      *Existing Conditions***

The project site is within the territory of the Ohlone and Muwekma Indian tribes, who had settlements along creeks in the area. The project site is approximately 0.37 miles southeast of Adobe Creek.



A records search and literature review was completed for the 2030 General Plan. The records search was conducted at the Northwest Information Center (NWIC) <sup>14</sup> of the California Historical Resources Information System (CHRIS), and at the California Native American Heritage Commission (NAHC). <sup>15</sup> Based upon the research, archaeological resources were not identified on the project site. <sup>16</sup>

Buildings on the project site are not listed on the City of Mountain View Register of Historic Resources. The existing development on site was not identified in the Citywide Historic Properties Survey as potentially eligible for any historic register.

#### 4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

---

**Impact CUL-1:** The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

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The project site is currently developed with a single-family residence, five apartment units, and one commercial building. All of the buildings on-site are vacant. The properties are not listed or eligible for listing as historic resources. As a result, there are no structures determined eligible, or pending on the California Register of Historical Resources located on the project site; and no significant or potentially significant local, state, or federal cultural resources/historic properties (e.g., landmarks, points of interest, etc.) are located on the project site. Based on the historic properties listing in the City's General Plan, the project site is not adjacent to any historic properties and the project would have no impact on historic resources. **(No Impact)**

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**Impact CUL-2:** The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact)**

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<sup>14</sup> The NWIC is the official state repository of cultural resources records and reports for Santa Clara County.

<sup>15</sup> The NAHC maintains the Sacred Lands File, which includes the location of sites with cultural significance to Native American groups.

<sup>16</sup> Results of record search and literature review on file at the City Community Development Department.

Although the likelihood of encountering buried cultural resources is low, the disturbance of these resources, if they are encountered during excavation and construction, could create an impact. The project will be required to comply with the City's Standard Conditions of Approval, which include measures to avoid or reduce impacts to unknown cultural resources. **(Less than Significant Impact)**

### **Standard Condition of Approval**

**DISCOVERY OF ARCHAEOLOGICAL RESOURCES:** If prehistoric, or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100 feet of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and wall, filled wells or privies, and deposits of metal, glass, and/or ceramic refuse.

If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

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**Impact CUL-3:** The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact)**

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The project is not located in an archaeologically sensitive area. In the unlikely event that human remains are discovered during construction activities, implementation of Standard Permit Condition would reduce the project's impact on human remains to a less than significant level. **(Less than Significant Impact)**

### **Standard Condition of Approval**

**DISCOVERY OF HUMAN REMAINS:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50-foot radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the NAHC, which shall attempt to identify descendants of the deceased Native American.

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

A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation

programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

#### 4.5.3 Conclusion

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>CUL-1:</b> The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.	No Impact	No mitigation required	NA
<b>CUL-2:</b> The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	Less Than Significant	No mitigation required	NA
<b>CUL-3:</b> The project would not disturb any human remains, including those interred outside of dedicated cemeteries.	Less Than Significant	No mitigation required	NA

## **4.6 ENERGY**

### **4.6.1 Environmental Setting**

#### **4.6.1.1 *Regulatory Framework***

##### **Federal and State**

##### **Energy Star and Fuel Efficiency**

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

##### **Renewables Portfolio Standard Program**

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

##### **California Building Standards Code**

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2019 Title 24 updates will go into effect on January 1, 2020.<sup>17</sup> Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.

##### **California Green Building Standards Code**

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The most recent update to CALGreen went into effect on January 1, 2020, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

##### **Advanced Clean Cars Program**

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-

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<sup>17</sup> California Building Standards Commission. "Welcome to the California Building Standards Commission." Accessed November 4, 2019. <http://www.bsc.ca.gov/>.



causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.<sup>18</sup>

## **Local**

### **Mountain View Green Building Code**

At the local level, the Mountain View Green Building Code (MVGBC) amends the state mandated CalGreen standards to include local green building standards and requirements for private development. The MVGBC includes energy efficiency standards that exceed the California Building Energy Efficiency Standards. The MVGBC does not require formal certification from a third-party organization, but requires projects to be designed and constructed to meet the intent of a third-party rating system.<sup>19</sup> For residential projects proposing over five units, the MVGBC requires that those buildings meet the intent of 70 GreenPoint Rated points from the Build it Green certification program, as well as compliance with mandatory CALGreen requirements.

#### **4.6.1.2      *Existing Conditions***

Total energy usage in California was approximately 7,881 trillion British thermal units (Btu) in the year 2017, the most recent year for which this data was available.<sup>20</sup> Out of the 50 states, California is ranked second in total energy consumption and 48<sup>th</sup> in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,416 trillion Btu) for residential uses, 19 percent (1,473 trillion Btu) for commercial uses, 23 percent (1,818 trillion Btu) for industrial uses, and 40 percent (3,175 trillion Btu) for transportation.<sup>20</sup> This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

The project site is currently developed with a single family residence, five apartment units and one commercial building. All of the buildings on-site are vacant. Prior to being vacated, energy use primarily consisted of gasoline for vehicle trips to and from the site. Electricity was also used for lighting and residential appliances, natural gas for heating and cooling, and operations within the commercial building and residential units.

## **Electricity**

Electricity in Santa Clara County in 2018 was consumed primarily by the commercial sector (77 percent), followed by the residential sector consuming 23 percent. In 2018, a total of approximately 16,668 gigawatt hours (GWh) of electricity was consumed in Santa Clara County.<sup>21</sup>

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<sup>18</sup> California Air Resources Board. "The Advanced Clean Cars Program." Accessed November 4, 2019. <https://www.arb.ca.gov/msprog/acc/acc.htm>.

<sup>19</sup> City of Mountain View. "Mountain View Green Building Code. 2017." Accessed November 4, 2019. <http://www.mountainview.gov/depts/comdev/building/construction/mvgbc.asp>.

<sup>20</sup> United States Energy Information Administration. *State Profile and Energy Estimates, 2017*. Accessed November 4, 2019. <https://www.eia.gov/state/?sid=CA#tabs-2>.

<sup>21</sup> California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed November 4, 2019. <http://ecdms.energy.ca.gov/elecbycounty.aspx>.

The community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Mountain View.<sup>22</sup> SVCE sources the electricity and the Pacific Gas and Electric Company (PG&E) delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan and can upgrade to the GreenPrime plan. Both options are considered 100 percent GHG-emission free.

### **Natural Gas**

PG&E provides natural gas services within the City of Mountain View. In 2017, approximately 1.4 percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.<sup>23</sup> In 2016, residential and commercial customers in California used 29 percent of the state's natural gas, power plants used 32 percent, and the industrial sector used 37 percent. Transportation accounted for one percent of natural gas use in California. In 2017, Santa Clara County used approximately 3.5 percent of the state's total consumption of natural gas.<sup>24</sup>

### **Fuel for Motor Vehicles**

In 2017, 15 billion gallons of gasoline were sold in California.<sup>25</sup> The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 24.9 mpg in 2018.<sup>26</sup> Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks model years 2011 through 2020.<sup>27,28</sup>

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<sup>22</sup> Silicon Valley Clean Energy. "Frequently Asked Questions." Accessed November 4, 2019. Available at: <https://www.svcleanenergy.org/faqs>.

<sup>23</sup> California Gas and Electric Utilities. 2018 *California Gas Report*. Accessed August 15, 2019. [https://www.pge.com/pipeline\\_resources/pdf/library/regulatory/downloads/cgr18.pdf](https://www.pge.com/pipeline_resources/pdf/library/regulatory/downloads/cgr18.pdf)

<sup>24</sup> California Energy Commission. "Natural Gas Consumption by County." Accessed August 15, 2019. <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

<sup>25</sup> California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed August 15, 2019. [http://www.cdtfa.ca.gov/taxes-and-fees/MVF\\_10\\_Year\\_Report.pdf](http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf).

<sup>26</sup> United States Environmental Protection Agency. "The 2018 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." March 2019.

<sup>27</sup> United States Department of Energy. *Energy Independence & Security Act of 2007*. Accessed August 15, 2019. <http://www.afdc.energy.gov/laws/eisa>.

<sup>28</sup> Public Law 110-140—December 19, 2007. *Energy Independence & Security Act of 2007*. Accessed August 15, 2019. <http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf>.

## 4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<hr/>				
<b>Impact EN-1:</b>	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. <b>(Less than Significant Impact)</b>			

### Energy Efficiency During Construction

The anticipated construction schedule assumes that the project will be built over a period of approximately 10 months, starting in September 2020 and concluding in July 2021. The construction phase would require energy for the manufacture and transportation of building materials, site preparation, grading and excavation, trenching, paving, and building construction and interior finishing. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy during construction. Energy would not be wasted or used inefficiently by construction equipment, as the proposed project would include several measures to improve efficiency of the construction (e.g., limiting idling time or use U.S. EPA tiered equipment). In addition, construction waste management methods and processes will be employed to reduce the amount of construction waste. **(Less Than Significant Impact)**

### Estimated Energy Use of the Proposed Project

The proposed development would consume energy (in the form of electricity and natural gas), primarily from heating and cooling, lighting, appliances, electronics, and water heating. Operational energy would also be consumed during each vehicle trip generated by future residents. Table 4.6-1 below summarizes the estimated energy use of the proposed project.

<b>Table 4.6-1: Annual Project Energy Demand</b>			
	<b>Electricity</b> (kWh/yr)	<b>Natural Gas</b> (kBTU/yr)	<b>Gasoline*</b> (gallons/yr)
Townhouse/Condo	221,999	823,812	24,695
Enclosed Parking with Elevator	277,952	--	--
<b>Total</b>	<b>499,951</b>	<b>823,812</b>	<b>24,695</b>
<p>Note: * Gasoline demand was calculated by dividing the project's estimated VMT (614,902) by the average economy for light duty vehicles (24.9 mpg).</p> <p>kWh/yr = Kilowatt-hour per year; kBTU/yr = kilo-British thermal unit per year</p> <p>Source: Illingworth &amp; Rodkin, Inc. 2645-2655 Fayette Drive Condominiums Air Quality &amp; Greenhouse Gas Assessment. January 6, 2020 Attachment 2: CalEEMod Modeling Inputs and Outputs.</p>			

Based on CAL EEMod assumptions and a traffic study conducted by Hexagon Transportation Consultants, Inc. (see section 4.17 Transportation), the total annual VMT for the project would be approximately 614,902 per year.<sup>29</sup> Using the average fuel economy estimates (24.9 mpg), the proposed project would result in consumption of approximately 24,695 gallons of gasoline per year. New automobiles purchased by future occupants of the proposed project would be subject to fuel economy and efficiency standards applied throughout the State of California, which means that over time the fuel efficiency of vehicles associated with the project site would improve. The project is located in a transit priority area with access to major bus routes and the San Antonio Caltrain Station within 0.5-mile of the project site. The proximity of the project to transit may further reduce the VMT resulting from the project.

The proposed project would consume approximately 499,951 kWh per year of electricity and approximately 823,812 kBTU of natural gas per year. The project would be built to CALGreen requirements and Title 24 energy efficiency standards, as well as the Mountain View Green Building Code which would improve the efficiency of the overall project. The Mountain View Green Building Code requires residential projects to include GreenPoint Rated energy and emissions reduction features, such as:

- Low-water landscaping
- Water efficient plumbing fixtures
- Title 24 compliance
- Low-emission flooring material
- Use of recycled insulation material
- EnergyStar appliances

Given the proximity of the project to transit and adherence to current building codes, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. **(Less than Significant Impact)**

<sup>29</sup> VMT per day per capita was determined to be 16.02. CalEEMod assumes 2.39 persons per household in Mountain View. 16.02 VMT/day/person x 44 units x 2.39 persons x 365 days/yr = 614,902 VMT per year for the project.



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**Impact EN-2:** The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(No Impact)**

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Electricity for the proposed project would be provided by SVCE. The proposed development would be constructed in compliance with the current energy efficiency standards set forth in Mountain View Green Building Code, Title 24, and CALGreen. For these reasons, the project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency. **(No Impact)**

#### 4.6.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>EN-1:</b> The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.	Less than Significant	No mitigation required	NA
<b>EN-2:</b> T The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No Impact	No mitigation required	NA

## **4.7 GEOLOGY AND SOILS**

The following discussion is based in part on a geotechnical investigation prepared by Silicon Valley Soil Engineering in April 2015. A copy of this report is included in Appendix C of this Initial Study.

### **4.7.1 Environmental Setting**

#### **4.7.1.1 *Regulatory Framework***

##### **State**

##### **Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

##### **Seismic Hazards Mapping Act**

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

##### **California Building Standards Code**

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

##### **California Division of Occupational Safety and Health Regulations**

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

## Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

### **Local**

#### City of Mountain View 2030 General Plan

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

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

#### City of Mountain View City Code

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

#### **4.7.1.2      *Existing Conditions***

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

### **Seismicity and Seismic Hazards**

The project site is located within the seismically active San Francisco Bay region but is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The major earthquake faults in the project area are the San Andreas Fault, located approximately 6 miles southwest of the site, and

the southeast extension of the Hayward Fault and the main Hayward Fault, which are located approximately 11 to 13 miles northeast of the site, respectively. These regional faults are capable of generating earthquakes of at least 7.0 in magnitude. The smaller Monte Vista-Shannon Fault is located approximately 5 miles southwest of the project site.

The Association of Bay Area Governments (ABAG) has reported that the Working Group on California Earthquake Probabilities (2003) has estimated that there is a 62 percent probability that one or more major earthquakes would occur in the San Francisco Bay Area between 2002 and 2031. A moderate to major earthquake on the San Andreas Fault is most likely to generate the strongest ground shaking at the site.

### **Liquefaction**

Liquefaction is the result of seismic activity and is characterized as the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. During ground shaking, such as during earthquakes, cyclically induced stresses may cause increased pore water pressures within the soil voids, resulting in liquefaction. Liquefied soils may lose shear strength that may lead to large shear deformations and/or flow failure under moderate to high shear stresses, such as beneath foundations or sloping ground.

The project site is not located within a state-designated liquefaction zone.<sup>30</sup>

### **Soil Conditions**

The geotechnical investigation sampled soils on the site to a depth of 41.5 feet. Soils on the site range from sandy silt fill at the surface to silty clays, sandy gravel, and hard clays at depth. Clay soils on the site have a medium to high expansion potential.

### **Groundwater**

Groundwater was not encountered in the borings during the excavating operation. Groundwater levels are known to fluctuate as a result of seasonal changes and hydrogeological variations such as groundwater pumping and/or recharging. The highest expected groundwater would be 15 feet below the ground surface.

### **Paleontological or Geological Features**

The project site is flat and has been developed for many years and does not contain any unique geologic features.

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<sup>30</sup> California Department of Conservation. "CGS Information Warehouse". Accessed October 31, 2019. <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.



## 4.7.2

## Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 (refer to Division of Mines and Geology Special Publication 42)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact GEO-1:** The project would not 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides.  
**(Less than Significant Impact)**

The project site is located within the seismically active San Francisco Bay Area which has a 72 percent probability of experiencing at least one magnitude 6.7 earthquake during the next 30 years. The project site would experience intense ground shaking in the event of a large earthquake. No known faults occur beneath the project site. The project site is not located within an earthquake fault zone on an Alquist-Priolo Earthquake Fault Zoning Map and, therefore, the potential for fault rupture at the site is low.

The project site is not located within a state-designated liquefaction hazard zone; thus, liquefaction susceptibility is very low, and no liquefiable soils are present on-site.<sup>31,32,33</sup> Since the soils on site are not prone to liquefaction, the probability of lateral spreading is low.

A site-specific, design-level geotechnical report would be prepared prior to construction in order to ensure project safety and compliance with local and state policies. Additionally, the project would implement the following Standard Condition of Approval.

### **Standard Condition of Approval**

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

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

By conforming to standard engineering and seismic safety design techniques outlined in the City of Mountain View's Building Division and California Building Code, the proposed project would not expose people or structures to substantial adverse effects; nor would the project exacerbate existing geological hazards on the project site such that it would impact (or worsen) off-site geological and soil conditions. **(Less than Significant Impact)**

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**Impact GEO-2:** The project would not result in substantial erosion or the loss of topsoil. **(Less than Significant Impact)**

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<sup>31</sup> Santa Clara County Geologic Hazard Zones Map, Map 53. Accessed October 31, 2019.

<sup>32</sup> Association of Bay Area Governments Resilience Program. Liquefaction Susceptibility Map. Accessed October 31, 2019.

The proposed project's construction activities would include excavation, resulting in the loss of topsoil and potentially resulting in substantial erosion. As discussed in Section 4.10 Hydrology and Water Quality, the project shall be required to implement Standard Condition of Approval by completing a Construction Sediment and Erosion Control Plan.

Through the implementation of the Standard Condition of Approval, the proposed project would avoid soil erosion and would not cause a significant loss of topsoil. **(Less than Significant Impact)**

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**Impact GEO-3:** The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. **(Less than Significant Impact)**

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With the implementation of the standard engineering and seismic safety design techniques outlined in the California Building Code (refer to Standard Condition of Approval listed under Impact GEO-1), the project site would not be located on an unstable geological unit that would result in subsidence or collapse of the proposed project. The project site and area are not subject to landslides and have a low potential for liquefaction or lateral spreading. Therefore, compliance with Standard Permit Condition would ensure that the project would not exacerbate existing geological hazards on the site such that it would impact off-site geological and soil conditions. **(Less than Significant Impact)**

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**Impact GEO-4:** The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

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Surface soils on the site have a high expansion potential.<sup>34</sup> Fluctuations in soil moisture can cause expansive soils to shrink and swell, thereby compromising the integrity of foundations, pavements, and exterior flatwork. The project would comply with Standard Condition of Approval listed under Impact GEO-1. Standard engineering practices, including the standard permit condition outlined above, would ensure that the future site improvements are designed properly to account for soils-related hazards on the site. With implementation of the standard permit condition, expansive soils on-site would not exacerbate risks to life and property, and the project would result in a less than significant impact. **(Less than Significant Impact)**

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**Impact GEO-5:** The project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. **(No Impact)**

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The project site is located within an urbanized area of Mountain View where sewers are available to dispose of wastewater from the project site. The site would not require septic tanks or alternative wastewater disposal systems. **(No Impact)**

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<sup>34</sup> United States Department of Agriculture. Web Soil Survey. Accessed October 31, 2019.  
<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

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**Impact GEO-6:** The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact)**

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No paleontological resources have been identified. The proposed project would excavate to a depth of approximately 30 feet below ground surface to construct the two levels of garage parking. While discovery of any paleontological resource is unlikely, it is always a possibility during excavation. In the event that a paleontological resource is discovered during construction activities, implementation of Standard Condition of Approval would reduce the project's impacts to a less than significant level. **(Less than Significant Impact)**

**Standard Condition of Approval**

**DISCOVERY OF PALEONTOLOGICAL RESOURCE:** Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 50 feet shall cease and the City's Community Development Director notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. 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. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

**4.7.3 Conclusion**

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>GEO-1:</b> The project would not 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides.	Less than Significant	No mitigation required	NA
<b>GEO-2:</b> The project would not result in substantial erosion or the loss of topsoil.	Less than Significant	No mitigation required	NA



<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>GEO-3:</b> The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less than Significant	No mitigation required	NA
<b>GEO-4:</b> The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property.	Less than Significant	No mitigation required	NA
<b>GEO-5:</b> The project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No Impact	No mitigation required	NA
<b>GEO-6:</b> The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature.	Less than Significant	No mitigation required	NA

## **4.8 GREENHOUSE GAS EMISSIONS**

The following discussion is based in part on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin in January 2020. A copy of this report is included in Appendix A of this Initial Study.

### **4.8.1 Environmental Setting**

#### **4.8.1.1 *Background Information***

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO<sub>2</sub> equivalents (CO<sub>2</sub>e). The most common GHGs are carbon dioxide (CO<sub>2</sub>) and water vapor but there are also several others, most importantly methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO<sub>2</sub> and N<sub>2</sub>O are byproducts of fossil fuel combustion.
- N<sub>2</sub>O is associated with agricultural operations such as fertilization of crops.
- CH<sub>4</sub> is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF<sub>6</sub> emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

#### **4.8.1.2      *Regulatory Framework***

### **State**

#### **Assembly Bill 32**

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO<sub>2</sub>E (MMTCO<sub>2</sub>e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO<sub>2</sub>e.

#### **Senate Bill 375**

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2040. Plan Bay Area 2040 establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

### **Regional and Local**

#### **2017 Clean Air Plan**

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

#### **CEQA Air Quality Guidelines**

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The

guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

## **Local**

### 2030 General Plan and Greenhouse Gas Reduction Program

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

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

#### **4.8.1.3      *Existing Conditions***

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns. The project site is currently vacant which limits GHG emissions from the site.

#### **4.8.2      Impact Discussion**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **4.8.2.1      *Significance Thresholds***

The City of Mountain View's Greenhouse Gas Reduction Plan (GGRP) established a City-wide efficiency target of 4.5 MT of CO<sub>2</sub>e per service population/year for 2030. However, this is a threshold that applies to the combination of both existing and new growth. A different threshold is applied for only new growth/development. The City's GGRP does not identify such a quantifiable



GHG thresholds; therefore, the BAAQMD's CEQA Air Quality Guidelines thresholds are used as a basis for a threshold.

For quantified emissions, the BAAQMD's CEQA Air Quality Guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate. Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.8 MT CO<sub>2</sub>e/year/service population and a bright-line threshold of 660 MT CO<sub>2</sub>e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based projections from BAAQMD.<sup>35</sup> The 2030 bright-line threshold of 660 MT CO<sub>2</sub>e/year is a 40 percent reduction of the 1,100 MT CO<sub>2</sub>e/year threshold for 2020.

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**Impact GHG-1:** The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

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GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines. Emissions were predicted using CalEEMod.

### Construction Emissions

GHG emissions associated with construction were computed to be 206 MT of CO<sub>2</sub>e for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

### Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully developed site under the proposed project. As shown in Table 4.8-1, annual emissions resulting from operation of the proposed project are predicted to be 264 MT of CO<sub>2</sub>e for the year 2022 and 224 MT of CO<sub>2</sub>e for the year 2030. Both the 2022 and the 2030 emissions would not exceed the 2030 "Substantial Progress" threshold of 660 MT of CO<sub>2</sub>e/yr. The project's service population is estimated to be 105 assuming 2.39 persons per household in

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<sup>35</sup> Bay Area Air Quality Management District, 2016. *CLE International 12<sup>th</sup> Annual Super-Conference CEQA Guidelines, Case Law and Policy Update*. December.

Mountain View consistent with the California Department of Finance estimates.<sup>36</sup> The Service Population Emissions for the year 2022 would be 2.5 and 2.1 for the year 2030, which both would not exceed the “Substantial Progress” efficiency metric of 2.8 MT CO<sub>2</sub>e/year/service population.

<b>Table 4.8-1: Annual Project GHG Emissions (CO<sub>2</sub>e) in Metric Tons</b>		
<b>Source Category</b>	<b>Proposed Project</b>	
	<b>2022</b>	<b>2030</b>
Area	2	2
Energy Consumption	52	52
Mobile	199	159
Solid Waste Generation	10	10
Water Usage	1	1
Total (MT CO <sub>2</sub> e/yr)	264	224
<b>Significance Threshold</b>	<b>660 MT CO<sub>2</sub>e/yr</b>	
Service Population Emissions (MT CO <sub>2</sub> e/year/service population)	2.5	2.1
<b>Significance Threshold</b>	<b>2.8 in 2030</b>	
<b>Significant (exceed both)?</b>	No	No

To be considered significant, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. This project does not exceed either threshold and, therefore, the project would not generate greenhouse gas emissions that may have a significant impact on the environment. **(Less than Significant Impact)**

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**Impact GHG-2:** The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

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The proposed development would be constructed in compliance with the current energy efficiency standards set forth in Mountain View Green Building Code, Title 24, and CALGreen. The proposed project’s operational GHG emissions would not exceed the City’s GGRP significance threshold, therefore, the project would be consistent with state and local plans and policies pertaining to GHG emission reductions. **(Less than Significant Impact)**

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<sup>36</sup> State of California, Department of Finance. “E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010-2019.” Accessed: January 8, 2020. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>

## 4.8.3

**Conclusion**

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>GHG-1:</b> The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than Significant	No mitigation required	NA
<b>GHG-2:</b> The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.	Less than Significant	No mitigation required	NA

## **4.9 HAZARDS AND HAZARDOUS MATERIALS**

The following discussion is based in part on a Phase I Environmental Site Assessment Report, prepared by ERAS Environmental, Inc. in May 2015. A copy of this report is included in Appendix D of this Initial Study.

### **4.9.1 Environmental Setting**

#### **4.9.1.1 *Regulatory Framework***

##### **Overview**

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

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

##### **Federal and State**

#### **Federal Aviation Regulations Part 77**

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

#### **Government Code Section 65962.5**

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



Water Resources Control Board (SWRCB), and Santa Clara County. The project is not on the Cortese List.<sup>37</sup>

#### California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Santa Clara County Department of Environmental Health reviews CalARP risk management plans as the CUPA.

#### Asbestos-Containing Materials

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

#### CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

#### Municipal Regional Permit Provision C.12.f

Polychlorinated biphenyls (PCBs) were produced in the United States between 1955 and 1978 and used in hundreds of industrial and commercial applications, including building and structure materials such as plasticizers, paints, sealants, caulk, and wood floor finishes. In 1979, the EPA banned the production and use of PCBs due to their potential harmful health effects and persistence in the environment. PCBs can still be released to the environment today during demolition of buildings that contain legacy caulks, sealants, or other PCB-containing materials.

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, Provision C.12.f requires that permittees develop an assessment protocol methodology for managing materials with PCBs in applicable

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<sup>37</sup> CalEPA. "Cortese List Data Resources." Accessed November 4, 2019.  
<https://calepa.ca.gov/sitecleanup/corteselist>.

structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.<sup>38</sup> Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. As of July 1, 2019, buildings constructed between 1955 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

## Local

### Certified Unified Program Agency

The routine management of hazardous materials in California is administered under the Unified Program. The CalEPA has granted responsibilities to the Santa Clara County Hazardous Materials Compliance Division (HMCD) for implementation and enforcement of hazardous material regulations under the Unified Program as a Certified Unified Program Agency (CUPA). Through a formal agreement with the HMCD, the Mountain View Fire Department (MVFD) implements hazardous materials programs for the City of Mountain View as a Participating Agency within the Unified Program. The MVFD coordinates with the HMCD to implement the Santa Clara County Hazardous Materials Management Plan and to ensure that commercial and residential activities involving classified hazardous substances are properly handled, contained, and disposed.

### City of Mountain View 2030 General Plan

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

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

#### **4.9.1.2      *Existing Conditions***

The project site is developed with a single-family residence, a garage, a small apartment building, and a commercial building previously used by a carpet cleaning business. The project site is located in an area consists of commercial and residential land use. Based on the Phase I Environmental Site Assessment Report (ESA), none of the adjacent properties are considered to be of significant environmental concern.

<sup>38</sup> California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit*. November 2015.

## **On-Site Contamination**

### Asbestos and Lead-Based Paint

Based on the age of the buildings (1960's), it is possible that asbestos, lead-based paint, and PCBs are present.

### Former Underground Storage Tank (UST)

A Phase II investigation was completed on the commercial portion of the site in 2000. Two soil borings were drilled to collect soil and groundwater samples near a former UST and a carpet cleaning machine. No gasoline hydrocarbons were found near the former UST; however, 30 µg/Kg of the pesticide dieldrin was detected in a shallow soil sample which may be a remnant from the past orchard use of the property. The concentration of dieldrin exceeds the Regional Water Quality Control Board Environmental Screening Level (ESL) for groundwater protection of 2.3 µg/Kg but is below the human health ESL for direct contact 34 µg/Kg.

## **Nearby Off-Site Sources of Contamination**

A standard federal and state environmental records search was conducted to identify known and likely leak sites that could potentially pose a threat to environmental conditions under the project site. A total of three nearby sites were listed on the databases as known or likely contamination sites:

- 400 San Antonio Road - This site was listed on the Emergency Response Notification System database. The site is approximately 1/8 mile to the north (down-gradient). Based on the distance and location, this site is not considered likely to pose a threat to subsurface environmental conditions beneath the project site.
- 660 San Antonio Road - This site was listed on the Spills, Leaks, Investigation & Cleanup (SLIC) Program database. The site is approximately 1/8 mile to the south. The site is a former dry-cleaning site. Based on the distance, this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the project site.
- Another unnamed site was listed on the SLIC database more than a 1/3 mile to the east. The site is not in a direction up gradient and based on distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the project site.

## **Airport Safety**

The proposed project site is approximately three and a half miles from the Moffett Federal Airfield, the closest airport to the project site. The project site is not within the safety zones or planning areas for this airport.

## Wildland Fire Hazards

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located in a fire hazard zone or the Wildland Urban Interface.<sup>39</sup>

### 4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) 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, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>39</sup> California Board of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed November 1, 2019. <https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>



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**Impact HAZ-1:** The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

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Operation of the proposed project would likely include the on-site use and storage of cleaning supplies and maintenance chemicals in small quantities. The small quantities of cleaning supplies and maintenance chemicals used on-site would be comparable to the operations of adjacent residential uses and would not pose a risk to adjacent land uses. **(Less Than Significant Impact)**

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**Impact HAZ-2:** The project would not 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. **(Less than Significant Impact)**

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### **On-Site Soils**

The commercial portion of the project site previously contained a UST; however, no evidence of petroleum hydrocarbons were identified in soils on the property. The pesticide dieldrin which is potentially associated with prior agricultural uses of the property was found in excess of RWQCB ESLs for groundwater. The project will implement the City's Standard Conditions of Approval, described below, to ensure the project does not result in significant hazardous materials impacts.

### **Standard Conditions of Approval**

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

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

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

With the implementation of the City Standard Conditions of Approval, the impacts would be less than significant. **(Less than Significant Impact)**

### **Asbestos, Lead Based Paint, and PCBs**

Based on the estimated age of the existing on-site buildings, asbestos containing materials (ACM), lead-based paint (LBP) paint, and polychlorinated biphenyls (PCBs), may be present in some building materials. Building demolition could result in the release of these materials to the environment. The project will, however, be required to comply with local, state, and federal laws, which require an asbestos building survey, a LBP survey, and PCB survey be completed by a qualified professional to determine the presence of ACMs, PCBs, and/or LBP on the structures proposed for demolition.

Demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations Sections 1528 and 1529, to protect workers from exposure to asbestos and PCBs. Materials containing more than one percent asbestos are also subject to BAAQMD regulations. To comply with these regulatory requirements, a registered asbestos abatement contractor will be retained to remove and dispose of all potentially friable ACMs, in accordance with the National Emissions Standards for Hazardous Air Pollutants guidelines, prior to building demolition that may disturb the materials. Materials containing LBP will be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed. **(Less Than Significant Impact)**

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**Impact HAZ-3:** The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(No Impact)**

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There are no existing or planned schools within one quarter mile of the project site. The nearest school to the site is Ellen Fletcher Middle School located at 655 Arastradero Rd, approximately 0.6 mile west of the site. The project would, therefore, not emit hazardous emissions or handle hazardous materials/substances within one-quarter mile of a school. **(No Impact)**

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**Impact HAZ-4:** The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. **(No Impact)**

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The project site is not included on a list of hazardous materials sites pursuant Government Code Section 65962.5.<sup>40</sup> **(No Impact)**

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**Impact HAZ-5:** The project would not be 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. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(No Impact)**

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The proposed project site is approximately three and a half miles from Moffett Federal Airfield, the closest airport to the project site. The project site is not within the safety zones or planning areas for this airport. Therefore, the project would not result in a safety hazard or excessive noise for people residing in the project area. **(No Impact)**

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**Impact HAZ-6:** The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

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The project would be constructed in accordance with current building and fire codes to ensure structural stability and safety in the event of a seismic or seismic-related hazard. The proposed project would not impair implementation of or physically interfere with the City of Mountain View Emergency Operations and Evacuation Plans. **(Less than Significant Impact)**

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**Impact HAZ-7:** The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. **(No Impact)**

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The project site is within the City limits and is not within a State of California Very High Fire Hazard Severity Zone or the City's wildland and urban interface.<sup>41</sup> Therefore, the project would not expose people or structures to wildfire hazards. **(No Impact)**

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<sup>40</sup> CalEPA. *Cortese List Data Resources*. Accessed November 5, 2019. <https://calepa.ca.gov/sitecleanup/corteselist>. California Department of Toxic Substances Control. "EnviroStor". Accessed November 5, 2019. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=18640+madrone+parkway%2C+morgan+hill+ca> State Water Resources Control Board. "GeoTracker." Accessed November 5, 2019. <https://geotracker.waterboards.ca.gov/>.

<sup>41</sup> California Board of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Accessed November 1, 2019. <https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

## 4.9.3

**Conclusion**

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>HAZ-1:</b> The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.	Less Than Significant	No mitigation required	NA
<b>HAZ-2:</b> The project would not 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.	Less Than Significant	No mitigation required	NA
<b>HAZ-3:</b> The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No Impact	No mitigation required	NA
<b>HAZ-4:</b> The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	No Impact	No mitigation required	NA
<b>HAZ-5:</b> The project would not be 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. The project would not result in a safety hazard or excessive noise for people residing or working in the project area.	No Impact	No mitigation required	NA
<b>HAZ-6:</b> The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less Than Significant	No mitigation required	NA
<b>HAZ-7:</b> The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	No Impact	No mitigation required	NA



## **4.10 HYDROLOGY AND WATER QUALITY**

### **4.10.1 Environmental Setting**

#### **4.10.1.1 *Regulatory Framework***

##### **Federal and State**

##### **National Flood Insurance Program**

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

##### **Statewide Construction General Permit**

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

##### **Regional and Local**

##### **San Francisco Bay Basin Plan**

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

##### **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.<sup>42</sup> Under Provision C.3 of the MRP, new and redevelopment

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<sup>42</sup> MRP Number CAS612008

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.

#### Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.<sup>43</sup> Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. As of July 1, 2019, buildings constructed between 1955 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

#### Water Resources Protection Ordinance and District Well Ordinance

Valley Water operates as the flood control agency for Santa Clara County. Their stewardship also includes creek restoration, pollution prevention efforts, and groundwater recharge. Permits for well construction and destruction work, most exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance.

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<sup>43</sup> San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12*. November 19, 2015.

## Local

### City of Mountain View 2030 General Plan

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

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

#### **4.10.1.2      *Existing Conditions***

### **Hydrology and Drainage**

The City of Mountain View Public Works Department operates and maintains the storm drainage system in the City. There is an existing 24-inch diameter storm sewer main beneath the project site. There are no stormwater treatment features currently on the project site; stormwater runoff from existing impervious surfaces is collected by inlets and conveyed directly to the storm sewer system.

### **Water Quality**

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

The project site is located in the Adobe Creek watershed. Stormwater runoff from developed areas of the watershed, including the project site, enters Adobe Creek by way of the City's storm sewer system. Nearly all of the project site is paved. There are no stormwater management facilities visible on the site.

## Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, Santa Clara Subbasin. The regional topographic gradient is generally northeast towards the San Francisco Bay.<sup>44</sup>

### Flooding and Other Hazards

The project site is not located within a 100-year flood hazard area. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Zone X. Flood Zone X consists of areas of 0.2 percent chance flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas of protected levees from one percent annual chance flood.<sup>45</sup>

A seiche is an oscillation of the surface of a lake or landlocked sea varying in period from a few minutes to several hours. There are no landlocked bodies of water near the project site that in the event of a seiche would affect the site.

A tsunami is a series of water waves caused by the displacement of a large volume of a body of water, such as an ocean or a large lake. Due to the immense volumes of water and energy involved, tsunamis can devastate coastal regions. The project site does not lie within a tsunami inundation hazard area.<sup>46</sup>

#### 4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>44</sup> Santa Clara Valley Water District. *Groundwater Management Plan*. Adopted November 22, 2016. Accessed October 31, 2019. <https://www.valleywater.org/your-water/where-your-water-comes-from/groundwater>. Groundwater recharge area = Area that supplies water to an aquifer in a groundwater basin.

<sup>45</sup> Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel #06085C0038H*. May 18, 2009.

<sup>46</sup> California Emergency Management Agency. *California Official Tsunami Inundation Map*. Accessed October 31, 2019. <https://www.conservation.ca.gov/cgs/tsunami/maps>.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
– result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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**Impact HYD-1:** The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. (**Less than Significant Impact**)

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### Construction Water Quality Impacts

Implementation of the project would require demolition, paving, and grading of the site. These are activities that would temporarily increase the amount of unconsolidated materials and disturb potential pollutants. Grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or the San Francisco Bay. However, the project is less than one acre; therefore, a SWPPP would not be required. With implementation of the following measures, which are required by the City as standard conditions of approval and are based on RWQCB requirements, impacts to water quality during construction would be less than significant.

### **Standard Condition of Approval**

**BUILDING DEMOLITION:** The applicant shall submit a PCB Screening Assessment to the City prior to demolition of any buildings. The assessment shall include sampling of priority building materials consistent with the method outlined in “Protocol for Evaluating Priority PCBs-Containing Materials before Building Demolition.” If sampling shows PCB concentrations greater than 50 parts per million (ppm), the applicant shall follow applicable federal and State requirements for notification and abatement of PCB materials prior to the issuance of a demolition permit.

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

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

### **Post-Construction**

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

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

### **Standard Condition of Approval**

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

**LANDSCAPE DESIGN:** Landscape design shall minimize runoff and promote surface filtration. Examples include:

- No steep slopes exceeding 10 percent;
- Using mulches in planter areas without ground cover to avoid sedimentation runoff;
- Installing plants with low water requirements; and
- Installing appropriate plants for the location in accordance with appropriate climate zones.

**EFFICIENT IRRIGATION:** Common areas shall employ efficient irrigation to avoid excess irrigation runoff. Examples include:

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

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

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

With the implementation of the Standard Conditions of Approval, based on RWQCB requirements, the impacts would be less than significant. **(Less than Significant Impact)**

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**Impact HYD-2:** The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

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The project site is located in a confined area of the Santa Clara Plain Subbasin. The project does not include installation of new groundwater wells and would not deplete groundwater supplies. The proposed project would result in 24,118 square feet (85 percent) of impervious surfaces and 4,112 square feet (15 percent) of pervious surfaces. The project would comply with MRP requirements to include LID-based stormwater treatment controls (e.g., bioretention treatment areas). For these reasons, impacts related to groundwater recharge would be less than significant. **(Less than Significant Impact)**

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**Impact HYD-3:** The project would not 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; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

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The proposed project would not substantially alter the existing drainage pattern of the site or area through the alteration of any waterway. The project would be required to comply with stormwater treatment requirements for on-site treatment and retention of surface runoff using numerically sized

treatment measures, as described under Impact HYD-1. As a result, the project would not substantially change drainage patterns such that off-site impacts or flooding would occur.

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

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

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**Impact HYD-4:** The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

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The project site is not located within a 100-year flood hazard area. The project site is located within Zone X, in an area with reduced flood risk due to levee.

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

**AO FLOOD ZONE:** The site is located within Special Flood Hazard Zone AO, depth 1 foot, and must comply with the drainage and flood control requirements of the City Code. The elevation of the lowest floor of the building must be at least 2 feet above the highest adjacent grade (HAG) OR the applicant must file a Conditional Letter of Map Revision (CLOMR) with FEMA to obtain a new base flood elevation (BFE), in which 1 ft. above the new BFE must be achieved. The HAG is defined as the highest natural elevation of the ground surface prior to construction next to the proposed walls of the structure. Applicant shall obtain a Flood Development Permit from the Public Works Department prior to issuance of the building or Foundation Permit. It is recommended that this permit be obtained before the design of the building plans in order to avoid potential redesign of the building.

With the implementation of Standard Condition of Approval, the impacts will be less than significant. **(Less than Significant Impact)**

#### **Tsunami and Seiche**

The project site is not located within a designated tsunami inundation zone. The proposed project would, therefore, not risk release of pollutants due to tsunami, or seiche zones. **(No Impact)**

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**Impact HYD-5:** The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

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The project would comply with the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements. The project would not impact groundwater recharge and would not conflict with the SCVWD's 2016 Groundwater Management Plan. For these reasons, the project would not conflict with implementation of a water quality or groundwater management plan. **(No Impact)**

#### **4.10.3      Conclusion**

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>HYD-1:</b> The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant	No mitigation required	NA
<b>HYD-2:</b> The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Less Than Significant	No mitigation required	NA
<b>HYD-3:</b> The project would not 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; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows.	Less Than Significant	No mitigation required	NA
<b>HYD-4:</b> The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.	Less Than Significant	No mitigation required	NA
<b>HYD-5:</b> The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No Impact	No mitigation required	NA

## 4.11 LAND USE AND PLANNING

### 4.11.1 Environmental Setting

#### 4.11.1.1 *Regulatory Framework*

##### State

##### State Density Bonus Law

The purpose of the State Density Bonus Law (DBL) is to encourage cities to offer bonuses and incentives to housing developers that will “contribute significantly to the economic feasibility of lower income housing in proposed housing developments.” (Gov. Code § 65917.) The State Density Bonus Law has four distinct primary components: (1) Density Bonuses; (2) Incentives/Concessions; (3) Development Standard Waivers; and (4) Parking Standards. Although interrelated, each component serves a different purpose and is governed by unique standards as follows:

- 1) Section 65915(b)(1) of the State Density Bonus Law provides that requests for a density bonus must be granted “when an applicant for a housing development seeks and agrees to construct a housing development” that meets one or more of the statute’s thresholds. The proposed General Plan designation of Mixed-Use Corridor allows residential density of 60 dwelling units per acre. The 0.67-acre project site, therefore, would have a base density of 41 dwelling units. The project proposes five Moderate Income Below Market Rate units (12.2 percent of base density) which qualifies the project for three density bonus units (7.2 percent of base density). The project, therefore, would be allowed 44 dwelling units as proposed.
- 2) The number of Incentives and Concessions to which a project applicant is entitled depends upon the percentage of Very Low, Low-, or Moderate-income units provided. Based on the number of Moderate-income units proposed, the project is entitled to receive one concession or incentive. The proposed conceptual development does not request any specific incentives or concessions at this time.
- 3) Development Standard Waivers may also be requested under the State Density Bonus Law if the standard would physically preclude the construction of the project at the densities or with the incentives permitted under the statute. There is no limit on the number of waivers that can be issued.

The proposed mixed-use project exceeds the normally allowed height and FAR standards specified within the San Antonio Precise Plan (SAPP). The project is providing predominantly two- and three-bedroom units and requires adequate common spaces, building systems and circulation areas, thus the project requires a 2.50 FAR rather than the maximum 1.85 FAR allowed for Tier 1 projects in the Mixed-Use Corridor subarea of the San Antonio Precise Plan.

The General Plan (Mixed Use Corridor) allows for up to six stories for projects exceeding 1.85 FAR. The San Antonio Precise Plan allows a maximum height of four stories and 55 feet, but allows up to five stories and 65 feet to be considered on a case-by-case basis. The Project

requests a height waiver to accommodate the development above 55 feet to a maximum height of 75 feet (which is to the height of the highest roof membrane). The Project requires a minimum of six stories to accommodate a 2.5 FAR with a lot coverage of approximately 40 percent.

The Precise Plan also limits the height of new development adjacent to existing residentially zoned properties to one story above the maximum height allowed by the zoning of the adjacent residential properties. The residential properties west of the project site are zoned for a maximum of three stories, limiting buildings along the west property line to four stories. Where additional height is permitted, additional stories must step back 10 feet per story. The project has a small portion on the southwest property line where the building cannot step back. Additional setbacks on the fifth and sixth level would be provided with limited exceptions.

The project also requires waivers to setback and lot coverage provisions of the SAPP to allow for the density bonus units. The project would provide a 6.5-foot setback from Fayette Drive instead of the 10-foot setback required from streets the project faces in the SAPP. The project would also require modest encroachments into the 15-foot side setbacks of the project. The project also proposes lot coverage of 41.9 percent which exceeds the 40 percent lot coverage requirements of the SAPP.

- 4) The fourth component of the State Density Bonus Law concerns the project parking ratio. The project is not requesting any modifications to the parking requirements for the project.

The requested height and FAR standards of the SAPP and requested exceptions are summarized in Table 4.11-1 below.

<b>Table 4.11-1: Development Standards and Exceptions</b>			
<b>Standard</b>	<b>Base</b>	<b>Tier 1</b>	<b>Requested by the Project</b>
FAR	1.35	1.85	2.50
Maximum Stories	3	4*	6
Maximum Building Height	45	55*	75
Public Benefit Requirement	No public benefit contribution required	Public benefit contribution required	Density Bonus Waiver
<p>* Up to 5 stories (65 feet) will be considered on a case-by-case basis if project provides significant public benefits or major open space improvements per Figure 4-2. Additional height (in feet) may be allowed if needed to accommodate commercial uses.</p> <p>Source: SAPP, City of Mountain View.</p>			

## Local

### City of Mountain View 2030 General Plan

The following General Plan policies were adopted to promote the quality of life in neighborhoods by preserving their character in the City of Mountain View.

<b>Policy</b>	<b>Description</b>
LUD 6.1	<b>Neighborhood character.</b> Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.

### City of Mountain View 2030 General Plan

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

### City of Mountain View Zoning Ordinance

As a long-range planning document, the General Plan outlines long-term visions, policies, and actions designed to shape future development within Mountain View. The Zoning Ordinance serves as an implementing tool for the General Plan by establishing detailed, parcel-specific development regulations and standards in each area of the City. Although the two are distinct documents, the



Mountain View General Plan and Zoning Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

### San Antonio Precise Plan

The San Antonio Precise Plan (SAPP) area is generally the area identified in the Mountain View 2030 General Plan as the San Antonio Change Area but the Precise Plan does not include a few parcels on its southeastern boundary. The SAPP provides development regulations for two main subareas: Mixed Use Center and Mixed Use Corridor. The SAPP provides guidance for circulation improvements, open space, appropriate land uses, urban design, and building form and character within this area to promote the vitality of the area as it transitions to a mixed-use center. The Mountain View City Council approved the SAPP in December 2014.

#### **4.11.1.2 Existing Conditions**

The approximately 0.67-acre project site at 2645-2655 Fayette Drive between Del Medio Avenue and San Antonio Road, adjacent to the Hetch Hetchy right-of-way. The project site is within the San Antonio Change Area in the Mountain View General Plan but is not currently within the boundaries of the San Antonio Precise Plan. The project is zoned High-Density Residential (R3-D).

#### **4.11.2 Impact Discussion**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

---

**Impact LU-1:** The project would not physically divide an established community. **(No Impact)**

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Examples of projects that have the potential to physically divide an established community include new freeways and highways, major arterial streets, and railroad lines. The project proposes to construct a six-story condominium development, similar to the surrounding land uses, and would not include the construction of major infrastructure. Thus, development of the residential building would not physically divide an established community. **(No Impact)**

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**Impact LU-2:** The project would not 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. **(Less than Significant Impact)**

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Land use conflicts can arise from a new development or land use that would cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritations and nuisance to potentially significant effects on human health and safety.

In order to develop the proposed project on the 0.67-acre site, the project proposes to rezone the site to the San Antonio Precise Plan zoning district P40. Rezoning would increase the allowable floor area ratio (FAR) from 1.05 to 1.35 for the Mixed Use Corridor subarea of the San Antonio Precise Plan. The project also proposes a community benefit which allows a further increase in FAR to 1.85 under the Tier 1 development standards. The building height would increase from two and four floors to four and five floors. Upon receipt of the State Density Bonus the project would be allowed to propose a FAR 35 percent greater than the maximum FAR allowed by the San Antonio Precise Plan. This would grant the project a maximum allowable FAR of 2.5 and yield 10-16 additional housing units on the site.

This increase in density to approximately 66 units per acre is consistent with the General Plan High Density Residential Zone, which allows 36 to 80 dwelling units per acre. Rezoning would also result in expansion of zoning boundaries on the northeastern corner with incorporation of a neighborhood transition area. The project would assemble two existing parcels into a larger site for development. The General Plan designation would be amended from High-Density Residential to Mixed-Use Corridor under the San Antonio Precise Plan.

The site is surrounded by similar residential developments and commercial buildings; therefore, the project would not result in a significant environmental impact or create a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (**Less than Significant Impact**)

#### 4.11.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>LU-1:</b> The project would not physically divide an established community.	No Impact	No mitigation required	NA
<b>LU-2:</b> The project would not 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.	Less Than Significant	No mitigation required	NA

## 4.12 MINERAL RESOURCES

### 4.12.1 Environmental Setting

#### 4.12.1.1 *Regulatory Framework*

##### State

##### Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

#### 4.12.1.2 *Existing Conditions*

The project is located in an urban area within the City of Mountain View. Mineral resource recovery activities do not occur on or near the project site, nor does the site contain any known mineral resources.

### 4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Impact MIN-1:</b>	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. <b>(No Impact)</b>			

Based on the United States Geological Survey (USGS) map of mines and mineral resources, the project site is not comprised of known mineral resources or mineral resource production areas.<sup>47</sup>

<sup>47</sup> United States Geological Survey. *Mineral Resources Online Spatial Data: Interactive maps and downloadable data for regional and global Geology, Geochemistry, Geophysics, and Mineral Resources*. Accessed November 1, 2019. Available at <https://mrdata.usgs.gov/>.

Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the residents in the state or region. **(No Impact)**

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**Impact MIN-2:** The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **(No Impact)**

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See discussion for Impact MIN-1. **(No Impact)**

#### 4.12.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>MIN-1:</b> The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state.	No Impact	No mitigation required	NA
<b>MIN-2:</b> The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	No Impact	No mitigation required	NA



## **4.13 NOISE**

### **4.13.1 Environmental Setting**

#### **4.13.1.1 *Background Information***

##### **Noise**

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

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including  $L_{eq}$ , DNL, or CNEL.<sup>48</sup> These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night).  $L_{max}$  is the maximum A-weighted noise level during a measurement period.

##### **Vibration**

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

#### **4.13.1.2 *Regulatory Framework***

##### **Federal**

##### **Federal Transit Administration Vibration Limits**

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 1.13-1 below. There are established criteria for frequent events (more

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<sup>48</sup>  $L_{eq}$  is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL or  $L_{dn}$ ) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour  $L_{eq}$ .

than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day). These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

<b>Table 4.13-1: Groundborne Vibration Impact Criteria</b>			
<b>Land Use Category</b>	<b>Groundborne Vibration Impact Levels (VdB inch/sec)</b>		
	<b>Frequent Event</b>	<b>Occasional Events</b>	<b>Infrequent Events</b>
<b>Category 1:</b> Buildings where vibration would interfere with interior operations	65	65	65
<b>Category 2:</b> Residences and buildings where people normally sleep	72	75	80
<b>Category 3:</b> Institutional land uses with primarily daytime use	75	78	83
Source: Federal Transit Administration. <i>Transit Noise and Vibration Assessment Manual</i> . September 2018.			

## State

### California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 L<sub>dn</sub>/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

## Local

### City of Mountain View 2030 General Plan

The purpose of the City of Mountain View 2030 General Plan Noise Element is to guide policies for addressing exposure to current and projected noise sources in Mountain View. The Noise Element includes a land use compatibility section which outlines acceptable outdoor noise environment standards for land use categories, as shown below in Table 4.13-2.

**Table 4.13-2: Outdoor Noise Acceptability Guidelines**

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

<p><b>NORMALLY ACCEPTABLE</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p>	<p><b>NORMALLY UNACCEPTABLE</b> New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p>
<p><b>CONDITIONALLY ACCEPTABLE</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.</p>	<p><b>CLEARLY UNACCEPTABLE</b> New construction or development clearly should not be undertaken.</p>

Source: State of California General Plan Guidelines, 2003.

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

Policy	Description
NOI 1.1	<b>Land Use Compatibility.</b> Use the Outdoor Noise Acceptability Guidelines as a guide for planning and development decisions.

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

#### City of Mountain View Municipal Code

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

Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses (e.g., residences), and/or when construction duration lasts over an extended period of time. Section 8.70.1 of the City's Municipal Code restricts the hours of construction activity to 7:00 a.m. to 6:00 p.m., Monday through Friday. No construction activity is permitted on Saturday, Sunday, or holidays without written approval from the City. Construction activities are defined to include any physical activity on the construction site or in the project's staging area, including the delivery of materials.

The City of Mountain View also identifies limits on noise from stationary equipment (such as heating, ventilation, and air conditioning mechanical systems, delivery truck idling, loading/unloading activities, recreation activities, and parking lot operations) in Section 21.26 of the Municipal Code. The maximum allowable noise level is 55 dBA during the day and 50 dBA at night (10:00 p.m. to 7:00 a.m.), unless it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise, and the use has been granted a permit by the Zoning Administrator.

#### **4.13.1.3     *Existing Conditions***

Noise levels in the project area are dominated by traffic on San Antonio Road and El Camino Real. Based on the City's General Plan Noise Contours, noise levels on the site are approximately 60 dBA L<sub>dn</sub>.



#### 4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**Impact NOI-1:** The project would not 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. **(Less than Significant Impact)**

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#### **Short Term Construction Noise Impacts**

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

- No construction activity shall commence prior to 7:00 a.m., nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays unless prior written approval is granted by the building official. The term “construction activity” shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.
- At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon 24-four hours written notice to the contractor, applicant, developer or owner. The building official can reduce the hours of construction activity below the 7:00 a.m. to 6:00 p.m. time frame or increase the allowable hours.
- If the hours of construction activity are modified, then the general contractor, applicant, developer, or owner shall erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. The contractor, owner, or applicant shall immediately produce any written order or permit from the building official

pursuant to this section upon the request of any member of the public, the police, or City staff.

Construction-related noise levels are normally highest during demolition, grading, and excavation phases, including installation of project infrastructure, such as underground utility lines. These phases of construction require heavy equipment (e.g., earth moving equipment and impact tools) that normally generate the highest noise levels during site redevelopment. Construction-related noise levels are normally less during building erection, finishing, and landscaping phases.

Hourly average noise levels generated by construction are about 72 to 88 dBA Leq for residential buildings measured at a distance of 50 feet from the center of a busy construction site. Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors; however, ambient levels at the surrounding uses would potentially be exceeded by five dBA Leq or more during the anticipated 11 months of construction. The project will implement the following Standard Condition of Approval during construction to ensure that impacts from construction noise would be less than significant.

### **Standard Condition of Approval**

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

With the implementation of Standard Condition of Approval, the short-term construction-noise impacts will be less than significant. **(Less than Significant Impact]**

### **Permanent Ambient Noise Levels**

#### **Traffic**

A significant impact would be identified if traffic generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if the noise level increase is three dBA  $L_{dn}$  or greater, as existing noise levels are projected to exceed 60 dBA  $L_{dn}$ . Traffic volumes must double to result in a perceptible (three dB) noise increase. The project proposes a six-story condominium building. Project-generated traffic would not double traffic volumes in the project area; therefore, project-generated traffic would not increase ambient noise

levels by three dBA  $L_{dn}$  or more. For this reason, the project-generated traffic noise would result in a less than significant impact. **(Less than Significant Impact)**

### Mechanical Equipment

Residential structures such as the one proposed for the project typically include mechanical equipment such as air conditioning, heating systems, exhaust fans, etc. The project will implement the following Standard Condition of Approval to ensure that impacts from mechanical equipment noise would be less than significant. This condition will be implemented during the building permit process where a project-specific acoustical analysis will be required as part of the permit application.

### Standard Condition of Approval

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

With implementation of Standard Condition of Approval, project mechanical equipment would not substantially increase noise levels in the project area. **(Less than Significant Impact)**

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<b>Impact NOI-2:</b>	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. <b>(Less than Significant Impact with Mitigation Incorporated)</b>
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The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. The proposed project is not expected to require pile driving, which can cause excessive vibration.

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

Table 4.13-3 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. Project construction activities, such as drilling, the use of jackhammers, rocks drill, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) can generate substantial vibration. The northwest and southwest project boundaries are shared with adjacent residences. The nearest residential structure is located approximately 15 feet from the northwest project boundary. The residential structures southwest of the site are at least 25 feet from the southwest project boundary. At the distance of approximately 15 feet, vibration levels have the potential to exceed the state's 0.3 in/sec PPV limit.

<b>Table 4.13-3: Vibration Source Levels for Construction Equipment</b>			
<b>Equipment</b>		<b>PPV at 25 feet (in/sec)</b>	<b>Approximate L<sub>v</sub> at 25 feet (VdB)</b>
Clam Shovel Drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58
<p>Note: VdB is the term used for vibration decibels. in/sec = inches per second</p> <p>Source: United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration. Transit Noise and Vibration Impact Assessment, May 2006.</p>			

**Mitigation Measure:** The project proposes to implement the following mitigation measures to reduce construction-related vibration impacts at adjacent structures, specifically the residence adjacent to the northwest of the project site.

**MM NOI-2.1:** Prohibit the use of heavy vibration-generating construction equipment, such as vibratory rollers or excavation using clam shell or chisel drops, within 25 feet of any adjacent building.

**MM NOI-2.2:** Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

Implementation of the above mitigation measures would reduce construction-related vibration impacts to a less than significant level by limiting the use of heavy vibration-generating construction equipment near adjacent buildings and designating a person responsible for investigating claims of excessive vibration. **(Less than Significant Impact with Mitigation Incorporated)**

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**Impact NOI-3:** The project would not be 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. The project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)**

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The project site is not located near a private-use airport. While aircraft flyovers from Moffett Airfield would at times be audible in the project area, the project site is outside of the Airfield's 65 dBA



CNEL noise contour area. For these reasons, the proposed project would not expose people to excessive aircraft noise. **(Less than Significant Impact)**

#### **4.13.3      Non-CEQA Effects**

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Mountain View has policies that address existing noise conditions affecting a proposed project.

##### **Future Exterior Noise Environment**

The “normally acceptable” exterior noise threshold established in the City’s General Plan for multi-family residences is 60 dBA  $L_{dn}$ . This noise standard would apply to the common open space areas proposed as part of the condominium development. The project proposes two common open space areas, one fronting Fayette Drive, and the other shielded by the proposed condominium building. Given the estimated future noise levels (up to 64 dBA  $L_{dn}$  in the project area),<sup>49</sup> noise levels at the common open space areas could exceed the City’s 60 dBA  $L_{dn}$ .

##### **Future Interior Noise Environment**

General Plan policies and the CBC’s interior noise level standard of 45 dBA  $L_{dn}$  apply to the proposed condominium project. Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Given the estimated future noise levels of up to 64 dBA  $L_{dn}$  in the project area, the interior noise levels of the building could exceed 45 dBA  $L_{dn}$  when windows are partially open. In order to reduce the interior noise at the proposed residential units, the following conditions of approval are included in the project.

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

**SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS:** A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBA  $L_{dn}$  or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans, and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant’s discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented as recommended by the qualified acoustical consultant, to maintain interior noise levels at or below

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<sup>49</sup> City of Mountain View. *400 San Antonio Road Mixed Use Project CEQA Checklist*. August 2016. Page 55.

acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

#### 4.13.4 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>NOI-1:</b> The project would not 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.	Less than Significant	No mitigation required	NA
<b>NOI-2:</b> The project would not result in generation of excessive groundborne vibration or groundborne noise levels.	Significant	<b>MM NOI-2.1,</b> prohibit use of heavy vibratory-generating construction equipment within 25 feet of any adjacent building. <b>MM NOI-2.2,</b> Designee to register and investigate vibration claims.	Less than Significant
<b>NOI-3:</b> The project site is not located near a public airport or private-use airport and would not expose people residing at the project site to excessive noise levels.	Less than Significant	No mitigation required	NA

## **4.14 POPULATION AND HOUSING**

### **4.14.1 Environmental Setting**

#### **4.14.1.1 *Regulatory Framework***

##### **State**

##### **Housing-Element Law**

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.<sup>50</sup> The City of Mountain View Housing Element and related land use policies were last updated in 2014.

##### **Regional and Local**

##### **Plan Bay Area 2040**

Plan Bay Area 2040 is a long-range transportation, land-use, and housing plan intended support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area 2040 promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).<sup>51</sup>

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

#### **4.14.1.2 *Existing Conditions***

Table 4.14-1 below, summarizes the existing and projected population and housing data for Mountain View. The population and housing numbers are anticipated to increase through 2040.

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<sup>50</sup> California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed November 1, 2019. <http://hcd.ca.gov/community-development/housing-element/index.shtml>.

<sup>51</sup> Association of Bay Area Governments and Metropolitan Transportation Commission. Project Mapper. Accessed November 1, 2019 <http://projectmapper.planbayarea.org/>.

Table 4.14-1: Population and Housing in Mountain View				
	California Department of Finance, 2019 <sup>1</sup>	General Plan 2030 Estimate <sup>2</sup>	Plan Bay Area 2030 Estimate <sup>3</sup>	Plan Bay Area 2040 Estimate <sup>4</sup>
Population	81,992	88,570	90,500	N/A
Households/Dwelling Units	36,422	42,240	38,510	58,500
<sup>1</sup> California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, for January 1, 2011-2019. May 2019 <sup>2</sup> Based on 2030 General Plan Draft EIR. September 2012. <sup>3</sup> Plan Bay Area 2040. Plan Bay Area 2040 Draft Preferred Land Use Scenario. September 2, 2016.				

### Project Site

The project site is currently developed with a single-family residence, five apartment units and a commercial building. The residents all vacated the site between May 2015 and October 2015. The commercial building is also vacant.

#### 4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact POP-1:** The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).  
**(Less than Significant Impact)**

### Direct Impact

The project proposes to construct a condominium building with a total of 44 residential units. In order to develop such a building, the project proposes to rezone the site from R3-D to the San Antonio Precise Plan zoning district P40. Rezoning the site would allow for an increase in density to approximately 66 units per acre. This is consistent with the General Plan High Density Residential Zone, which allows 36 to 80 dwelling units per acre. **(Less than significant Impact)**



## Indirect Impact

As discussed in Section 4.19 Utilities and Service Systems, the project does not require extension of roadways or any other utility infrastructure (water, wastewater treatment, electric power, natural gas, or telecommunications facilities) to serve the proposed development. As a result, the proposed project would not indirectly induce substantial population growth in the area. **(Less than Significant Impact)**

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**Impact POP-2:** The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(Less than Significant Impact)**

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The project would demolish six vacant residential units in order to construct the proposed condominium building; however, the project would result in a net increase of 38 residences. Given that the implementation of the project would result in a net increase in residential units, the project would not necessitate the construction of replacement housing elsewhere. For this reason, the project would not displace substantial numbers of existing housing or residents. **(Less than Significant Impact)**

### 4.14.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>POP-1:</b> The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less than Significant	No mitigation required	NA
<b>POP-2:</b> The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Less than Significant	No mitigation required	NA

## **4.15 PUBLIC SERVICES**

### **4.15.1 Environmental Setting**

#### **4.15.1.1 *Regulatory Framework***

##### **State**

##### **Government Code Section 66477**

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

##### **Government Code Section 65995 through 65998**

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

##### **Regional and Local**

##### **Countywide Trails Master Plan**

The Santa Clara County Trails Master Plan Update is a regional trails plan approved by the Santa Clara County Board of Supervisors. It provides a framework for implementing the County's vision of providing a contiguous trail network that connects cities to one another, cities to the county's regional open space resources, County parks to other County parks, and the northern and southern urbanized regions of the County. The plan identifies regional trail routes, sub-regional trail routes, connector trail routes, and historic trails.

## Local

### City of Mountain View 2030 General Plan

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

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

#### **4.15.1.2**      *Existing Conditions*

##### **Fire Protection Services**

Fire protection to the project site is provided by the City of Mountain View Fire Department (MVFD), which serves a population of over 80,000 and an area of 12 square miles. The MVFD provides fire suppression and rescue response, hazard prevention and education, and disaster preparedness. In Fiscal Year 2018/2019, out of 9,682 emergency calls made to the MVFD, 6,571 of the calls were for medical aid, and 304 were for fire.<sup>52</sup>

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

##### **Police Protection Services**

Police protection services are provided to the project site by the Mountain View Police Department (MVPD). The MVPD conducts an active volunteer program (non-officers). Officers patrolling the area are dispatched from police headquarters, located at 1000 Villa Street, approximately 2.3 miles southwest of the project site.

The MVPD has a goal to respond to Priority E and Priority 1 calls in less than four minutes at least 55 percent of the time. Priority E and Priority 1 calls are considered the highest priority calls and signal emergency dispatch from the MVPD. Priority E calls are of higher importance, because they are often associated with violent crime incidents. MVPD has a mutual aid agreement with the surrounding jurisdictions, under which the other agencies would assist the MVPD in responding to calls, when needed.

##### **Schools**

The project site is located within the Los Altos School District and Mountain View-Los Altos Union High School District. The Los Altos School District serves grades kindergarten through eighth grade and the Mountain View-Los Altos Union High School District serves high-school age students. Students in the project area attend Santa Rita Elementary School located at 700 Los Altos Avenue (approximately 1.2 miles southwest of the site), Egan Junior High School located at 100 W. Portola

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<sup>52</sup> MVFD. "Stats/Response/Annual Report". Accessed October 31, 2019.  
<http://mountainview.gov/depts/fire/about/report.asp>.

Avenue (approximately 0.8 mile south of the site), and Los Altos High School located at 201 Almond Avenue (approximately 1.7 miles south of the site).

### **Parks and Open Space**

The City of Mountain View currently owns or manages 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among 18 mini-parks (one undeveloped), 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).<sup>53</sup> The City also maintains 10 parks under joint-use agreements with local school districts.

Del Medio Park is the nearest public park to the project site, and is located approximately 1,200 feet north of the site on Del Medio Avenue. The park includes children's play equipment and a picnic area. Other nearby facilities include Monroe Park at Monroe Drive and Miller Avenue and Terman Park at Glenbrook Drive.

Rengstorff Park, approximately 1.2 miles driving distance west of the project site, is one of two large community parks in the City. The park is 16.92 acres in size and includes the City's Community Center and a number of sports fields and other facilities.

#### **4.15.2      Impact Discussion**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>53</sup> City of Mountain View. 2014 Parks and Open Space Plan.  
<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762>.



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**Impact PS-1:** The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 fire protection services. **(Less than Significant Impact)**

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The project site is in an area currently served by the MVFD. The MVFD does not anticipate the need to construct a new fire station to accommodate growth anticipated in the General Plan.<sup>54</sup> The project would be constructed to current Fire Code standards, would not increase the urban area already served by the MVFD, and would not require expansion of existing or construction of new facilities. **(Less than Significant Impact)**

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**Impact PS-2:** The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 police protection services. **(Less than Significant Impact)**

---

The proposed project would not substantially increase demand for police services in the project area. MVPD maintains a staffing ratio of approximately 1.3 officers per 1,000 residents. The General Plan EIR concluded that buildout of the General Plan would increase the demand for police services; however, the city has policies would ensure that the City maintains adequate police staffing to serve the needs of the community. While the proposed project would intensify the use of the site, adding 44 more residential units, it is not anticipated that the project would require the construction or expansion of police facilities. In addition, the project design shall be reviewed by MVPD to ensure safety features are incorporated to minimize the opportunity for criminal activity. **(Less than Significant Impact)**

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**Impact PS-3:** The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 schools. **(Less than Significant Impact)**

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The construction of new housing units on the project site would generate approximately 15 students based on the student generation rates identified in the SAPP EIR. The Los Altos School District and Mountain View-Los Altos Union High School District would be required to serve an additional 13 elementary/middle school students and 2 high school students, respectively.<sup>55</sup> To offset the project's

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<sup>54</sup> City of Mountain View. *Draft General Plan and Greenhouse Gas Reduction Program, Draft EIR*. November 2011. Page 502-503.

<sup>55</sup> Mountain View-Los Altos Union High School student generation rate)  $0.046 \times (\text{number of proposed dwelling units}) 44 = \text{approximately } 2 \text{ students}$ .

increase in students the payment of school impact fees would be required. As required by state law (Government Code Section 65996), the project proponent shall pay the appropriate school impact fees to offset the increased demands on school facilities caused by the project. No expansion of existing school facilities or construction of new school facilities would be needed as a result of the proposed project. **(Less than Significant Impact)**

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**Impact PS-4:** The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 parks. **(Less than Significant Impact)**

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Implementation of the proposed project would contribute to an incremental increase in demand for parkland because it would add new residents to the City. The increased population associated with the proposed project would not contribute to the increase in use of existing parks near the project site that would potentially lead to physical deterioration of park facilities and overcrowding. **(Less than Significant Impact)**

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**Impact PS-5:** The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 other public facilities. **(Less than Significant Impact)**

---

Implementation of the proposed project would contribute to an incremental increase in demand for public facilities because it would add new residents to the City. The increased population associated with the proposed project would not substantially contribute to the increase in use of existing facilities near the project site that would potentially lead to physical deterioration of the public facilities and overcrowding. **(Less than Significant Impact)**

#### 4.15.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>PS-1:</b> The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant	Less than Significant	No mitigation required	NA

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(Los Altos Elementary School District student generation rate)  $0.3 \times (\text{number of proposed dwelling units}) 44 =$  approximately 13 students.

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.			
<b>PS-2:</b> The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 police protection services.	Less than Significant	No mitigation required	NA
<b>PS-3:</b> The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 schools.	Less than Significant	No mitigation required	NA
<b>PS-4:</b> The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 parks.	Less than Significant	No mitigation required	NA
<b>PS-5:</b> The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 other public facilities.	Less than Significant	No mitigation required	NA

## 4.16 RECREATION

### 4.16.1 Environmental Setting

#### 4.16.1.1 *Regulatory Framework*

##### State

##### Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

#### 4.16.1.2 *Existing Conditions*

The City of Mountain View currently owns or manages 993.07 acres of parks and open space facilities, including 22 urban parks and the Stevens Creek Trail. The urban parks are divided among 18 mini-parks (one undeveloped), 13 neighborhood/school parks (under joint-use agreements with local school districts), five neighborhood parks not associated with school sites, two community parks, and one regional park (Shoreline at Mountain View).<sup>56</sup> The City also maintains 10 parks under joint-use agreements with local school districts.

Del Medio Park is the nearest public park to the project site, and is located approximately 1,200 feet north of the site on Del Medio Avenue. The park includes children's play equipment and a picnic area. Other nearby facilities include Monroe Park at Monroe Drive and Miller Avenue and Terman Park at Glenbrook Drive.

Rengstorff Park, approximately 1.2 miles driving distance west of the project site, is one of two large community parks in the City. The park is 16.92 acres in size and includes the City's Community Center and a number of sports fields and other facilities.

#### 4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>56</sup> City of Mountain View. 2014 Parks and Open Space Plan.  
<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14762>.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**Impact REC-1:** The project would not 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. **(Less than Significant Impact)**

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As discussed in Section 4.15 Public Services, the proposed project would include development of residential units that would have a demand on parks. However, the project would not result in a substantial increase in the use of existing neighborhood parks or recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

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**Impact REC-2:** The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

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The project would include private common open space recreational facilities for residents of the proposed condominiums. The project includes a total of 16,920 square feet of open area. Common open spaces include a roof deck atop the sixth story and two podium-level common areas created by the large setbacks of the building's central six-story portion. The roof deck would offer a gazebo and shade trellis, barbecue, fire pit, and seating. The podium-level open spaces would include a pool, spa, outdoor lounge seating under a canopy, see-through fireplace, and a barbecue island with community table and chairs. The construction of these recreational facilities would be in compliance with environmental regulation and therefore would not have an adverse physical effect on the environment. **(Less than Significant Impact)**

#### 4.16.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>REC-1:</b> The project would not 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.	Less than Significant	No mitigation required	NA

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Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>REC-2:</b> The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	Less than Significant	No mitigation required	NA

## **4.17 TRANSPORTATION**

The following discussion is based in part on a Traffic Study prepared by Hexagon Traffic Consultants, Inc. in February 2020. A copy of this report is included in Appendix E of this Initial Study.

### **4.17.1 Environmental Setting**

#### **4.17.1.1 *Regulatory Framework***

##### **State**

##### **Regional Transportation Plan**

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

##### **Senate Bill 743**

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires the replacement of automobile delay—described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion—with VMT as the recommended metric for determining the significance of transportation impacts. The Governor’s Office of Planning and Research (OPR) approved the CEQA Guidelines implementing SB 743 on December 28, 2018. Local jurisdictions are required to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project’s VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

##### **Regional and Local**

##### **Congestion Management Program**

VTA oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that urbanized counties in California prepare a CMP in order to obtain each county’s share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management plan, a land use impact analysis program, and a capital improvement element.

VTA has review responsibility for proposed development projects that are expected to affect CMP-designated intersections.

## Local

### City of Mountain View 2030 General Plan

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

<b>Policy</b>	<b>Description</b>
LUD 3.1	<b>Land use and transportation.</b> Focus higher land use intensities and densities within 0.5 mile of public transit service and along major commute corridors.
LUD 6.5	<b>Pedestrian and bicycling improvements.</b> Support pedestrian and bicycling improvements and connections between neighborhoods.
LUD 8.3	<b>Enhanced publicly-accessible bicycle and pedestrian connections.</b> Encourage new and existing developments to enhance publicly accessible bicycle, pedestrian and transit connections.
LUD 8.5	<b>Pedestrian and bicycle amenities.</b> Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.
LUD 17.2	<b>Transportation Demand Management strategies.</b> Require development to include and implement Transportation Demand Management strategies.
MOB 8.3	<b>Multi-modal transportation monitoring.</b> Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.

### City of Mountain View Bicycle Transportation Plan

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

### City of Mountain View Pedestrian Master Plan

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

#### **4.17.1.2      *Existing Conditions***

### **Vehicle Access**

Vehicle access to the project site is provided via Fayette Drive. The primary arterial streets that provide access to the site are San Antonio Road and Del Medio Avenue. These roadways are described below.



Fayette Drive is a two-lane street that extends northeastward from San Antonio Road to its terminus at Del Medio Avenue.

San Antonio Road is a six-lane road (not including turning lanes) with a middle divider from Central Expressway to El Camino Real. It is generally aligned north-south that extends from Highway 101 to Foothill Expressway.

Del Medio Avenue is a two-lane street that is generally aligned north-south. It extends from El Camino Real to its dead-end terminus, approximately 400 feet north of Del Medio Court.

### **Public Transit**

The project site is located in a transit-rich area. The closest bus services are located east of the project site along San Antonio Road (Routes 32, 34, 35, and SE) and south of the site on El Camino Real (Routes 22,40 and 522). The San Antonio Transit Center, located approximately a half-mile southeast of the project site, also provides access to these routes, and can be easily accessed through The Village at San Antonio site. The San Antonio Caltrain station is about a half-mile northeast of the project site.

### **Pedestrian Facilities**

Pedestrian facilities in the study area consist of sidewalks along all of the surrounding streets. Crosswalks with pedestrian signal heads are located at all of the signalized intersections in the study area. Crosswalks also are provided along the north and east stop-controlled approaches of the unsignalized intersection of Del Medio Avenue and Fayette Drive.

### **Bicycle Facilities**

Currently, bicycle facilities exist along San Antonio Road, California Street, and Showers Drive. While El Camino Real is wide enough to accommodate bikes, bicyclists are instructed to be alert and exercise extreme caution while traveling on El Camino Real due to heavy traffic volumes. Moreover, although none of the local streets within the project study area (e.g. Pacchetti Way, Miller Avenue, Fayette Drive) are designated as bike routes, due to their low traffic volumes, they are conducive to bicycle usage.

#### **4.17.2 Impact Discussion**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Impact TRN-1:</b> The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. ( <b>Less than Significant Impact</b> )				

### Roadway Network

The City of Mountain View does not currently have an adopted vehicle miles traveled (VMT) policy. The City's adopted transportation policy utilizes level of service (LOS) as the metric by which the City determines the functionality of the roadway system and the effect of new development on the roadway network. The following discussion of LOS is provided as it pertains to consistency with the City's adopted transportation policy.

For this analysis, the criteria used to determine significant operational deficiencies at signalized intersections are based on the City of Mountain View and VTA's CMP LOS standards. The project would result in an operational deficiency at a signalized intersection if for either the AM or PM peak hour:

- If the level of service at the intersection drops below its respective level of service standard (LOS D or better for local intersections and LOS E or better for CMP intersections) when project traffic is added, or
- The intersection that operates below its level of service standard under "no project" conditions experiences an increase in critical-movement delay of four (4) or more seconds, and an increase in critical volume-to-capacity ratio (V/C) to increase by one percent (.01) or more when project traffic is added.

For unsignalized intersections, an impact is considered significant if:

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

The study determined the traffic effects of the project on the following intersections: Del Medio Avenue and Fayette Drive, San Antonio and Fayette Drive, and San Antonio Road and El Camino

Real. The results of the intersection level of service analysis under existing plus project conditions show that all signalized study intersections would operate at an acceptable level (LOS D or better for which LOS D is the level of service standard, and LOS E or better for which LOS E is the level of service standard) during both the AM and PM peak hours (see Table 4.17-1). The intersection levels of service calculation sheets are included in Appendix E.

<b>Table 4.17-1: Existing Plus Project Intersection Level of Service Summary</b>							
			<b>Existing Conditions</b>		<b>Existing Plus Project</b>		
<b>Intersection</b>	<b>Traffic Control</b>	<b>Peak Hour</b>	<b>Avg. Delay (sec)</b>	<b>LOS</b>	<b>Avg. Delay (sec)</b>	<b>LOS</b>	<b>Incr. in Critical Delay (sec)</b>
Del Medio Avenue & Fayette Drive	All-Way Stop	AM	8.5	A	8.5	A	0.0
		PM	8.3	A	8.3	A	0.0
San Antonio Road & Fayette Drive	Signal	AM	22.1	C	22.7	C	0.6
		PM	22.3	C	22.8	C	0.8
San Antonio Road & El Camino Real	Signal	AM	53.7	D	53.8	D	0.1
		PM	49.0	D	49.1	D	0.1

The LOS under Existing Plus Project conditions would be LOS D or better for all three studied intersections for both peak hours and is considered acceptable by the City of Mountain View. Therefore, the project will not conflict with a program, plan, ordinance, or policy addressing the roadway system. **(Less than Significant Impact)**

### **Transit Facilities**

The project site is located in a transit-rich area. The closest bus services are located east of the project site along San Antonio Road (Routes 32, 34, 35, and SE) and El Camino Real (Routes 22, 40 and 522). The San Antonio Transit Center, located approximately a half-mile southeast of the project site, also provides access to these routes, and can be easily accessed through The Village at San Antonio site.

The San Antonio Caltrain station is approximately a half-mile northeast of the project site. New transit trips generated by the project can be well-served by these existing transit services. **(Less than Significant Impact)**

### **Pedestrian Facilities**

Overall, the existing sidewalks and pedestrian paths provide pedestrians with safe routes to all of the surrounding land uses in the area, including the shopping center east of the site, the San Antonio Transit Center on Showers Drive, the San Antonio Caltrain station, and the bus stops on El Camino Real and San Antonio Road. The presence of The Village at San Antonio Center, a large mixed-use development east of the project site, will encourage residents to walk to the nearby retail, entertainment, and commercial areas within The Village. Existing pedestrian facilities are sufficient to service any new residents generated by the project. **(Less than Significant Impact)**

### **Bicycle Facilities**

None of the local streets within the project study area (e.g. Pacchetti Way, Miller Avenue, Fayette Drive) are designated as bike routes, however, they are conducive to bicycle usage due to their low traffic volumes.

The project proposes to include a bike repair station within its bicycle storage area on the upper level of the parking garage. The bicycle repair station would be complete with tools available to residents who need to repair or maintain their bicycles. Central repair stations provide a point of contact where bicyclists can share information on routes, commuting, and maintenance practices to help generate a stronger community more engaged in bicycling as a mode of transportation. The existing facilities are adequate to support bike-riders generated by the project and the inclusion of the bicycle repair station will encourage residents to ride bikes as a mode of transportation. **(Less than Significant Impact)**

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<b>Impact TRN-2:</b>	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). <b>(No Impact)</b>
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Beginning on July 1, 2020, the CEQA Guidelines update that implements SB 743 will apply statewide. At the time the project transportation assessment was completed, the City of Mountain View was still in the process of preparing a VMT policy. However, a preliminary VMT analysis was conducted for informational purposes only.

Daily VMT generated by the project site was estimated using the simulated VMT per capita from the Metropolitan Transportation Commission (MTC) travel demand forecast model. Within this part of Mountain View (Traffic Analysis Zone 365), the forecasted daily VMT is 16.02 miles per resident in the year 2020.

The Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. The technical advisory provided high-level recommendations on the VMT analysis methodology and significance thresholds. For residential projects, OPR's technical advisory recommends a significance threshold that is 15 percent



below that of existing development but does not specify the region of existing development for evaluation.

Notwithstanding OPR's recommended threshold, lead agencies have the discretion to choose the VMT analysis methodology and to set or apply their own thresholds of significance. Several cities (e.g. San Francisco, Oakland, San Jose, and Los Angeles) have established VMT significance thresholds at 15 percent below average for residential projects. The average is set at either the regional average, the citywide average, or the Planning Area average. The City of Mountain View could establish a VMT significance threshold at or below the existing citywide or countywide average VMT per resident for residential projects.

The average VMT per resident in Santa Clara County is 15.11, and the average VMT per resident in Mountain View is 14.73. Thus, the average forecasted daily VMT of 16.02 miles per resident for the project area is six percent greater than the Countywide average and 8.75 percent greater than the Citywide average VMT per resident.

While the MTC model provides the average VMT per capita for the project's zone, that does not mean that the project's VMT per capita would match that of the project's zone. VMT for a specific project is affected by a number of factors including location, development density, land use diversity, multimodal infrastructure, parking policies/pricing, and TDM programs.

As previously mentioned, the City of Mountain View has not yet defined a methodology for assessing VMT nor revised its policies to require the use of VMT as its primary transportation analysis methodology. Therefore, a VMT analysis consistent with SB 743 was not required for the project. **(No Impact)**

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<b>Impact TRN-3:</b>	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). <b>(Less than Significant Impact)</b>
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The project driveway would be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians coming from either direction on the sidewalk and other vehicles or bicycles traveling on the street. Any landscaping and signage would be located in such a way as to ensure an unobstructed view for drivers entering and exiting the site. The project would be in compliance with Caltrans sight distance standards. Based on the speed limit of 25 mph on Fayette Drive, the stopping sight distance would be 150 feet at a minimum. To ensure that drivers can clearly see vehicles and bicyclists on the street, no parking zones would be established within 15 feet of either side of the parking garage driveway along Fayette Drive.

The project would not substantially increase hazards due to a geometric design feature or incompatible uses. Potential hazards would be further reduced with implementation of the no parking zones on either side of the parking garage driveway. **(Less than Significant Impact)**

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**Impact TRN-4:** The project would not result in inadequate emergency access. **(No Impact)**

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The project would be required to conform to the City's traffic and safety regulations that specify adequate emergency access measures. In addition, the project site would be required to meet the standards set forth by the Mountain View Fire Department. Adherence to existing state and federal regulations and City of Mountain View requirements would reduce impacts. As a result, the proposed project would not create an operational safety hazard or impede emergency access. **(No Impact)**

**4.17.3**      **Conclusion**

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>TRN-1:</b> The project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities.	Less than Significant	No mitigation required	NA
<b>TRN-2:</b> The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No Impact	No mitigation required	NA
<b>TRN-3:</b> The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less than Significant	No mitigation required	NA
<b>TRN-4</b> The project would not result in inadequate emergency access.	No Impact	No mitigation required	NA

## **4.18 TRIBAL CULTURAL RESOURCES**

### **4.18.1 Environmental Setting**

#### **4.18.1.1 *Regulatory Framework***

##### **State**

##### **Assembly Bill 52**

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
  - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
  - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

#### **4.18.1.2 *Existing Conditions***

The project site is within the territory of the Ohlone and Muwekma Indian tribes, who had settlements along creeks in the area. The project site is approximately 0.37 miles southeast of Adobe Creek.

A records search and literature review was completed for the 2030 General Plan. The records search was conducted at the Northwest Information Center (NWIC)<sup>57</sup> of the California Historical Resources Information System (CHRIS), and at the California Native American Heritage Commission (NAHC).<sup>58</sup> Based upon the research, tribal cultural resources were not identified on the project site.<sup>59</sup>

In addition, no tribes have sent written requests for notification of projects to the City of Mountain View under AB 52.

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<sup>57</sup> The NWIC is the official state repository of cultural resources records and reports for Santa Clara County.

<sup>58</sup> The NAHC maintains the Sacred Lands File, which includes the location of sites with cultural significance to Native American groups.

<sup>59</sup> Results of record search and literature review on file at the City Community Development Department.

#### 4.18.2 Impact Discussion

	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 Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact TCR-1:** The project would not cause a substantial adverse change in the significance of a tribal cultural resource 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). **(Less than Significant Impact)**

No known tribal cultural resources are present on-site. No tribes have sent written requests for notification of projects to the City of Mountain View under AB 52. As discussed in Section 4.5 Cultural Resources, in the unlikely event that human remains or other TCRs are discovered during construction activities, implementation of Standard Condition of Approval listed under Impact CUL-3 would reduce the project's impact to a less than significant level. **(Less than Significant Impact)**

**Impact TCR-2:** The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is 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. **(Less than Significant Impact)**

As discussed under Impact TCR-1, there are no known tribal cultural resources on-site, and no tribes have sent written requests for notification of projects to the City of Mountain View under AB 52. As discussed in Section 4.5 Cultural Resources, in the unlikely event that human remains or other TCRs

are discovered during construction activities, implementation of Standard Condition of Approval listed under Impact CUL-3 would reduce the project's impact to a less than significant level. (**Less than Significant Impact**)

#### 4.18.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>TCR-1:</b> The project would not cause a substantial adverse change in the significance of a tribal cultural resource 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).	Less than Significant	No mitigation required	NA
<b>TCR-2:</b> The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is 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.	Less than Significant	No mitigation required	NA



## **4.19 UTILITIES AND SERVICE SYSTEMS**

The following discussion is based in part on a Utility Impact Study prepared by Schaaf & Wheeler in January 2020. A copy of this report is included in Appendix F of this Initial Study.

### **4.19.1 Environmental Setting**

#### **4.19.1.1 *Regulatory Framework***

##### **State**

##### **State Water Code**

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

##### **Assembly Bill 939**

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

##### **Assembly Bill 341**

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

##### **Senate Bill 1383**

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

##### **Local**

The City of Mountain View promotes the sustainable use of its water resources through outreach and education programs, financial incentive programs, and by implementing water conservation measures.

at City properties. Many of the City's water conservation measures are implemented in partnership with Valley Water and the Bay Area Water Supply and Conservation Agency (BAWSCA). Some of the City's conservation measures include incorporating water waste prohibitions into the City Code, monitoring water losses, providing public information and outreach programs, and implementing plumbing and rebate and retrofit programs for residential and business customers.

#### **4.19.1.2      *Existing Conditions***

The project site is located in a developed area within the City of Mountain View and is currently served by existing phone, electrical, water, stormwater, wastewater, and solid waste service systems.

### **Water Supply**

The City of Mountain View municipal water system serves 97 percent of the City of Mountain View, including the project site. The City is the water retailer for the area in which it serves and purchases water from both the SCVWD and San Francisco Public Utilities Commission (SFPUC), which are water wholesalers. The remaining three percent of Mountain View's population is served by the California Water Service Company.

The City of Mountain View's UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years through at least 2040, based on General Plan growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the SFPUC and SCVWD. This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures, the potential increased use of recycled water, and an increase in groundwater production (as the groundwater basin allows).

As described in the 2015 UWMP, recent updates to the plumbing code (which include requiring more water-efficient features) are expected to reduce Mountain View's water use by two percent in 2020, and up to nine percent in 2040. Additionally, the UWMP projects that implementation of new conservation measures would reduce water use by eight percent in 2020 and 2040, from the base-case scenario.

Current and near-term water conservation measures, as identified in the UWMP, include water waste prohibitions in the Municipal Code, water system audits, leak detection and repair, metering with commodity rates and conservation pricing, public information and education programs. Other City of Mountain View water conservation programs include residential water surveys, rebates and free equipment, turf audits, plumbing retrofits, and washing machine incentives. The Mountain View City Council also adopted Water Conservation in Landscaping Regulations in May 2010.

The total water use on-site from the existing development is approximately 3,408 gallons per day (gpd) (or 3.8 acre-feet per year [AFY]).

### **Wastewater Services**

The City of Mountain View maintains its own wastewater collection system. Sanitary and storm drains in the City of Mountain View are operated and maintained by the Wastewater Section of the Public Works Department. The City pumps its wastewater to the Palo Alto Regional Water Quality

Control Plant (PARWQCP) for treatment. The PARWQCP has an overall 40 million gallons per day (mgd) average annual treatment capacity. The City of Mountain View has an average annual flow capacity right of 15.1 mgd at the PARWQCP. As of 2015, approximately 9 mgd of wastewater from Mountain View was collected and treated by the PARWQCP. The terms of Mountain View's Basic Agreement with the City of Palo Alto require that when the City of Mountain View reaches 80 percent of the 15.1 mgd allowed by the agreement (approximately 12.08 mgd), an engineering study would be required of the City to redefine the future needs of the PARWQCP and potentially assist in future plant expansions or upgrades outlined in the Long Range Facilities Plan.

Mountain View's sanitary sewer system is a gravity system with two sewer lift stations; one located in Shoreline Park and the other is a localized station on Pastel Lane. The system consists of gravity pipelines, pressure pipelines, and pump stations. The Shoreline Sewer Pump Station, located within the North Bayshore area conveys the majority of sanitary sewer flow generated within the City to the PARWQCP. The remaining flow not received at the SPS is discharged to the Los Altos' San Antonio Interceptor that also conveys flow into the Joint Interceptor. The project site currently connects to an eight-inch sanitary sewer main in Fayette Drive, which ultimately conveys flows to the Los Altos San Antonio Interceptor.

The total wastewater generated on-site from the existing development is approximately 2,570 gpd (or 0.002 mgd).

### **Stormwater Drainage**

The project site is located in the Adobe Creek watershed. Stormwater runoff from developed areas of the watershed, including the project site, enters Adobe Creek by way of the City's storm sewer system. Nearly all of the project site is paved. There are no stormwater management facilities visible on the site. There is an existing 24-inch storm drain pipe along Fayette Drive.

### **Solid Waste**

Solid waste collection and recycling services for residents and businesses in Mountain View are provided by Recology Mountain View. Once collected, solid waste and recyclables are transported to the SMART station in Sunnyvale for sorting, and commercial compostables (food scraps) are transported to a composting facility located in Vernalis, California. Non-recyclable waste is transported to Kirby Canyon Sanitary Landfill in south San José (which is contracted to the City through 2021).

#### 4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**Impact UTL-1:** The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

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The project would connect to existing utilities on Fayette Drive. In addition, the project would remove two existing sewer lines and would underground all existing utilities currently above ground. An analysis of the City's sewer system (refer to Appendix F) determined there is insufficient capacity downstream of the project in both pre- and post-project conditions. One pipe downstream of the project site, along San Antonio Road, does not meet the maximum flow depth/pipe diameter performance criteria. This pipe is flowing 50 percent full during peak wet weather flow and is not surcharging in the model prepared by Schaaf & Wheeler. The project would be required to contribute to Capital Improvement Project #35 (CIP-35), as outlined in the 2030 General Plan Update Utility Impact Study. CIP-35 proposes to upgrade the sewer service system serving the project area, including upsizing the deficient piping downstream of the project site. Improvements would be made along San Antonio Road, an existing right-of-way in a developed area. The construction impacts of

the proposed project, including the utility improvements, is discussed in Sections 4.3 Air Quality, 4.4 Biological Resources, 4.5 Cultural Resources, 4.10 Hydrology and Water Quality, 4.13 Noise and Vibration in this Initial Study, and Standard Conditions of Approval and mitigation measures are required for the project to reduce construction-related impacts to a less than significant level. Therefore, the project would not result in a significant impact related to expanded sanitary sewer facilities.

The project would not require the relocation or construction of new or expanded water, electric power, natural gas, or telecommunications facilities. **(Less than Significant Impact)**

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**Impact UTL-2:** The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

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The City of Mountain View water service has sufficient existing water supply to support the proposed project under normal, single dry, or multiple dry water years. Under normal conditions, the City is not projected to experience supply shortfalls. Shortfalls of up to 12 percent are projected for single dry years and up to 14 percent for multiple dry years. Under all dry conditions, the City may need to impose water conservation measures, to achieve 10 to 20 percent reductions, per Mountain View Municipal Code, Section 35.28.

The proposed project would use approximately 4,400 gpd of water (or 4.9 AFY). In 2020, the City of Mountain View projected to have a water supply of approximately 12,307 AFY.<sup>60</sup> The net new demand generated by the proposed project represents approximately 0.04 percent of the City's total projected demand for 2020. The proposed project would include sustainable and green building design features, as required by Mountain View policies and regulations. The Mountain View City Council adopted Water Conservation in Landscaping Regulations and CalGreen. These regulations include water efficiency requirements for new and renovated landscapes and construction. Since the project intends to incorporate GreenPoint Rated energy and emissions reduction features, water efficiency will be achieved through the use of low-water landscaping and water efficient plumbing fixtures.

Based on the incremental increase in water demand anticipated by the project on the overall water demand in the City and the conservation measures required of the project, the project would not result in a significant impact on water services or system demand. **(Less than Significant Impact)**

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**Impact UTL-3:** The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

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Sanitary sewer services would be provided for the project by connecting new sanitary sewer laterals to the existing eight-inch public sanitary sewer main located in Fayette Drive. The project would generate approximately 3,960 gpd of wastewater (or 0.00330 mgd). Given the overall capacity at

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<sup>60</sup> City of Mountain View 2015 Urban Water Management Plan. June 24, 2016.



PARWQCP (40 mgd), the City's treatment allocation at PARWQCP (15.1 mgd), and the existing wastewater collected from the City (nine mgd), there is sufficient capacity at the PARWQCP and within the City's existing treatment allocation to serve the project. **(Less than Significant Impact)**

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**Impact UTL-4:** The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

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Solid waste generated by the project would be transported to Kirby Canyon Landfill, where the City of Mountain View has secured landfill disposal capacity for the City's solid waste until 2063. The landfill is permitted to receive a maximum disposal of 2,600 tons of garbage per day. According to CalEEMod solid waste generation rates<sup>61</sup>, the project would generate approximately 0.05 tons of solid waste per day.

The City of Mountain View is working to maintain a waste diversion goal of 50 percent. In addition, 65 percent of construction and demolition waste must be diverted in compliance with the Green Building Code. The proposed project would comply with the City's diversion requirements and Green Building Code construction debris diversion requirements.

Because the project can be served by a landfill with capacity and would be required to comply with existing local and State programs and regulations, the project's impacts related to solid waste and landfill capacity would be less than significant. **(Less than Significant Impact)**

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**Impact UTL-5:** The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

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The project would be served by a landfill with capacity and would be required to comply with existing local and State programs and regulations, therefore, the project's impacts related to solid waste and landfill capacity would be less than significant. **(Less than Significant Impact)**

#### 4.19.3 Conclusion

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
<b>UTL-1:</b> The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of	Less than Significant	No Mitigation Required	NA

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<sup>61</sup> CalEEMod assumes a per capita disposal rate of 0.42 (tons/unit/year) for residential uses in Santa Clara County. 0.42 tons/unit/year x 44 units ÷ 365 days/year = 0.05 tons/day

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
which could cause significant environmental effects.			
<b>UTL-2:</b> The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Less than Significant	No mitigation required	NA
<b>UTL-3:</b> The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less than Significant	No mitigation required	NA
<b>UTL-4:</b> The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less than Significant	No mitigation required	NA
<b>UTL-5:</b> The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than Significant	No mitigation required	NA

## 4.20 WILDFIRE

### 4.20.1 Environmental Setting

#### 4.20.1.1 *Existing Conditions*

The California Department of Forestry and Fire Protection (Cal Fire) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project site is not located in a FHSZ.<sup>62</sup>

#### 4.20.2 Impact Discussion

	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:				
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

<sup>62</sup> California Board of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Accessed November 1, 2019. <https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

#### 4.20.3 Conclusion

<b>Impact</b>	<b>Significance Before Mitigation</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>WF:</b> The project would not result in wildfire impacts	No Impact	No mitigation required	NA

## 4.21

## MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**Impact MFS-1:** The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact)**

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As discussed in the previous sections of this Initial Study, the proposed project would not degrade the quality of the environment with implementation of identified Standard Conditions of Approval and mitigation measures. As discussed in Section 3.4, Biological Resources, with implementation of the identified Standard Conditions of Approval, the project would not significantly impact sensitive habitats or species. As discussed in Section 3.5, Cultural Resources, with implementation of the identified Standard Conditions of Approval, the project would result in a less than significant impact on archaeological resources. The project would have no impact on historic or tribal cultural resources. **(Less than Significant Impact)**

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**Impact MFS-2:** The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Cumulative Impact)**

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Under Section 15065(a) (3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” This Initial Study evaluates the environmental impacts of the proposed condominium development on 2645-2655 Fayette Drive. This Initial Study also takes into account other past, pending, and probable future projects whose impacts could combine to produce cumulative impacts.

### **Resource Topics not Impacted by the Project**

The project would result in no wildfire hazards and would have no impact on agricultural resources, mineral resources, historic resources or tribal cultural resources; therefore, the project has no potential to combine with other projects to result in cumulative impacts to those resources. **(No Cumulative Impact)**

### **Cumulative Air Quality Impacts**

By its very nature, air pollution is largely a cumulative impact. The geographic area for cumulative air quality impacts is the San Francisco Bay Area Air Basin. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. The project would emit criteria air pollutants and contribute to the overall regional emissions of these pollutants. The project-level thresholds identified by BAAQMD (which the project’s impacts were compared to in Section 4.3, Air Quality) are the basis for determining whether a project has a cumulatively considerable contribution to the existing cumulatively significant air quality impact. The project’s construction and operational criteria air pollutant emissions would be below BAAQMD screening criteria and thresholds for these pollutants; therefore, the project would result in a less than cumulatively considerable contribution to significant regional air quality impact. Additionally, modeling of construction TACs (refer to Table 4.3-4 in Section 4.3 Air Quality) confirmed that cumulative impacts from all sources within 1,000 feet of the site would be less than significant. **(Less than Cumulatively Considerable Contribution to a Significant Cumulative Impact)**

### **Cumulative GHG Impacts**

The proposed project and past, present, present and future development projects worldwide contribute to global climate change. No single project is sufficient in size to, by itself, change the global average temperature. Therefore, due to the nature of GHG impacts, a significant project impact is a significant cumulative impact. As discussed in Section 4.8, Greenhouse Gas Emissions, the project’s operational emissions would be below applicable thresholds for 2030; the project would, therefore, not result in significant GHG impact. For these reasons, the project would not result in a cumulatively considerable contribution to a significant cumulative GHG impact. **(Less than Cumulatively Considerable Contribution to a Significant Cumulative Impact)**

## **Cumulative Hydrology and Utilities Impacts**

The geographic area for cumulative hydrology and water quality impacts is the Adobe Creek watershed. Cumulative developments near the project would be subject to similar hydrological and urban runoff conditions. All projects occurring within Mountain View would be required to implement the same Standard Conditions of Approval and measures related to construction water quality as the proposed project (including preparation of a SWPPP if disturbance is greater than one acre). In addition, all current and probable future projects that would disturb more than one acre of soil or replace/add more at least 10,000 square feet of impervious surfaces would be required to meet applicable site design and runoff reduction measures where feasible and the City's Storm Drainage Manual requirements on a project-specific basis. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative hydrology or water quality impacts. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative utility and service systems is the City boundaries. The project would incrementally contribute to cumulative demands on utilities and service systems (water, sewer, solid waste, storm drainage). Implementation of the proposed project and cumulative projects in Mountain View would not cause the City to exceed water demand projections, which are primarily based on population and employment growth.

As discussed in the Section 4.19, Utilities and Service Systems, the landfills serving the project site and the City as a whole, have remaining capacity to serve the region through 2063. Based on the above reasons, the combined projects would not result in significant cumulative impacts to the City's water, sewer, solid waste and storm drainage facilities. **(Less than Significant Cumulative Impact)**

The project would not relocate natural gas, electricity or telecommunications facilities. The project would not combine impacts to these utility lines with other projects, therefore, no cumulative impacts to these utilities would result from the combined projects. **(No Cumulative Impact)**

## **Cumulative Biological Resources Impacts**

There are no state or federally protected wetlands on or adjacent to the project site. The proposed project would not impact wetlands through direct removal, hydrological interruption, or other means. **(No Cumulative Impact)**

The geographic area for cumulative impacts to migratory wildlife would be Santa Clara County. Construction of projects throughout the County, including the proposed project, could result in a less than significant cumulative impact on nesting birds. Each project is subject to federal, state, and local regulations (including the MBTA, Fish and Game Code, and CEQA), which would avoid and/or minimize impacts to nesting birds. The project, with the implementation of Standard Condition of Approval listed under Impact BIO-1 would comply with the MBTA and Fish and Game Code, would not result in a cumulatively considerable contribution to a significant cumulative impact to nesting birds. A tree removal permit is required from the City for the removal of any Heritage trees. Projects constructed in the City are required to mitigate for the removal of Heritage trees, and protect any trees that remain in place from potential construction damage. For this reason, the proposed project in combination with cumulative scenario projects would not result in a significant impact to trees or as a result of a tree ordinance conflict. **(Less than Significant Cumulative Impact)**

### **Cumulative Population and Housing Impacts**

The geographic area for cumulative population and housing impacts is defined as the City of Mountain View. The project would not remove an existing constraint on growth and development in the area. As a result, the project would not induce substantial population growth in the project site and would not result in significant cumulative population impacts. **(Less than Significant Cumulative Impact)**

### **Cumulative Public Services Impacts**

The geographic area for cumulative public services and recreation facilities is the City's boundaries. All of cumulative projects occurring within the City would implement conditions of approval that would reduce impacts to public services. While the proposed project would increase public services demand by constructing 44 multi-family residential units, it would not contribute considerably to cumulative impacts as a result of new physical public service facilities, because none are needed for the proposed project. **(Less than Significant Cumulative Impact)**

### **Cumulative Land Use Impacts**

The proposed project would conform to applicable land use plans, policies, and regulations for the purpose of avoiding or mitigating environmental impacts and would not have land use impacts that could combine with other nearby projects. For these reasons, the combined projects would result in a less than significant cumulative land use impact. **(Less than Significant Cumulative Impact)**

### **Cumulative Hazards and Hazardous Materials and Impacts**

The geographic area for cumulative hazardous materials impacts would be within 1,000 feet of the project. The use, storage, transportation, and disposal of maintenance chemicals of the project would be managed in accordance with existing laws and regulations that ensure herbicide and pesticide storage, and transportation to and from the cumulative sites would not result in a significant cumulative impact related to hazardous materials. **(Less than Significant Cumulative Impact)**

The project would not result in an aircraft hazard given the project site is not located within an AIA of a Comprehensive Land Use Plan and is not located within an FAA height restriction area for new structures. The project would, therefore, not result in cumulative impacts due to aircraft hazards when combined with the impacts of other projects. **(No Cumulative Impact)**

### **Cumulative Noise Impacts**

#### **Construction**

The geographic area for cumulative construction noise would be within 500 feet of the project site. The adjacent project at 400 San Antonio Road (The Dean) is anticipated to complete construction prior to commencement of construction activities on the project site. Therefore, the project would not have the potential to result in combined cumulative construction noise and vibration impacts. **(Less than Significant Cumulative Impact)**

## Operation

As discussed in Section 4.13 Noise and Vibration, project vehicles traveling on surrounding roadways would not, in combination with other growth in the area, lead to substantial increases in roadway noise. Mechanical equipment in residential condominium structures, such as those proposed for the project typically include various mechanical equipment, such as air conditioning, heating systems, exhaust fans, etc. that generates operational noises; however, with the implementation of the Standard Condition of Approval, the project would have a less than significant cumulative impact on permanent noise levels. **(Less than Significant Cumulative Impact)**

## Cumulative Traffic Impacts

The geographic area for cumulative transportation resource impacts includes the project site and its surrounding area. The proposed project would not generate a substantial amount of new vehicle traffic trips. The project would be consistent with applicable policies regarding transportation and circulation and, therefore, would not result in a cumulative conflict with those policies. The cumulative projects would comply with current building and fire codes and be reviewed by the Fire Department to ensure adequate emergency access. For these reasons, the cumulative projects would not result in a significant cumulative impact to emergency access. **(Less than Significant Cumulative Impact)**

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**Impact MFS-3:** The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

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Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Pursuant to this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality and noise. Implementation of the best management practices, standard permit conditions, mitigation measures, and adherence to General Plan, City Code, and state and federal regulations described in these sections of the report, would avoid significant impacts. No other direct or indirect adverse effects on human beings have been identified. **(Less Than Significant Impact with Mitigation Incorporated)**

## SECTION 5.0 REFERENCES

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## **SECTION 6.0 LEAD AGENCY AND CONSULTANTS**

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### **6.1 LEAD AGENCY**

#### **City of Mountain View**

Community Development Department  
Matthew VanHua, AICP, Senior Planner

### **6.2 CONSULTANTS**

#### **David J. Powers & Associates, Inc.**

Environmental Consultants and Planners  
Will Burns, Principal Project Manager  
Connor Tutino, Researcher  
Ryan Osako, Graphic Artist

#### **Illingworth & Rodkin, Inc.**

Air Quality & Greenhouse Gas Emissions  
James Reyff, President  
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#### **Michael P. Young, Certified Arborist**

#### **Silicon Valley Soil Engineering**

Geotechnical Consultants  
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#### **ERAS Environmental, Inc.**

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David Siegel, Senior Program Manager

#### **Hexagon Transportation Consultants, Inc.**

Transportation Consultants  
Gary Black, President  
Jonathan Wong, Engineer I

#### **Schaaf & Wheeler**

Consulting Civil Engineers  
Leif M. Coponen, Vice President

## **SECTION 7.0      ACRONYMS AND ABBREVIATIONS**

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CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
MND	Mitigated Negative Declaration
NOD	Notice of Determination
RWQCB	Regional Water Quality Control Board
USFWS	United States Fish and Wildlife Service



For appendices, please contact

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## **ATTACHMENT 3**

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### **AIR QUALITY AND GREENHOUSE GAS UPDATE**

# Memo

**Date:** July 26, 2024

**To:** John Schwarz  
JHS Consulting  
Los Gatos, CA

**From:** Zachary Palm & Jordyn Bauer  
Illingworth & Rodkin, Inc.

**Subject:** **2645 – 2655 Fayette Drive, Mountain View, CA**  
**Air Quality and Greenhouse Gas Update (I&R Job # 24-099)**

In January of 2020, *Illingworth & Rodkin, Inc.* prepared an air quality and greenhouse gas (GHG) assessment for the 2645 – 2655 Fayette Drive Residential Project located in Mountain View, California. At that time, the project was proposing to construct a six-story, 44-unit stacked flat condominium building with two levels of underground parking to provide 94 parking spaces. The project has since been updated to a seven-story building that would provide 70 dwelling units and 101 parking spaces. The purpose of this memo is to provide an update to the original January 2020 analysis of this project.

## Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2022 was used to estimate emissions from on-site construction activity, construction vehicle trips, and evaporative emissions. The project land use types and size were input to CalEEMod. The CalEEMod model output along with construction inputs are included in *Attachment 1*.

## CalEEMod Inputs

### *Land Uses*

The proposed project land uses were entered into CalEEMod as described in Table 1.

**Table 1. Summary of Project Land Use Inputs**

Project Land Uses	Size	Units	Square Feet (sf)	Acreage
Apartments Mid-Rise	70	Dwelling Unit	86,568*	0.67
Enclosed Parking with Elevator	101	Parking Space	37,852	
*Includes dwelling unit square footage plus amenity square footage.				

### *Construction Inputs*

CalEEMod computes annual emissions for construction that are based on the project type, size, and acreage. The model provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The construction build-out scenario, including equipment quantities, average hours per day, total number of workdays, and schedule, were based on information provided by the project applicant (included in *Attachment I*). The applicant's construction schedule provided a start date of January 2026, and the project would be built out over a period of approximately 16 months, or 331 construction workdays. The earliest full year of operation was assumed to be 2028.

### Summary of Computed Construction Period Emissions

Table 2 shows the average daily construction emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> exhaust, and PM<sub>2.5</sub> exhaust during construction of the updated project. Average daily emissions for the updated project were computed by dividing the total construction emissions by the number of construction days. Due to the updated project construction activities occurring over more construction workdays (331 workdays) than what was analyzed in the original analysis (225 workdays), the updated average daily emissions are less than what was reported in the original analysis. As indicated in Table 2, the predicted updated project construction emissions would not exceed the BAAQMD significance thresholds during construction.

**Table 2. Construction Period Emissions for Updated Project**

Year	ROG	NO <sub>x</sub>	PM <sub>10</sub> Exhaust	PM <sub>2.5</sub> Exhaust
<i>Construction Emissions Total (Tons)</i>				
2026 + 2027	0.68	0.63	0.02	0.02
<i>Average Daily Construction Emissions (pounds/day)</i>				
2026 + 2027 (331 construction workdays)	4.08	3.81	0.12	0.11
<i>BAAQMD Thresholds (pounds per day)</i>	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
<b>Exceed Threshold?</b>	No	No	No	No

### **Operational Period Emissions**

Operational criteria air pollutant emissions from the project would be generated primarily from autos driven by future residents. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are typical emissions from these types of uses. The CalEEMod model was used to estimate emissions from operation of the proposed project assuming full build-out.

As with the construction model, CalEEMod Version 2022 was used to estimate emissions from project operation. The only change made to the operational inputs from the original analysis was the operational year. The operational year was updated from 2022 to 2028.

Table 3 shows annual and average daily emissions of ROG, NO<sub>x</sub>, total PM<sub>10</sub>, and total PM<sub>2.5</sub> during operation of the project. The operational period emissions would not exceed the BAAQMD significance thresholds.

**Table 3. Operational Period Emissions for Updated Project**

<b>Scenario</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
2028 Project Operational Emissions ( <i>tons/year</i> )	0.64	0.18	0.36	0.09
<i>BAAQMD Thresholds (tons /year)</i>	<i>10 tons</i>	<i>10 tons</i>	<i>15 tons</i>	<i>10 tons</i>
<b><i>Exceed Thresholds?</i></b>	No	No	No	No
2028 Operational Emissions ( <i>lbs./day</i> ) <sup>1</sup>	3.50	0.96	1.96	0.52
<i>BAAQMD Thresholds (lbs./day)</i>	<i>54 lbs.</i>	<i>54 lbs.</i>	<i>82 lbs.</i>	<i>54 lbs.</i>
<b><i>Exceed Threshold?</i></b>	No	No	No	No

### Health Risk from Project Construction

In the original analysis, it was found that unmitigated risk values would exceed the BAAQMD single-source threshold, requiring mitigation measures. More specifically, DPM emissions of 0.0396 tons (79 pounds) and PM<sub>2.5</sub> emissions of 0.0152 tons (30 pounds) were the unmitigated total emissions for each pollutant which achieved a cancer risk of 47.2 per million and an annual PM<sub>2.5</sub> concentration of 0.22 µg/m<sup>3</sup> at the MEI. The mitigation measures consisted of using construction equipment with Tier 3 engines and Level 3 DPF filters to reduce the cancer risk impact at the MEI since only the cancer risk exceeded the BAAQMD single-source significance threshold.

For this updated analysis, total unmitigated DPM emissions of 0.0185 tons (37 pounds) were calculated in CalEEMod using the same one-mile on-site trip distance as the original analysis. This results in a 53 percent reduction of unmitigated DPM emissions. The project increased cancer risk is computed by summing the project construction cancer risk over the entire construction period. As a result, the unmitigated cancer risk would reduce from 47.2 per million to approximately 22.0 per million.

As shown, the project's increased cancer risk still exceeds the BAAQMD single-source significance threshold, requiring mitigation to control. This updated analysis utilizes the same Mitigation Measure AQ-1 as the original analysis, discussed above. This results in mitigated DPM emissions of 0.0038 tons (8 pounds), an 80 percent reduction from the unmitigated total DPM emissions. As a result, the cancer risk would reduce from 22.0 per million to approximately 4.4 per million, below the BAAQMD single-source significance threshold.

Unlike the increased cancer risk, the annual PM<sub>2.5</sub> concentration is not additive but based on the annual maximum values for the entirety of the project. As shown in the original analysis, the project's unmitigated annual PM<sub>2.5</sub> concentration was 0.22 µg/m<sup>3</sup>. This was based on the year 2020 (first construction year) unmitigated annual PM<sub>2.5</sub> emissions of 0.0142 tons (28 pounds). In this



updated analysis, the maximum annual PM<sub>2.5</sub> emissions occur in the year 2026 (first construction year) at 0.0157 tons (31 pounds). This is a 10 percent increase.

However, the total annual PM<sub>2.5</sub> concentration is a combination of the fugitive PM<sub>2.5</sub> emissions and the maximum cancer risk concentration. Since the DPM emissions have dropped by 53 percent, this is more than enough to overcome the 10 percent increase in fugitive PM<sub>2.5</sub> emissions, causing the unmitigated annual PM<sub>2.5</sub> concentration to reduce to 0.16 µg/m<sup>3</sup>. This is below the BAAQMD single-source significance threshold. No additional mitigation is required to control annual PM<sub>2.5</sub> emissions. The calculations for this health risk summary is provided in *Attachment 2*.

### *Cumulative Impact Summary*

For the cumulative analysis at the project MEI, the same stationary sources identified in the original analysis are used in this updated analysis. From Table 5 in the original analysis, the unmitigated cancer risk at the MEI was 56.1 per million. Similarly, the unmitigated annual PM<sub>2.5</sub> concentration and unmitigated hazard index were at the MEI 0.33 µg/m<sup>3</sup> and 0.10, respectively. With the updated construction analysis in this memo, the new unmitigated values at the MEI are as follows:

- Cancer Risk: 30.9 per million
- Annual PM<sub>2.5</sub> Concentration: 0.27 µg/m<sup>3</sup>
- Hazard Index: 0.09

Just like in the original analysis, these values are all below their respective BAAQMD cumulative-source threshold and would decrease when Mitigation Measure AQ-1 is applied to the project's construction.

### **Greenhouse Gas Emissions**

This updated analysis utilizes the same GHG thresholds as the original analysis.

For quantified emissions, the BAAQMD's CEQA Air Quality Guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate. Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.8 MT CO<sub>2e</sub>/year/service population and a bright-line threshold of 660 MT CO<sub>2e</sub>/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based predictions from BAAQMD.<sup>1</sup> The 2030 bright-line threshold of 660 MT CO<sub>2e</sub>/year is a 40 percent reduction of the 2020 1,100 MT CO<sub>2e</sub>/year threshold.

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<sup>1</sup> Bay Area Air Quality Management District, 2016. *CLE International 12<sup>th</sup> Annual Super-Conference CEQA Guidelines, Case Law and Policy Update*. December.

### CalEEMod Modeling

The CalEEMod model was used to estimate daily emissions associated with operation of the fully developed site under the proposed project. As mentioned above, only the operational year of the project has been updated in the operational CalEEMod model.

### Service Population Emissions

The project service population efficiency rate is based on the number of future residents. For this project, the number of future residents was estimated by multiplying the total number of residential units (70 units) by the persons per household rate for Mountain View found in the California Department of Finance Population and Housing Estimate report.<sup>2</sup> Using the 2.32 persons per household 2024 estimate for Mountain View, the number of future residents and the project service population is estimated to be 162.

### Operational Emissions

The CalEEMod model was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. As shown in Table 4, annual emissions resulting from operation of the proposed project are predicted to be 384 MT of CO<sub>2</sub>e for the year 2028 and 374 MT of CO<sub>2</sub>e for the year 2030. Both the 2028 and the 2030 emissions would not exceed the 2030 “Substantial Progress” threshold of 660 MT of CO<sub>2</sub>e/yr. The Service Population Emissions for the year 2028 would be 2.4 and 2.3 for the year 2030, which both would not exceed the “Substantial Progress” efficiency metric of 2.8 MT CO<sub>2</sub>e/year/service population.

To be considered significant, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. This project does not exceed either threshold.

**Table 4. Annual Project GHG Emissions (CO<sub>2</sub>e) in Metric Tons for Updated Project**

Source Category	Proposed Project	
	2028	2030
Area	5	5
Energy Consumption	33	33
Mobile	328	318
Solid Waste Generation	16	16
Water Usage	2	2
Total (MT CO <sub>2</sub> e/yr)	384	374
<b>Significance Threshold</b>	<b>660 MT CO<sub>2</sub>e/yr</b>	
<i>Service Population Emissions (MT CO<sub>2</sub>e/year/service population)</i>	2.4	2.3
<b>Significance Threshold</b>	<b>2.8 in 2030</b>	
<b>Significant (exceed both)?</b>	No	No

<sup>2</sup> State of California, Department of Finance. “E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024.” Accessed: July 23, 2024. Available at: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/>

## **Supporting Documentation**

*Attachment 1* includes the CalEEMod outputs for the updated project construction and operational criteria air pollutants. Also included are any modeling assumptions.

*Attachment 2* includes the health risk calculations.

## **Attachment 1: CalEEMod Input Assumptions and Outputs**

# Air Quality/Noise Construction Information Data Request

**Project Name:** 2645 - 2655 Fayette Drive (2024 Project)

**Complete ALL Portions in Yellow**

See Equipment Type TAB for type, horsepower and load factor

**Project Size** 70 Dwelling Units 0.67 total project acres disturbed  
82,118 s.f. residential  
0 s.f. retail  
0 s.f. office/commercial  
4,450 s.f. other, specify: Amenities  
37,852 s.f. parking garage 101 spaces  
0 s.f. parking lot 0 spaces  
**Construction Hours** 7 am to 6 pm

**Pile Driving? Y/N? (not yet known)**

**Project include GENERATOR OR FIRE PUMP on-site? Y/N? No**

IF YES (if BOTH separate values) -->

Kilowatts/Horsepower: \_\_\_\_\_

Fuel Type: \_\_\_\_\_

**Location in project (Plans Desired if Available):** 2645 - 2655 Fayette Drive, Mountain View

Quantity	Description	HP	Load Factor	Hours/day	Total Work Days	Avg. Hours per day	Annual Hours	Comments
	<b>Demolition</b>	<b>Start Date:</b>	<b>1/1/2026</b>	<b>Total phase:</b>	<b>10</b>			<b>Overall Import/Export Volumes</b>
		<b>End Date:</b>	<b>1/15/2026</b>					
1	Concrete/Industrial Saws	81	0.73	4	10	4	40	<b>Demolition Volume</b>
1	Excavators	158	0.38	8	10	8	80	Square footage of buildings to be demolished
1	Rubber-Tired Dozers	247	0.4	8	10	8	80	(or total tons to be hauled)
2	Tractors/Loaders/Backhoes	97	0.37	8	10	8	160	<b>10,867</b> square feet or
								<u>2</u> Hauling volume (tons)
	<b>Site Preparation</b>	<b>Start Date:</b>	<b>1/16/2026</b>	<b>Total phase:</b>	<b>10</b>			<b>Any pavement demolished and hauled? 450 <u>tons</u></b>
		<b>End Date:</b>	<b>1/30/2026</b>					
1	Graders	187	0.41	2	10	2	20	
1	Rubber Tired Dozers	247	0.4	2	10	2	20	
1	Tractors/Loaders/Backhoes	97	0.37	4	10	4	40	
	<b>Grading / Excavation</b>	<b>Start Date:</b>	<b>1/31/2026</b>	<b>Total phase:</b>	<b>20</b>			<b>Soil Hauling Volume</b>
		<b>End Date:</b>	<b>2/27/2026</b>					
1	Excavators	158	0.38	1	20	1	20	Export volume = <b>15,575</b> cubic yards
1	Graders	187	0.41	2	20	2	40	Import volume = <b>0</b> cubic yards
1	Rubber Tired Dozers	247	0.4	2	20	2	40	
1	Concrete/Industrial Saws	81	0.73	2	20	2	40	
2	Tractors/Loaders/Backhoes	97	0.37	3	20	3	120	
	<i>Other Equipment?</i>							
	<b>Trenching/Foundation</b>	<b>Start Date:</b>	<b>2/28/2026</b>	<b>Total phase:</b>	<b>14</b>			
		<b>End Date:</b>	<b>3/19/2026</b>					
1	Tractor/Loader/Backhoe	97	0.37	3	14	3	42	
1	Excavators	158	0.38	1	14	1	14	
	<i>Other Equipment?</i>							
	<b>Building - Exterior</b>	<b>Start Date:</b>	<b>3/20/2026</b>	<b>Total phase:</b>	<b>151</b>			<b>Cement Trucks? <u>140</u> Total Round-Trips</b>
		<b>End Date:</b>	<b>10/19/2026</b>					
1	Cranes	231	0.29	4	151	4	604	Electric? (Y/N) <u>N</u> Otherwise assumed diesel
2	Forklifts	89	0.2	8	151	8	2416	Liquid Propane (LPG)? (Y/N) <u>Y</u> Otherwise Assumed diesel
	Generator Sets	84	0.74			0	0	Or temporary line power? (Y/N) <u>Y</u>
	Tractors/Loaders/Backhoes	97	0.37			0	0	
	Welders	46	0.45			0	0	
	<i>Other Equipment?</i>							
	<b>Building - Interior/Architectural Coating</b>	<b>Start Date:</b>	<b>8/17/2026</b>	<b>Total phase:</b>	<b>151</b>			
		<b>End Date:</b>	<b>3/16/2027</b>					
	Air Compressors	78	0.48			0	0	
1	Aerial Lift	62	0.31	8	151	8	1208	
1	Forklifts	89	0.2	8	151	8	1208	
	<b>Paving</b>	<b>Start Date:</b>	<b>3/17/2027</b>	<b>Total phase:</b>	<b>15</b>			<b>Asphalt? <u>0</u> cubic yards or ____ round trips?</b>
		<b>Start Date:</b>	<b>4/7/2027</b>					
4	Cement and Mortar Mixers	9	0.56	2	15	2	120	
1	Pavers	130	0.42	1	15	1	15	
1	Paving Equipment	132	0.36	1	15	1	15	
1	Rollers	80	0.38	2	15	2	30	
1	Tractors/Loaders/Backhoes	97	0.37	3	15	3	45	
	<i>Other Equipment?</i>							

Equipment types listed in "Equipment Types" worksheet tab.

Equipment listed in this sheet is to provide an example of inputs

It is assumed that water trucks would be used during grading

Add or subtract phases and equipment, as appropriate

Modify horsepower or load factor, as appropriate

**Complete one sheet for each project component**



Construction Criteria Air Pollutants							
Unmitigated	ROG	NOX	PM10 Exhaust	PM2.5 Exhaust	PM2.5 Fugitive	CO2e	
Year	Tons					MT	
Construction Equipment							
2026 + 2027	0.68	0.63	0.02	0.02	0.03	254.17	
	Total Construction Emissions						
Tons	0.68	0.63	0.02	0.02		254.17	
Pounds/Workdays	Average Daily Emissions					Workdays	
2026 + 2027	4.08	3.81	0.12	0.11			331
Threshold - lbs/day	54.0	54.0	82.0	54.0			
	Total Construction Emissions						
Pounds	1350.50	1261.71	39.66	36.73		0.00	
Average	4.08	3.81	0.12	0.11		0.00	331.00
Threshold - lbs/day	54.0	54.0	82.0	54.0			
Operational Criteria Air Pollutants							
Unmitigated	ROG	NOX	Total PM10	Total PM2.5			
Year	Tons						
Total	0.64	0.18	0.36	0.09			
	Net Annual Operational Emissions						
Tons/year	0.64	0.18	0.36	0.09			
Threshold - Tons/year	10.0	10.0	15.0	10.0			
	Average Daily Emissions						
Pounds Per Day	3.50	0.96	1.96	0.52			
Threshold - lbs/day	54.0	54.0	82.0	54.0			
Category	CO2e						
	Project		Project 2030				
Mobile	328.34		317.86				
Area	5.01		5.01				
Energy	33.19		33.19				
Water	1.58		1.58				
Waste	16.14		16.14				
Refrig.	0.10		0.10				
TOTAL	384.35	0.00	373.88	0.00			
Net GHG Emissions		384.35		373.88			
Service Population	162						
Per Capita Emissions		2.37		2.30			

# 24-099 2645-2655 Fayette Drive, Mountain View BMPs T3 DPF 2027 Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	24-099 2645-2655 Fayette Drive, Mountain View BMPs T3 DPF 2027
Construction Start Date	1/1/2026
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	32.8
Location	2645 Fayette Dr, Mountain View, CA 94040, USA
County	Santa Clara
City	Mountain View
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1719
EDFZ	1
Electric Utility	Silicon Valley Clean Energy
Gas Utility	City of Palo Alto Utilities
App Version	2022.1.1.26

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	70.0	Dwelling Unit	0.67	86,568	0.00	—	209	—



Enclosed Parking with Elevator	101	Space	0.00	37,852	0.00	—	—	—
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Construction	C-6	Use Diesel Particulate Filters
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	8.72	5.26	0.18	0.79	0.97	0.17	0.19	0.36	2,300
Mit.	8.50	6.50	0.04	0.79	0.83	0.04	0.19	0.23	2,300
% Reduced	3%	-24%	75%	—	14%	75%	—	35%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	8.69	14.0	0.50	3.74	4.00	0.46	1.39	1.63	8,082
Mit.	8.47	13.1	0.11	2.64	2.75	0.11	0.86	0.97	8,082
% Reduced	3%	6%	78%	30%	31%	76%	38%	40%	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	2.49	3.19	0.10	0.61	0.71	0.09	0.18	0.28	1,457

Mit.	2.36	3.59	0.03	0.52	0.54	0.02	0.14	0.16	1,457
% Reduced	5%	-12%	75%	15%	24%	75%	24%	41%	—
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.46	0.58	0.02	0.11	0.13	0.02	0.03	0.05	241
Mit.	0.43	0.66	< 0.005	0.09	0.10	< 0.005	0.03	0.03	241
% Reduced	5%	-12%	75%	15%	24%	75%	24%	41%	—

## 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2026	8.72	5.26	0.18	0.79	0.97	0.17	0.19	0.36	2,300
2027	0.21	1.37	0.05	0.17	0.22	0.05	0.04	0.09	446
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2026	8.69	14.0	0.50	3.74	4.00	0.46	1.39	1.63	8,082
2027	8.16	1.38	0.05	0.17	0.22	0.05	0.04	0.09	433
Average Daily	—	—	—	—	—	—	—	—	—
2026	2.49	3.19	0.10	0.61	0.71	0.09	0.18	0.28	1,457
2027	1.21	0.26	0.01	0.02	0.03	0.01	0.01	0.01	78.5
Annual	—	—	—	—	—	—	—	—	—
2026	0.46	0.58	0.02	0.11	0.13	0.02	0.03	0.05	241
2027	0.22	0.05	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	13.0

## 2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
------	-----	-----	-------	-------	-------	--------	--------	--------	------

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—
2026	8.50	6.50	0.04	0.79	0.83	0.04	0.19	0.23	2,300
2027	0.15	1.70	0.01	0.17	0.18	0.01	0.04	0.05	446
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—
2026	8.47	13.1	0.11	2.64	2.75	0.11	0.86	0.97	8,082
2027	8.14	1.99	0.02	0.17	0.18	0.01	0.04	0.05	433
Average Daily	—	—	—	—	—	—	—	—	—
2026	2.36	3.59	0.03	0.52	0.54	0.02	0.14	0.16	1,457
2027	1.20	0.37	< 0.005	0.02	0.03	< 0.005	0.01	0.01	78.5
Annual	—	—	—	—	—	—	—	—	—
2026	0.43	0.66	< 0.005	0.09	0.10	< 0.005	0.03	0.03	241
2027	0.22	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	13.0

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	3.96	1.63	0.09	2.07	2.16	0.08	0.53	0.61	3,403
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	3.29	1.70	0.08	2.07	2.16	0.08	0.53	0.61	3,253
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	3.50	0.96	0.03	1.93	1.96	0.03	0.49	0.52	2,322
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.64	0.18	0.01	0.35	0.36	< 0.005	0.09	0.09	384

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Mobile	1.11	0.73	0.01	2.07	2.09	0.01	0.53	0.54	2,199
Area	2.84	0.74	0.06	—	0.06	0.06	—	0.06	895
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.96	1.63	0.09	2.07	2.16	0.08	0.53	0.61	3,403
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	1.06	0.85	0.01	2.07	2.09	0.01	0.53	0.54	2,067
Area	2.23	0.69	0.06	—	0.06	0.06	—	0.06	878
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.29	1.70	0.08	2.07	2.16	0.08	0.53	0.61	3,253
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	0.99	0.76	0.01	1.93	1.94	0.01	0.49	0.50	1,983
Area	2.49	0.04	< 0.005	—	< 0.005	< 0.005	—	< 0.005	30.3
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62

Total	3.50	0.96	0.03	1.93	1.96	0.03	0.49	0.52	2,322
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.18	0.14	< 0.005	0.35	0.35	< 0.005	0.09	0.09	328
Area	0.45	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.01
Energy	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	33.2
Water	—	—	—	—	—	—	—	—	1.58
Waste	—	—	—	—	—	—	—	—	16.1
Refrig.	—	—	—	—	—	—	—	—	0.10
Total	0.64	0.18	0.01	0.35	0.36	< 0.005	0.09	0.09	384

## 2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Mobile	1.11	0.73	0.01	2.07	2.09	0.01	0.53	0.54	2,199
Area	2.84	0.74	0.06	—	0.06	0.06	—	0.06	895
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.96	1.63	0.09	2.07	2.16	0.08	0.53	0.61	3,403
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	1.06	0.85	0.01	2.07	2.09	0.01	0.53	0.54	2,067
Area	2.23	0.69	0.06	—	0.06	0.06	—	0.06	878
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5



Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.29	1.70	0.08	2.07	2.16	0.08	0.53	0.61	3,253
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	0.99	0.76	0.01	1.93	1.94	0.01	0.49	0.50	1,983
Area	2.49	0.04	< 0.005	—	< 0.005	< 0.005	—	< 0.005	30.3
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.50	0.96	0.03	1.93	1.96	0.03	0.49	0.52	2,322
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.18	0.14	< 0.005	0.35	0.35	< 0.005	0.09	0.09	328
Area	0.45	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.01
Energy	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	33.2
Water	—	—	—	—	—	—	—	—	1.58
Waste	—	—	—	—	—	—	—	—	16.1
Refrig.	—	—	—	—	—	—	—	—	0.10
Total	0.64	0.18	0.01	0.35	0.36	< 0.005	0.09	0.09	384

### 3. Construction Emissions Details

#### 3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.30	12.0	0.48	—	0.48	0.44	—	0.44	2,231
Demolition	—	—	—	1.09	1.09	—	0.16	0.16	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.33	0.01	—	0.01	0.01	—	0.01	61.1
Demolition	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	10.1
Demolition	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.00	0.10	0.10	0.00	0.02	0.02	98.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.96	0.02	0.40	0.42	0.02	0.11	0.13	1,585
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	43.5
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	7.19

### 3.2. Demolition (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	11.1	0.07	—	0.07	0.07	—	0.07	2,231
Demolition	—	—	—	1.09	1.09	—	0.16	0.16	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.30	< 0.005	—	< 0.005	< 0.005	—	< 0.005	61.1
Demolition	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	10.1
Demolition	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.00	0.10	0.10	0.00	0.02	0.02	98.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.96	0.02	0.40	0.42	0.02	0.11	0.13	1,585

Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	43.5
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.45
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	7.19

### 3.3. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36	3.28	0.15	—	0.15	0.14	—	0.14	634
Dust From Material Movement	—	—	—	1.77	1.77	—	0.86	0.86	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	< 0.005	—	< 0.005	< 0.005	—	< 0.005	19.1
Dust From Material Movement	—	—	—	0.05	0.05	—	0.03	0.03	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.16
Dust From Material Movement	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.06	0.00	0.01	0.01	59.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.4. Site Preparation (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—



Off-Road Equipment	0.11	2.87	0.02	—	0.02	0.02	—	0.02	634
Dust From Material Movement	—	—	—	0.69	0.69	—	0.33	0.33	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.09	< 0.005	—	< 0.005	< 0.005	—	< 0.005	19.1
Dust From Material Movement	—	—	—	0.02	0.02	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.16
Dust From Material Movement	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.00	0.06	0.06	0.00	0.01	0.01	59.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	4.01	0.17	—	0.17	0.15	—	0.15	786
Dust From Material Movement	—	—	—	1.82	1.82	—	0.86	0.86	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.01	—	0.01	0.01	—	0.01	43.1
Dust From Material Movement	—	—	—	0.10	0.10	—	0.05	0.05	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.13
Dust From Material Movement	—	—	—	0.02	0.02	—	0.01	0.01	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.12	0.12	0.00	0.03	0.03	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.14	8.86	0.09	1.80	1.89	0.09	0.49	0.58	7,177
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.48	< 0.005	0.10	0.10	< 0.005	0.03	0.03	394
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	65.2

### 3.6. Grading (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	3.88	0.03	—	0.03	0.02	—	0.02	786
Dust From Material Movement	—	—	—	0.71	0.71	—	0.34	0.34	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.21	< 0.005	—	< 0.005	< 0.005	—	< 0.005	43.1
Dust From Material Movement	—	—	—	0.04	0.04	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.13
Dust From Material Movement	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.12	0.12	0.00	0.03	0.03	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.14	8.86	0.09	1.80	1.89	0.09	0.49	0.58	7,177
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.48	< 0.005	0.10	0.10	< 0.005	0.03	0.03	394
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	65.2

### 3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	3.08	0.14	—	0.14	0.12	—	0.12	803
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	3.08	0.14	—	0.14	0.12	—	0.12	803
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.28	0.06	—	0.06	0.05	—	0.05	334
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.23	0.01	—	0.01	0.01	—	0.01	55.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.21	0.14	0.00	0.55	0.55	0.00	0.13	0.13	566
Vendor	0.01	0.45	0.01	0.10	0.10	0.01	0.03	0.03	380
Hauling	< 0.005	0.16	< 0.005	0.03	0.04	< 0.005	0.01	0.01	137
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	0.00	0.55	0.55	0.00	0.13	0.13	524



Vendor	0.01	0.48	0.01	0.10	0.10	0.01	0.03	0.03	379
Hauling	< 0.005	0.17	< 0.005	0.03	0.04	< 0.005	0.01	0.01	136
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.00	0.22	0.22	0.00	0.05	0.05	221
Vendor	< 0.005	0.19	< 0.005	0.04	0.04	< 0.005	0.01	0.01	158
Hauling	< 0.005	0.07	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	56.8
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	36.5
Vendor	< 0.005	0.04	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	26.2
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.41

### 3.8. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	3.76	0.02	—	0.02	0.02	—	0.02	803
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	3.76	0.02	—	0.02	0.02	—	0.02	803
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	1.57	0.01	—	0.01	0.01	—	0.01	334
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.29	< 0.005	—	< 0.005	< 0.005	—	< 0.005	55.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.21	0.14	0.00	0.55	0.55	0.00	0.13	0.13	566
Vendor	0.01	0.45	0.01	0.10	0.10	0.01	0.03	0.03	380
Hauling	< 0.005	0.16	< 0.005	0.03	0.04	< 0.005	0.01	0.01	137
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	0.00	0.55	0.55	0.00	0.13	0.13	524
Vendor	0.01	0.48	0.01	0.10	0.10	0.01	0.03	0.03	379
Hauling	< 0.005	0.17	< 0.005	0.03	0.04	< 0.005	0.01	0.01	136
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.00	0.22	0.22	0.00	0.05	0.05	221
Vendor	< 0.005	0.19	< 0.005	0.04	0.04	< 0.005	0.01	0.01	158
Hauling	< 0.005	0.07	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	56.8
Annual	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	36.5
Vendor	< 0.005	0.04	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	26.2
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	9.41

### 3.9. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.15	1.33	0.05	—	0.05	0.05	—	0.05	278
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	1.33	0.05	—	0.05	0.05	—	0.05	278
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	< 0.005	—	< 0.005	< 0.005	—	< 0.005	12.2
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.02
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.00	0.17	0.17	0.00	0.04	0.04	168
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.00	0.17	0.17	0.00	0.04	0.04	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.10. Paving (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	1.66	0.01	—	0.01	0.01	—	0.01	278
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	1.66	0.01	—	0.01	0.01	—	0.01	278
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.07	< 0.005	—	< 0.005	< 0.005	—	< 0.005	12.2
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	2.02
Paving	0.00	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.00	0.17	0.17	0.00	0.04	0.04	168
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.00	0.17	0.17	0.00	0.04	0.04	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—



Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.40	0.04	—	0.04	0.03	—	0.03	301
Architectural Coatings	8.02	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	1.40	0.04	—	0.04	0.03	—	0.03	301
Architectural Coatings	8.02	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.38	0.01	—	0.01	0.01	—	0.01	80.7
Architectural Coatings	2.15	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.4
Architectural Coatings	0.39	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.00	0.11	0.11	0.00	0.03	0.03	113
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.11	0.11	0.00	0.03	0.03	105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.03	0.03	0.00	0.01	0.01	28.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	4.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.12. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	1.96	0.02	—	0.02	0.01	—	0.01	301
Architectural Coatings	8.02	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	1.96	0.02	—	0.02	0.01	—	0.01	301
Architectural Coatings	8.02	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.52	< 0.005	—	< 0.005	< 0.005	—	< 0.005	80.7
Architectural Coatings	2.15	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.4
Architectural Coatings	0.39	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.00	0.11	0.11	0.00	0.03	0.03	113
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.00	0.11	0.11	0.00	0.03	0.03	105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.03	0.03	0.00	0.01	0.01	28.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	0.01	0.01	0.00	< 0.005	< 0.005	4.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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### 3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	1.34	0.03	—	0.03	0.03	—	0.03	301
Architectural Coatings	8.02	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.20	< 0.005	—	< 0.005	< 0.005	—	< 0.005	44.2
Architectural Coatings	1.18	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.32
Architectural Coatings	0.21	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Worker	0.04	0.03	0.00	0.11	0.11	0.00	0.03	0.03	103
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	0.02	0.02	0.00	< 0.005	< 0.005	15.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.14. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	1.96	0.02	—	0.02	0.01	—	0.01	301
Architectural Coatings	8.02	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.29	< 0.005	—	< 0.005	< 0.005	—	< 0.005	44.2
Architectural Coatings	1.18	—	—	—	—	—	—	—	—



Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.05	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.32
Architectural Coatings	0.21	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.00	0.11	0.11	0.00	0.03	0.03	103
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.00	0.02	0.02	0.00	< 0.005	< 0.005	15.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.15. Trenching (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.02	—	0.02	0.01	—	0.01	127
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.87
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	39.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 3.16. Trenching (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.70	< 0.005	—	< 0.005	< 0.005	—	< 0.005	127
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.87
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.81
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.00	0.04	0.04	0.00	0.01	0.01	39.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.11	0.73	0.01	2.07	2.09	0.01	0.53	0.54	2,199
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.11	0.73	0.01	2.07	2.09	0.01	0.53	0.54	2,199
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.06	0.85	0.01	2.07	2.09	0.01	0.53	0.54	2,067
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.06	0.85	0.01	2.07	2.09	0.01	0.53	0.54	2,067
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.18	0.14	< 0.005	0.35	0.35	< 0.005	0.09	0.09	328

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	0.14	< 0.005	0.35	0.35	< 0.005	0.09	0.09	328

#### 4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.11	0.73	0.01	2.07	2.09	0.01	0.53	0.54	2,199
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.11	0.73	0.01	2.07	2.09	0.01	0.53	0.54	2,199
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.06	0.85	0.01	2.07	2.09	0.01	0.53	0.54	2,067
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.06	0.85	0.01	2.07	2.09	0.01	0.53	0.54	2,067
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.18	0.14	< 0.005	0.35	0.35	< 0.005	0.09	0.09	328
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	0.14	< 0.005	0.35	0.35	< 0.005	0.09	0.09	328

#### 4.2. Energy

##### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)



Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.90
Total	—	—	—	—	—	—	—	—	2.43
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.90
Total	—	—	—	—	—	—	—	—	2.43
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.25
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.15
Total	—	—	—	—	—	—	—	—	0.40

#### 4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.90
Total	—	—	—	—	—	—	—	—	2.43

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.90
Total	—	—	—	—	—	—	—	—	2.43
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.25
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.15
Total	—	—	—	—	—	—	—	—	0.40

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Annual	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	32.8
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	32.8

#### 4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	32.8
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	32.8

#### 4.3. Area Emissions by Source

## 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.04	0.69	0.06	—	0.06	0.06	—	0.06	878
Consumer Products	1.85	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	—	—	—	—	—	—	—	—
Landscape Equipment	0.62	0.05	< 0.005	—	< 0.005	< 0.005	—	< 0.005	17.4
Total	2.84	0.74	0.06	—	0.06	0.06	—	0.06	895
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.04	0.69	0.06	—	0.06	0.06	—	0.06	878
Consumer Products	1.85	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	—	—	—	—	—	—	—	—
Total	2.23	0.69	0.06	—	0.06	0.06	—	0.06	878
Annual	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.58
Consumer Products	0.34	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.42
Total	0.45	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.01

## 4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.04	0.69	0.06	—	0.06	0.06	—	0.06	878
Consumer Products	1.85	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	—	—	—	—	—	—	—	—
Landscape Equipment	0.62	0.05	< 0.005	—	< 0.005	< 0.005	—	< 0.005	17.4
Total	2.84	0.74	0.06	—	0.06	0.06	—	0.06	895
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.04	0.69	0.06	—	0.06	0.06	—	0.06	878
Consumer Products	1.85	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	—	—	—	—	—	—	—	—
Total	2.23	0.69	0.06	—	0.06	0.06	—	0.06	878
Annual	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.58
Consumer Products	0.34	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.42
Total	0.45	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.01



## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	9.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	9.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	9.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	9.53
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.58
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	1.58

### 4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	9.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	9.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	9.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	9.53
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.58
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	1.58

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	97.5
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	97.5

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	97.5
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	97.5
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	16.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	16.1

#### 4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	97.5
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	97.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	97.5
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	97.5
Annual	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	16.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	16.1

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.62
Total	—	—	—	—	—	—	—	—	0.62
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.62
Total	—	—	—	—	—	—	—	—	0.62
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.10
Total	—	—	—	—	—	—	—	—	0.10

### 4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	0.62
Total	—	—	—	—	—	—	—	—	0.62
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.62
Total	—	—	—	—	—	—	—	—	0.62
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.10
Total	—	—	—	—	—	—	—	—	0.10

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

### 4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

### 4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

### 4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—
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#### 4.10. Soil Carbon Accumulation By Vegetation Type

##### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

##### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

##### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

## Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—

## 4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

## 4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

## 4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—



Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2026	1/15/2026	5.00	10.0	—
Site Preparation	Site Preparation	1/16/2026	1/30/2026	5.00	11.0	—
Grading	Grading	1/31/2026	2/27/2026	5.00	20.0	—
Building Construction	Building Construction	3/20/2026	10/19/2026	5.00	152	—
Paving	Paving	3/17/2027	4/7/2027	5.00	16.0	—
Architectural Coating	Architectural Coating	8/17/2026	3/16/2027	5.00	152	—
Trenching	Trenching	2/28/2026	3/19/2026	5.00	14.0	—

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	4.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Graders	Diesel	Average	1.00	2.00	148	0.41
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	1.00	4.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	2.00	367	0.40
Grading	Graders	Diesel	Average	1.00	2.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	2.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	2.00	3.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	1.00	36.0	0.38
Grading	Concrete/Industrial Saws	Diesel	Average	1.00	2.00	33.0	0.73

Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	8.00	82.0	0.20
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	2.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	1.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	2.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	3.00	84.0	0.37
Paving	Paving Equipment	Diesel	Average	1.00	1.00	89.0	0.36
Architectural Coating	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31
Architectural Coating	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Trenching	Tractors/Loaders/Back hoes	Diesel	Average	1.00	3.00	84.0	0.37
Trenching	Excavators	Diesel	Average	1.00	1.00	36.0	0.38

### 5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 3	1.00	4.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Tier 3	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Back hoes	Diesel	Tier 3	2.00	8.00	84.0	0.37
Demolition	Excavators	Diesel	Tier 3	1.00	8.00	36.0	0.38
Site Preparation	Graders	Diesel	Tier 3	1.00	2.00	148	0.41
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Tier 3	1.00	4.00	84.0	0.37
Site Preparation	Rubber Tired Dozers	Diesel	Tier 3	1.00	2.00	367	0.40
Grading	Graders	Diesel	Tier 3	1.00	2.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 3	1.00	2.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Tier 3	2.00	3.00	84.0	0.37

Grading	Excavators	Diesel	Tier 3	1.00	1.00	36.0	0.38
Grading	Concrete/Industrial Saws	Diesel	Tier 3	1.00	2.00	33.0	0.73
Building Construction	Cranes	Diesel	Tier 3	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 3	2.00	8.00	82.0	0.20
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	2.00	10.0	0.56
Paving	Pavers	Diesel	Tier 3	1.00	1.00	81.0	0.42
Paving	Rollers	Diesel	Tier 3	1.00	2.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Tier 3	1.00	3.00	84.0	0.37
Paving	Paving Equipment	Diesel	Tier 3	1.00	1.00	89.0	0.36
Architectural Coating	Aerial Lifts	Diesel	Tier 3	1.00	8.00	46.0	0.31
Architectural Coating	Forklifts	Diesel	Tier 3	1.00	8.00	82.0	0.20
Trenching	Tractors/Loaders/Back hoes	Diesel	Tier 3	1.00	3.00	84.0	0.37
Trenching	Excavators	Diesel	Tier 3	1.00	1.00	36.0	0.38

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	21.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	97.3	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	66.3	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	13.7	8.40	HHDT,MHDT
Building Construction	Hauling	1.85	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	13.3	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Trenching	Vendor	—	8.40	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT



## 5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	21.5	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	7.50	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	97.3	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	66.3	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	13.7	8.40	HHDT,MHDT
Building Construction	Hauling	1.85	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—

Architectural Coating	Worker	13.3	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	5.00	11.7	LDA,LDT1,LDT2
Trenching	Vendor	—	8.40	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	175,300	58,433	0.00	0.00	—

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	10,867	—
Site Preparation	—	—	2.75	0.00	—
Grading	—	15,575	5.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	2.34	0.00	0.00
2027	0.00	2.34	0.00	0.00

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	381	344	286	132,130	2,941	2,655	2,211	1,020,582
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	381	344	286	132,130	2,941	2,655	2,211	1,020,582
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	36
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	34
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

#### 5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	36
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	34
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0

Pellet Wood Stoves	0
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### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
175300.19999999998	58,433	0.00	0.00	—

### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

### 5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	238,802	2.34	0.0000	0.0000	616,285
Enclosed Parking with Elevator	139,728	2.34	0.0000	0.0000	0.00

### 5.11.2. Mitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBtu/yr)
Apartments Mid Rise	238,802	2.34	0.0000	0.0000	616,285
Enclosed Parking with Elevator	139,728	2.34	0.0000	0.0000	0.00

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	2,538,648	0.00
Enclosed Parking with Elevator	0.00	0.00

### 5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	2,538,648	0.00
Enclosed Parking with Elevator	0.00	0.00

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	51.7	—
Enclosed Parking with Elevator	0.00	—

### 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	51.7	—
Enclosed Parking with Elevator	0.00	—



## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

### 5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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### 5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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## 5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	12.7	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.55	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	13.6
AQ-PM	16.1
AQ-DPM	87.7
Drinking Water	61.4
Lead Risk Housing	39.0
Pesticides	0.00
Toxic Releases	29.6
Traffic	72.1
Effect Indicators	—
CleanUp Sites	62.0
Groundwater	35.0
Haz Waste Facilities/Generators	50.1
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	1.61
Cardio-vascular	4.44
Low Birth Weights	22.6
Socioeconomic Factor Indicators	—

Education	33.9
Housing	24.9
Linguistic	64.4
Poverty	14.3
Unemployment	41.8

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	83.2157064
Employed	93.31451302
Median HI	75.45232901
Education	—
Bachelor's or higher	98.10085975
High school enrollment	100
Preschool enrollment	63.67252663
Transportation	—
Auto Access	26.17733864
Active commuting	85.82060824
Social	—
2-parent households	59.74592583
Voting	87.68125241
Neighborhood	—
Alcohol availability	11.77980239
Park access	10.40677531
Retail density	93.51982548
Supermarket access	94.25125112



Tree canopy	81.80418324
Housing	—
Homeownership	9.303220839
Housing habitability	42.89747209
Low-inc homeowner severe housing cost burden	75.68330553
Low-inc renter severe housing cost burden	80.52098037
Uncrowded housing	28.82073656
Health Outcomes	—
Insured adults	98.9734377
Arthritis	96.4
Asthma ER Admissions	99.2
High Blood Pressure	91.8
Cancer (excluding skin)	71.8
Asthma	95.7
Coronary Heart Disease	97.4
Chronic Obstructive Pulmonary Disease	98.5
Diagnosed Diabetes	96.0
Life Expectancy at Birth	88.2
Cognitively Disabled	66.4
Physically Disabled	93.4
Heart Attack ER Admissions	98.8
Mental Health Not Good	96.5
Chronic Kidney Disease	95.6
Obesity	93.1
Pedestrian Injuries	64.7
Physical Health Not Good	98.5
Stroke	97.8
Health Risk Behaviors	—

Binge Drinking	48.9
Current Smoker	96.9
No Leisure Time for Physical Activity	95.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	45.9
Elderly	73.9
English Speaking	28.2
Foreign-born	91.6
Outdoor Workers	62.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	20.0
Traffic Density	44.4
Traffic Access	87.4
Other Indices	—
Hardship	12.4
Other Decision Support	—
2016 Voting	89.5

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	14.0
Healthy Places Index Score for Project Location (b)	89.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.  
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Mountain View default clean energy provider is Silicon Valley Clean Energy.
Land Use	Total lot acreage, square footages (combined residential + amenities), and number of parking spaces provided by filled out construction worksheet.
Construction: Construction Phases	Provided construction dates from filled out construction worksheet.
Construction: Off-Road Equipment	Equipment quantity and hours provided by filled out construction worksheet.
Construction: Trips and VMT	Demolition = 450 tons of pavement demo'd and hauled (9 trips/day), Building Construction = 140 concrete truck round trips (1.85 trips/day).
Construction: On-Road Fugitive Dust	Air District BMPs- 15 mph. Required by Mountain View BMPs.
Operations: Water and Waste Water	Wastewater treatment 100% aerobic - no septic tanks or lagoons.

## 2. Emissions Summary -HRA

### 2.2 Construction Emissions by Year, Unmitigated

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO <sub>2</sub> e
Daily - Summer (Max)									
2026	8.6796440	4.7380035	0.1735624	0.0694060	0.2429684	0.1597322	0.0168170	0.1765493	1244.0880463659637
2027	0.2037550	1.3416896	0.0503305	0.0141307	0.0644612	0.0463040	0.0033122	0.0496163	296.0462865201872
Daily - Winter (Max)									
2026	8.6683945	12.390241	0.4801766	1.9168651	2.0887759	0.4418383	0.8902467	1.0487480	2356.722758123184
2027	8.1570846	1.3552933	0.0503305	0.0141307	0.0644612	0.0463040	0.0033122	0.0496163	312.2194786016082
Average Daily									
2026	2.4782013	2.5427403	0.0943252	0.2160832	0.3104085	0.0868229	0.0858753	0.1726982	631.4673436640475
2027	1.2059537	0.2577231	0.0068766	0.0019524	0.0088290	0.0063264	0.0004569	0.0067834	58.77509098819499
Annual									
2026	0.4522717	0.4640501	0.0172143	0.0394352	0.0566495	0.0158451	0.0156722	0.0315174	104.54662501355214
2027	0.2200865	0.0470344	0.0012549	0.0003563	0.0016112	0.0011545	0.0000834	0.0012379	9.730887051143132

## 2. Emissions Summary - HRA

### 2.3 Construction Emissions by Year, Mitigated

Year	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO <sub>2</sub> e
Daily - Summer (Max)									
2026	8.4603417	5.9790087	0.0382363	0.0694060	0.1076423	0.0347724	0.0168170	0.0515894	1244.0880463659637
2027	0.1501812	1.6698211	0.0107446	0.0141307	0.0248754	0.0098435	0.0033122	0.0131558	296.0462865201872
Daily - Winter (Max)									
2026	8.4490922	11.520496	0.0730460	1.1150954	1.1881415	0.0661567	0.3637828	0.3913414	2356.722758123184
2027	8.1343721	1.9678118	0.0153357	0.0141307	0.0248754	0.0141473	0.0033122	0.0163432	312.2194786016082
Average Daily									
2026	2.3425576	2.9417054	0.0180023	0.1228325	0.1408348	0.0163468	0.0412883	0.0576351	631.4673436640475
2027	1.2002717	0.3620069	0.0027218	0.0019524	0.0046742	0.0025079	0.0004569	0.0029649	58.77509098819499
Annual									
2026	0.4275167	0.5368612	0.0032854	0.0224169	0.0257023	0.0029833	0.0075351	0.0105184	104.54662501355214
2027	0.2190495	0.0660662	0.0004967	0.0003563	0.0008530	0.0004576	0.0000834	0.0005410	9.730887051143132

### 5.3. Construction Vehicles - HRA

#### 5.3.1 Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition				
Demolition	Worker	12.5	1	LDA,LDT1,LDT2
Demolition	Vendor		1	HHDT,MHDT
Demolition	Hauling	21.5	1	HHDT
Demolition	Onsite truck			HHDT
Site Preparation				
Site Preparation	Worker	7.5	1	LDA,LDT1,LDT2
Site Preparation	Vendor		1	HHDT,MHDT
Site Preparation	Hauling	0	1	HHDT
Site Preparation	Onsite truck			HHDT
Grading				
Grading	Worker	15	1	LDA,LDT1,LDT2
Grading	Vendor		1	HHDT,MHDT
Grading	Hauling	97.35	1	HHDT
Grading	Onsite truck			HHDT
Building Construction				
Building Construction	Worker	66.29784	1	LDA,LDT1,LDT2
Building Construction	Vendor	13.686942799999999	1	HHDT,MHDT
Building Construction	Hauling	1.85	1	HHDT
Building Construction	Onsite truck			HHDT
Paving				
Paving	Worker	20	1	LDA,LDT1,LDT2
Paving	Vendor		1	HHDT,MHDT
Paving	Hauling	0	1	HHDT
Paving	Onsite truck			HHDT
Architectural Coating				
Architectural Coating	Worker	13.259568	1	LDA,LDT1,LDT2
Architectural Coating	Vendor		1	HHDT,MHDT
Architectural Coating	Hauling	0	1	HHDT
Architectural Coating	Onsite truck			HHDT
Trenching				
Trenching	Worker	5	1	LDA,LDT1,LDT2
Trenching	Vendor		1	HHDT,MHDT
Trenching	Hauling	0	1	HHDT
Trenching	Onsite truck			HHDT



### 5.3. Construction Vehicles - HRA

#### 5.3.2 Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition				
Demolition	Worker	12.5	1	LDA,LDT1,LDT2
Demolition	Vendor		1	HHDT,MHDT
Demolition	Hauling	21.5	1	HHDT
Demolition	Onsite truck			HHDT
Site Preparation				
Site Preparation	Worker	7.5	1	LDA,LDT1,LDT2
Site Preparation	Vendor		1	HHDT,MHDT
Site Preparation	Hauling	0	1	HHDT
Site Preparation	Onsite truck			HHDT
Grading				
Grading	Worker	15	1	LDA,LDT1,LDT2
Grading	Vendor		1	HHDT,MHDT
Grading	Hauling	97.35	1	HHDT
Grading	Onsite truck			HHDT
Building Construction				
Building Construction	Worker	66.29784	1	LDA,LDT1,LDT2
Building Construction	Vendor	13.686942799999999	1	HHDT,MHDT
Building Construction	Hauling	1.85	1	HHDT
Building Construction	Onsite truck			HHDT
Paving				
Paving	Worker	20	1	LDA,LDT1,LDT2
Paving	Vendor		1	HHDT,MHDT
Paving	Hauling	0	1	HHDT
Paving	Onsite truck			HHDT
Architectural Coating				
Architectural Coating	Worker	13.259568	1	LDA,LDT1,LDT2
Architectural Coating	Vendor		1	HHDT,MHDT
Architectural Coating	Hauling	0	1	HHDT
Architectural Coating	Onsite truck			HHDT
Trenching				
Trenching	Worker	5	1	LDA,LDT1,LDT2
Trenching	Vendor		1	HHDT,MHDT
Trenching	Hauling	0	1	HHDT
Trenching	Onsite truck			HHDT

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4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

### 5.10.2. Architectural Coatings

### 5.10.3. Landscape Equipment

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

## 5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data



# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	24-099 2645-2655 Fayette Drive, Mountain View 2030 Op
Operational Year	2030
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	32.8
Location	2645 Fayette Dr, Mountain View, CA 94040, USA
County	Santa Clara
City	Mountain View
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1719
EDFZ	1
Electric Utility	Silicon Valley Clean Energy
Gas Utility	City of Palo Alto Utilities
App Version	2022.1.1.26

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	70.0	Dwelling Unit	0.67	86,568	0.00	—	209	—

Enclosed Parking with Elevator	101	Space	0.00	37,852	0.00	—	—	—
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Unmit.	3.86	1.55	0.08	2.07	2.16	0.08	0.53	0.61	3,332
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Unmit.	3.21	1.61	0.08	2.07	2.15	0.08	0.53	0.60	3,188
Average Daily (Max)	—	—	—	—	—	—	—	—	—
Unmit.	3.41	0.88	0.03	1.93	1.96	0.03	0.49	0.52	2,258
Annual (Max)	—	—	—	—	—	—	—	—	—
Unmit.	0.62	0.16	< 0.005	0.35	0.36	< 0.005	0.09	0.09	374

### 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Mobile	1.01	0.65	0.01	2.07	2.09	0.01	0.53	0.54	2,128
Area	2.84	0.74	0.06	—	0.06	0.06	—	0.06	895

Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.86	1.55	0.08	2.07	2.16	0.08	0.53	0.61	3,332
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Mobile	0.97	0.77	0.01	2.07	2.09	0.01	0.53	0.54	2,002
Area	2.23	0.69	0.06	—	0.06	0.06	—	0.06	878
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.21	1.61	0.08	2.07	2.15	0.08	0.53	0.60	3,188
Average Daily	—	—	—	—	—	—	—	—	—
Mobile	0.91	0.69	0.01	1.93	1.94	0.01	0.49	0.50	1,920
Area	2.49	0.04	< 0.005	—	< 0.005	< 0.005	—	< 0.005	30.3
Energy	0.01	0.16	0.01	—	0.01	0.01	—	0.01	200
Water	—	—	—	—	—	—	—	—	9.53
Waste	—	—	—	—	—	—	—	—	97.5
Refrig.	—	—	—	—	—	—	—	—	0.62
Total	3.41	0.88	0.03	1.93	1.96	0.03	0.49	0.52	2,258
Annual	—	—	—	—	—	—	—	—	—
Mobile	0.17	0.13	< 0.005	0.35	0.35	< 0.005	0.09	0.09	318
Area	0.45	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.01
Energy	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	33.2
Water	—	—	—	—	—	—	—	—	1.58
Waste	—	—	—	—	—	—	—	—	16.1
Refrig.	—	—	—	—	—	—	—	—	0.10

Total	0.62	0.16	< 0.005	0.35	0.36	< 0.005	0.09	0.09	374
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## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.01	0.65	0.01	2.07	2.09	0.01	0.53	0.54	2,128
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.01	0.65	0.01	2.07	2.09	0.01	0.53	0.54	2,128
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.97	0.77	0.01	2.07	2.09	0.01	0.53	0.54	2,002
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.97	0.77	0.01	2.07	2.09	0.01	0.53	0.54	2,002
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.17	0.13	< 0.005	0.35	0.35	< 0.005	0.09	0.09	318
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.17	0.13	< 0.005	0.35	0.35	< 0.005	0.09	0.09	318

### 4.2. Energy

## 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.90
Total	—	—	—	—	—	—	—	—	2.43
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.90
Total	—	—	—	—	—	—	—	—	2.43
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.25
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.15
Total	—	—	—	—	—	—	—	—	0.40

## 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198

Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	0.01	0.16	0.01	—	0.01	0.01	—	0.01	198
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	32.8
Enclosed Parking with Elevator	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00
Total	< 0.005	0.03	< 0.005	—	< 0.005	< 0.005	—	< 0.005	32.8

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.04	0.69	0.06	—	0.06	0.06	—	0.06	878
Consumer Products	1.85	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	—	—	—	—	—	—	—	—
Landscape Equipment	0.61	0.05	< 0.005	—	< 0.005	< 0.005	—	< 0.005	17.4
Total	2.84	0.74	0.06	—	0.06	0.06	—	0.06	895



Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Hearths	0.04	0.69	0.06	—	0.06	0.06	—	0.06	878
Consumer Products	1.85	—	—	—	—	—	—	—	—
Architectural Coatings	0.33	—	—	—	—	—	—	—	—
Total	2.23	0.69	0.06	—	0.06	0.06	—	0.06	878
Annual	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	3.58
Consumer Products	0.34	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.42
Total	0.45	0.01	< 0.005	—	< 0.005	< 0.005	—	< 0.005	5.01

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	9.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	9.53
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	9.53
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	9.53
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	1.58
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	1.58

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	97.5
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	97.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	97.5
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	97.5
Annual	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	16.1
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	16.1

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.62
Total	—	—	—	—	—	—	—	—	0.62
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.62
Total	—	—	—	—	—	—	—	—	0.62
Annual	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	0.10
Total	—	—	—	—	—	—	—	—	0.10

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
----------------	-----	-----	-------	-------	-------	--------	--------	--------	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—

#### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—



Removed	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	381	344	286	132,130	2,941	2,655	2,211	1,020,582
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	36
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	34
Conventional Wood Stoves	0
Catalytic Wood Stoves	0

Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
175300.19999999998	58,433	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	238,802	2.34	0.0000	0.0000	616,285
Enclosed Parking with Elevator	139,728	2.34	0.0000	0.0000	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	2,538,648	0.00
Enclosed Parking with Elevator	0.00	0.00

### 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	51.7	—
Enclosed Parking with Elevator	0.00	—

### 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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### 5.16. Stationary Sources

#### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

#### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
----------------	-----------------------------	------

Temperature and Extreme Heat	12.7	annual days of extreme heat
Extreme Precipitation	4.40	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	8.55	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about  $\frac{3}{4}$  an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	13.6
AQ-PM	16.1
AQ-DPM	87.7
Drinking Water	61.4
Lead Risk Housing	39.0
Pesticides	0.00
Toxic Releases	29.6



Traffic	72.1
Effect Indicators	—
CleanUp Sites	62.0
Groundwater	35.0
Haz Waste Facilities/Generators	50.1
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	1.61
Cardio-vascular	4.44
Low Birth Weights	22.6
Socioeconomic Factor Indicators	—
Education	33.9
Housing	24.9
Linguistic	64.4
Poverty	14.3
Unemployment	41.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	83.2157064
Employed	93.31451302
Median HI	75.45232901
Education	—
Bachelor's or higher	98.10085975
High school enrollment	100

Preschool enrollment	63.67252663
Transportation	—
Auto Access	26.17733864
Active commuting	85.82060824
Social	—
2-parent households	59.74592583
Voting	87.68125241
Neighborhood	—
Alcohol availability	11.77980239
Park access	10.40677531
Retail density	93.51982548
Supermarket access	94.25125112
Tree canopy	81.80418324
Housing	—
Homeownership	9.303220839
Housing habitability	42.89747209
Low-inc homeowner severe housing cost burden	75.68330553
Low-inc renter severe housing cost burden	80.52098037
Uncrowded housing	28.82073656
Health Outcomes	—
Insured adults	98.9734377
Arthritis	96.4
Asthma ER Admissions	99.2
High Blood Pressure	91.8
Cancer (excluding skin)	71.8
Asthma	95.7
Coronary Heart Disease	97.4
Chronic Obstructive Pulmonary Disease	98.5

Diagnosed Diabetes	96.0
Life Expectancy at Birth	88.2
Cognitively Disabled	66.4
Physically Disabled	93.4
Heart Attack ER Admissions	98.8
Mental Health Not Good	96.5
Chronic Kidney Disease	95.6
Obesity	93.1
Pedestrian Injuries	64.7
Physical Health Not Good	98.5
Stroke	97.8
Health Risk Behaviors	—
Binge Drinking	48.9
Current Smoker	96.9
No Leisure Time for Physical Activity	95.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	45.9
Elderly	73.9
English Speaking	28.2
Foreign-born	91.6
Outdoor Workers	62.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	20.0
Traffic Density	44.4
Traffic Access	87.4
Other Indices	—

Hardship	12.4
Other Decision Support	—
2016 Voting	89.5

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	14.0
Healthy Places Index Score for Project Location (b)	89.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.  
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Mountain View default clean energy provider is Silicon Valley Clean Energy.
Land Use	Total lot acreage, square footages (combined residential + amenities), and number of parking spaces provided by filled out construction worksheet.
Operations: Water and Waste Water	Wastewater treatment 100% aerobic - no septic tanks or lagoons.

## **Attachment 2:    Project Health Risk Calculations**

2645 - 2655 Fayette Drive, Mountain View, CA  
- Construction Health Impact Summary

Maximum Impacts at MEI Location - Unmitigated (Modeled)

Emissions Year						
	Maximum Concentrations		Cancer Risk (per million)		Hazard Index	Maximum Annual PM2.5 Concentration
	Exhaust PM10/DPM	Fugitive PM2.5				
	(µg/m³)	(µg/m³)	Infant/Child	Adult	(-)	(µg/m³)
2020	0.11626	0.0998	20.7	0.3	0.02	0.22
2021	0.16123	0.00688	26.5	0.5	0.03	0.17
Total	-	-	47.2	0.8	-	-
Maximum	0.1612	0.0998	-	-	0.03	0.22

Maximum Impacts at MEI Location - Unmitigated (Calculated)

Emissions  Year						
	Maximum Concentrations		Cancer Risk (per million)		Hazard Index	Maximum Annual PM2.5 Concentration
	Exhaust PM10/DPM	Fugitive PM2.5				
	(µg/m3)	(µg/m3)	Infant/Child	Adult	(-)	(µg/m3)
2026	0.0543	0.1098	9.7	0.2	0.01	0.16
2027	0.0753	0.0076	12.4	0.2	0.02	0.08
Total	-	-	22.0	0.4	-	-
Maximum	0.1612	0.0998	-	-	0.02	0.16

Maximum Impacts at MEI Location - With Mitigation (Modeled)

Emissions Year						Maximum Annual PM2.5 Concentration (µg/m³)
	Maximum Concentrations		Cancer Risk (per million)		Hazard Index	
	Exhaust PM10/DPM (µg/m³)	Fugitive PM2.5 (µg/m³)				
			Infant/Child	Adult	(-)	
2020	0.01155	0.02516	2.1	0.03	0.002	0.04
2021	0.02094	0.00688	3.4	0.06	0.004	0.03
Total	-	-	5.5	0.09	-	-
Maximum	0.0209	0.0252	-	-	0.004	0.04

- Tier 3 DPF 3 Mitigation

Maximum Impacts at MEI Location - With Mitigation (Calculated)

Emissions  Year						
	Maximum Concentrations		Cancer Risk (per million)		Hazard Index	Maximum Annual PM2.5 Concentration
	Exhaust PM10/DPM	Fugitive PM2.5				
	(µg/m3)	(µg/m3)	Infant/Child	Adult	(-)	(µg/m3)
2026	0.0109	0.1098	1.9	0.03	0.00	0.12
2027	0.0151	0.0076	2.5	0.04	0.00	0.02
Total	-	-	4.4	0.1	-	-
Maximum	0.0209	0.0252	-	-	0.00	0.12

- Tier 3 DPF 3 Mitigation



## **ATTACHMENT 4**

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### **ARBORIST REPORT**



urban**tree**management



## Existing Conditions Arborist Report

*2645-2655 Fayette Dr.  
Mountain View, CA 94040*



*Inspection Date:  
August 3, 2023  
Revised: October 2, 2023*

Prepared by: Chris Stewart  
Project Arborists: Chris Stewart  
contractor's license # 755989  
certified arborist WC ISA #WE-13682A

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## Assignment

It was our assignment to physically inspect all trees onsite based on a topographical map provided by the design team. We were to map, tag and compile data for each tree and write an inventory/survey report documenting our observations on the site's existing conditions.

## Summary

This survey provides a numbered map and complete and detailed information for each tree surveyed. The complete list of trees and all relevant information, including their health and structure ratings, their "protected/significant" status, a map, and recommendations for their care can be found in the data sheet that accompanies this report.

There are 16 trees included in this report with 13 trees protected under the City of Mountain View's tree protection ordinance. During our survey, none of the trees were rated "A" condition, none of the trees were rated "B" condition, none of the trees were rated "C" condition, and 16 trees were rated "D" condition.

A - Retain, condition warrants long-term preservation.

B - Preservable, tree is a benefit and may be worthy of extensive effort or design accommodation.

C- May be preservable but is not worthy of extensive effort or design accommodation.

D – Recommend removal due to existing condition, structure and/or construction limits.

The existing site will be demolished, and a proposed multi-unit building will be constructed on this property. All of the existing trees will not survive construction impacts and need to be removed.

## Survey Methods

The trunks of the trees were measured using an arborist's diameter tape at 54" above natural grade. Multi-trunk trees are measured just below the first major trunk fork. The canopy height and spread are estimated using visual references only.

The condition of each tree is assessed by visual observation only from a standing position without climbing or using aerial equipment. No invasive equipment is used. Consequently, it is possible that individual tree(s) may have internal (or underground) health problems or structural defects, which are not detectable by visual inspection. In cases where it is thought further investigation is warranted, a "full tree risk assessment" is recommended. This assessment may be inclusive of drilling or using sonar equipment to detect internal decay and include climbing or the use of aerial equipment to assess higher portions of the tree.

All the trees surveyed were examined and then rated based on their individual health and structure according to the following Tree Ratings Table. For example, a tree may be rated "good" under the health column for excellent/vigorous appearance and growth, while the same tree may be rated "fair/poor" in the structure column if structural mitigation is needed.

The health of an individual tree is rated based on leaf color and size, canopy density, new shoot growth, and the absence or presence of pests or disease.

Individual tree structure is rated based on the growth pattern of the tree (including whether it is leaning); the presence or absence of poor limb attachments (such as co-dominant leaders); the length and weight of limbs; and the extent and location of apparent decay. For each tree, a structural rating of "fair" or above indicates that the structure can be maintained with routine pruning such as removing dead branches and reducing end weight as the tree grows. A "fair/poor" rating indicates that the tree has significant structural weaknesses and corrective action is warranted. The notes section for that tree will then recommend a strategy/technique to improve the structure or mitigate structural stresses. A "poor" structural rating indicates that the tree or portions of the tree are likely to fail and that there is little that can constructively be done about the problem other than removal of the tree or large portions of the tree. Very large trees that are rated "fair/poor" for structure AND that are near structures or in an area frequently traveled by cars or people, receive an additional **\*\*CONSIDER REMOVAL\*\*** notation under recommendations. This is included because structural mitigation techniques do not guarantee against structural failure, especially in very large trees. Property owners may or may not choose to remove this type of tree but should be aware that if a very large tree experiences a major structural failure, the danger to nearby people or property is significant.

## Tree Ratings Table

<b><u>Rating</u></b>	<b><u>Health</u></b>	<b><u>Structure</u></b>
<b>Good</b>	excellent/vigorous	flawless
<b>Fair/good</b>	no significant health concerns	very stable
<b>Fair</b>	showing initial or temporary disease, pests, or lack of vitality. measures should be taken to improve health and appearance.	routine maintenance needed such as pruning or end weight reduction as tree grows
<b>Fair/poor</b>	in decline, significant health issues	significant structural weakness(es), mitigation needed, mitigation may or may not preserve the tree
<b>Poor</b>	dead or near dead	hazard

## Tree Disposition Categories

Each tree onsite has been categorized for its suitability for preservation relative to its existing condition. Factors such as tree health, condition, age, planting location, species, and structure are all considered to determine if each tree is suitable for preservation. Each tree in the survey (Tree Data Table) has been assigned one of the following categories:

- A - Retain, condition warrants long-term preservation.
- B - Preservable, tree is a benefit and may be worthy of extensive effort or design accommodation.
- C - May be preservable but is not worthy of extensive effort or design accommodation.
- D – Recommend removal due to existing condition and/or structure.

If trees with poor structure or less than ideal conditions are retained, they may require further assessments, monitoring, access restrictions, maintenance, or eventual removal. More thorough conversations about impacts and specific preservation plans can be reported as the project evolves.

## Local Regulations Governing Trees

Mountain View's City Code (Chapter 32, Article II) defines a "Heritage Tree" as a tree with any of the following characteristics:

- A tree trunk with a circumference of forty-eight inches (48") or more, measured at fifty-four inches (54") above natural grade. Multi-trunk trees are measured just below the first major trunk fork.



- Any of the following three species of trees with a circumference of twelve inches (12") or more, measured at fifty-four inches (54") above natural grade.
  - Quercus (oak)
  - Sequoia (redwood)
  - Cedrus (cedar)
- A grove(s) of trees designated as "heritage" by the City Council.

## Survey Area Observations and Discussion

The property is located in downtown Mountain View on a flat rectangular lot with no elevation change. The predominant tree on this property is the White mulberry (*Morus alba*) tree. There were 6 distinct tree species identified during this tree survey. All of the trees onsite will be removed due to construction limits as they will not survive construction impacts.

### Tree Health on this Property

The health of the trees in the survey area ranged from "fair/good" to "fair/poor". Most of the trees on this property received a "fair" rating for health. Individual issues and recommendations for each tree are listed under the "Notes" column on the accompanying data sheet.

### Tree Structure on this Property

Tree structure in the survey area ranged from "fair/good" to "fair/poor." The majority of trees surveyed received "fair" structural ratings.

Ideally, trees are pruned for structure when young and are properly maintained to reduce end-weight and correct structural weaknesses as they grow. This practice prevents the growth of codominant leaders, epicormic sprouts, and excessively long, lateral branches that are prone to breakage. As mentioned above, the property would benefit from a pruning maintenance program to help correct the structure of the trees, reduce dead and diseased wood accumulation, and prevent future limb or codominant leader failures.

## Recommended Removals Based on Health/ Structure/Construction Limits

Details of each individual tree are located in the Tree Data table below on pages 10 and 11.

### Protected Removals (Permit is required to remove these trees)

**Tree #1** is a Douglas fir (*Pseudotsuga menziesii*) with DBH of 29."

**Tree #6** is a Canary Island palm (*Phoenix canariensis*) with a DBH of 29."

**Tree #7** is a Coast Redwood (*Sequoia sempervirens*) with a DBH of 58"

**Tree #11** is a Coast live oak (*Quercus agrifolia*) with a DBH of 27."  
**Tree #12** is a Mexican fan palm (*Washingtonia robusta*) with a DBH of 25."  
**Tree #13** is a White mulberry (*Morus alba*) with a DBH of 15."  
**Tree #17** is a White mulberry (*Morus alba*) with a DBH of 18."  
**Tree #21** is a White mulberry (*Morus alba*) with a DBH of 17."  
**Tree #24** is a Canary Island palm (*Phoenix canariensis*) with a DBH of 27."

#### **Unprotected Removals (Permit is not required to remove these trees)**

**Tree #14** is a White mulberry (*Morus alba*) with a DBH of 12."  
**Tree #15** is a White mulberry (*Morus alba*) with a DBH of 13."  
**Tree #16** is a White mulberry (*Morus alba*) with a DBH of 13."  
**Tree #18** is a White mulberry (*Morus alba*) with a DBH of 9."  
**Tree #19** is a White mulberry (*Morus alba*) with a DBH of 13."  
**Tree #20** is a White mulberry (*Morus alba*) with a DBH of 10."  
**Tree #23** is a White mulberry (*Morus alba*) with a DBH of 14."

#### **Site Images**



**Tree #1**



**Tree #6**



**Tree #24**

#### **Risks to Trees by Construction**

Besides the above-mentioned health and structure-related issues, the trees at this site could be at risk of damage by construction or construction procedures that are common to most construction sites. These procedures may include the dumping or the stockpiling of materials over root systems; the trenching across the root zones for utilities or for landscape irrigation; or the routing of construction traffic across the root system resulting in soil compaction and root dieback. It is therefore essential that Tree Protection Fencing be used as per the Architect's drawings. In constructing underground utilities, it is essential that the location of trenches be done outside the drip lines of trees except where approved by the Arborist.

## Tree Protection Plan

Protective fencing is required to be provided during the construction period to protect trees to be preserved. This fencing must protect a sufficient portion of the root zone to be effective. Fencing is recommended to be located 8-10 times (8x-10x) the DBH in all directions from the tree. DBH for each tree is shown in the attached data table. The minimum recommendation for tree protection fencing location is 6x the DBH, where a larger distance is not possible. There are areas where we will amend this distance based upon tree condition and proposed construction. In my experience, the protective fencing must:

- a. Consist of chain link fencing and have a minimum height of 6 feet.
- b. Be mounted on steel posts driven approximately 2 feet into the soil.
- c. Fencing posts must be located a maximum of 10 feet on center.
- d. Protective fencing must be installed prior to the arrival of materials, vehicles, or equipment.
- e. Protective fencing must not be moved, even temporarily, and must remain in place until all construction is completed, unless approved by a Certified Arborist.
- f. Tree protection signage shall be mounted to all individual tree protection fences.

Based on the existing development and the condition and location of trees present on site, the following is recommended:

1. The Project Arborist is Chris Stewart (408) 313-1937. The Project Arborist should supervise any excavation activities within the tree protection zones of these trees.
2. Any roots exposed during construction activities that are larger than 2 inches in diameter should not be cut or damaged until the Project Arborist has an opportunity to assess the impact that removing these roots could have on the trees.
3. The area under the driplines of trees should be thoroughly irrigated to a soil depth of 18 inches every 2 weeks during the dry months.
4. Mulch should cover all bare soil within the tree protection fencing. This material must be 6-8 inches in depth after spreading, which must be done by hand. Coarse wood chips are preferred because they are organic and degrade naturally over time.
5. There must be no grading, trenching, or surface scraping inside the driplines of protected trees, unless specifically approved by a Certified Arborist. For trenching, this means:
  - a. Trenches for any underground utilities (gas, electricity, water, phone, TV cable, etc.) must be located outside the driplines of protected trees, unless approved by a Certified Arborist. Alternative methods of installation may be suggested.
  - b. Landscape irrigation trenches must be located a minimum distance of 10x the trunk diameter from the trunks of protected trees unless otherwise noted and approved by the Arborist.
6. Materials must not be stored, stockpiled, dumped, or buried inside the driplines of protected trees.
7. Excavated soil must not be piled or dumped, even temporarily, inside the driplines of protected trees.

8. Landscape materials (cobbles, decorative bark, stones, fencing, etc.) must not be installed directly in contact with the bark of trees because of the risk of serious disease infection.
9. Landscape irrigation systems must be designed to avoid water striking the trunks of trees, especially Oak trees.
10. Any pruning must be done by a Company with an Arborist Certified by the ISA (International Society of Arboriculture) and according to ISA, Western Chapter Standards, 1998.
11. Any plants that are planted inside the driplines of oak trees must be of a species that is compatible with the environmental and cultural requirements of oak trees. Plants compatible with California native oaks can be found in The California Oak Foundation's 1991 publication "Compatible Plants Under & Around Oaks." This publication details plants compatible with California native oaks and is currently available online at: <http://californiaoaks.org/wpcontent/uploads/2016/04/CompatiblePlantsUnderAroundOaks.pdf>.

### Disclaimer and Certification of Performance

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I certify that the information contained in this report is correct to the best of my knowledge and that this report was prepared in good faith. Please call me if you have questions or if I can be of further assistance.

Respectfully,



Chris Stewart

WC ISA Certified Arborist WE-13682A

## TREE SURVEY DATA

Address: 2645/2655 Fayette Dr Mountain View, CA 94040  
 Inspection Date: 8/3/2023

Ratings for health and structure are given separately for each tree according to the table below. IE, a tree may be rated "Good" under the health column For excellent, vigorous appearance and growth, while the same tree may be rated "Fair, Poor" in the structure column if structural mitigation is needed.

KEY	Health	Structure
Good-G	excellent, vigorous	flawless
Fair - Good-FG	no significant health concerns	very stable
Fair-F	declining: measures should be taken to improve health and appearance	routine maintenance needed
Fair - Poor-FP	in decline: significant health issues	mitigation needed, it may or may not preserve this tree
Poor-P	dead or near dead	hazard

TAG NO.	COMMON NAME	DIAMETER AT BREAST HEIGHT*	H*/W*	HEALTH	STRUCTURE	PROTECTED (X)	TREE DISPOSITION	NOTES, RECOMMENDATIONS
1	Douglas Fir	29	72'/35'	FP	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
2	removed							removed prior to my inspection on 8/3/2023
3	removed							removed prior to my inspection on 8/3/2023
4	removed							removed prior to my inspection on 8/3/2023
5	removed							removed prior to my inspection on 8/3/2023
6	Canary Island Palm	29	40'/18'	F	FP	x	D	RR, removal due to construction limits, tree will not survive construction impacts
7	Coast redwood	58	95'/45'	FG	FG	x	D	RR, removal due to construction limits, tree will not survive construction impacts
8	removed							removed prior to my inspection on 8/3/2023
9	removed							removed prior to my inspection on 8/3/2023
10	removed							removed prior to my inspection on 8/3/2023
11	Coast Live Oak	27	40'/45'	FG	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
12	Mexican Fan Palm	25	65'/12'	F	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
13	White Mulberry	15	38'/40'	F	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
14	White Mulberry	12	30'/30'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
15	White Mulberry	13	35'/28'	fp	F		D	RR, removal due to construction limits, tree will not survive construction impacts
16	White Mulberry	13	40'/25'	fp	F		D	RR, removal due to construction limits, tree will not survive construction impacts
17	White Mulberry	18	42'/35'	F	FP	x	D	RR, removal due to construction limits, tree will not survive construction impacts
18	White Mulberry	9	40'/25'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
19	White Mulberry	13	40'/30'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
20	White Mulberry	10	40'/28'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
21	White Mulberry	17	38'/30'	FP	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
22	removed							removed prior to my inspection on 8/3/2023
23	White Mulberry	14	35'/30'	F	F		D	RR, removal due to construction limits, tree will not survive construction impacts
24	Canary Island Palm	27	40'/22'	F	F	x	D	RR, removal due to construction limits, tree will not survive construction impacts
25	removed							removed prior to my inspection on 8/3/2023

A = Retain, condition warrants long-term preservation	0
B = Preservable, tree is a benefit and may be worthy of extensive effort or design accommodation.	0
C = May be preservable but is not worthy of extensive effort or design accommodation.	0
D= Recommend removal due to existing condition and/or structure/construction limits	16
TOTAL TREES	16
PROTECTED TOTAL	9

### KEY TO ACRONYMS

DWR - Dead Wood Removal pruning recommended.  
 EWR - End Weight Reduction: pruning to remove weight from limb ends, thus reducing the potential for limb failure(s).  
 RCE - Root Collar Excavation: excavating a small area around a tree that is currently buried by soil or refuse above buttress roots, usually done with a hand shovel.  
 SP - Structural pruning - removal of selected non-dominant leaders in order to balance the tree.  
 CD - Codominant Leader, two leaders with a narrow angle of attachment and prone to failure.  
 LCR-Live Crown Ratio.  
 RR - Recommend Tree Removal based upon Health or Structure of tree.  
 Prop - Steel prop in concrete footing recommended to help support a tree/limb.  
 Cable - Recommend a steel cable(s) be installed to help support a weakly attached limb(s).

**TREE SURVEY DATA**

TAG NO.	COMMON NAME	DIAMETER AT BREAST HEIGHT"	H"/W"	HEALTH	STRUCTURE	PROTECTED (X)	TREE DISPOSITION	NOTES, RECOMMENDATIONS
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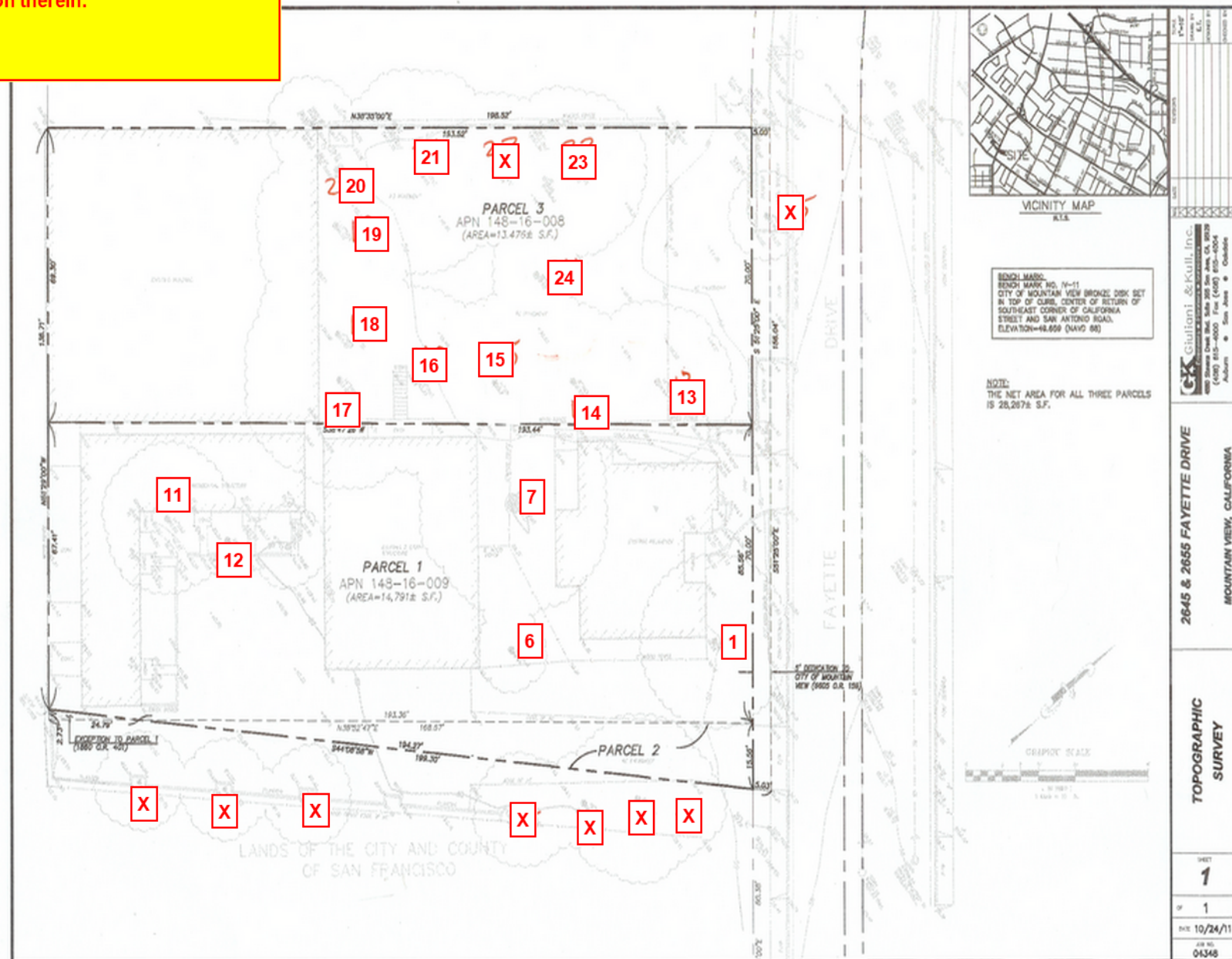
**TREE ORDINANCE**  
Mountain View's City Code Chapter 32, Article II, defines a "Heritage Tree" as any tree that has a trunk with a circumference of forty-eight inches (48") or more measured at fifty-four inches (54") above natural grade. Multi-trunk trees are measured just below the first major trunk fork. Three species, quercus (oak), sequoia (redwood) or cedrus (cedar) are considered "Heritage" if they have a circumference of twelve inches (12") measured at fifty-four inches (54") above natural grade.

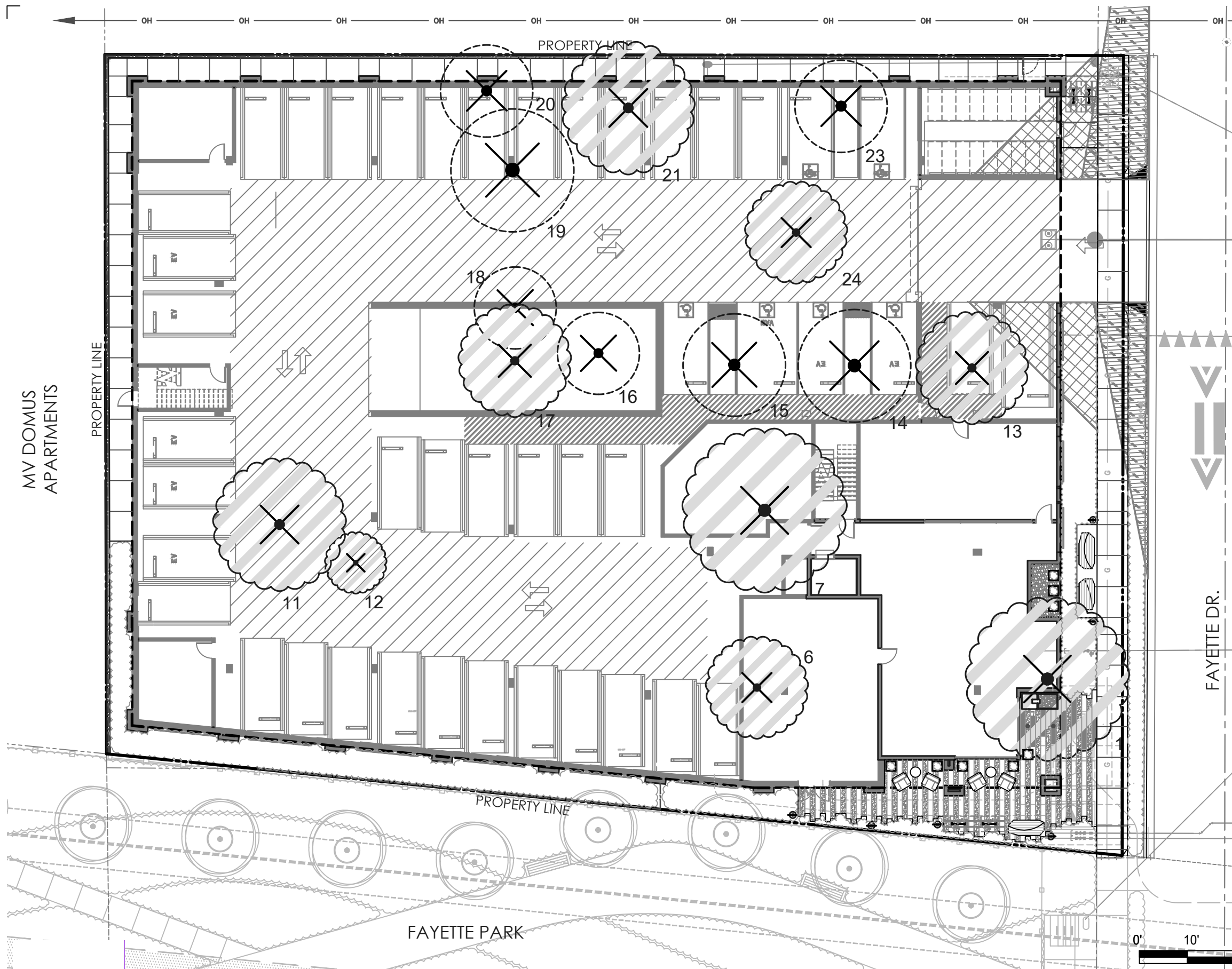
Common Name	Latin Name
Douglas fir	<i>Pseudotsuga menziesii</i>
Coast live oak	<i>Quercus agrifolia</i>
Canary Island palm	<i>Phoenix canariensis</i>
Coast redwood	<i>Sequoia sempervirens</i>
White mulberry	<i>Morus alba</i>
Mexican fan palm	<i>Washingtonia robusta</i>

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# TREE DISPOSITION LEGEND

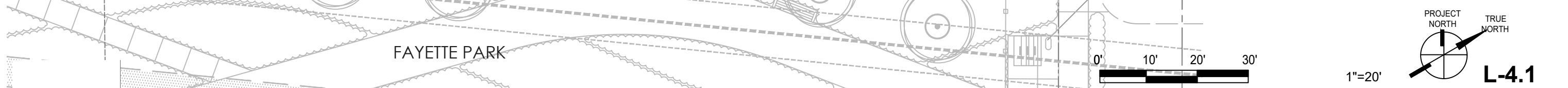
KEY	TYPE	QTY
	EXISTING TREE TO REMAIN	0
	EXISTING HERITAGE TREE TO BE REMOVED	9
	EXISTING TREE TO BE REMOVED	7

REPLACEMENT RATIO:  
 9 HERITAGE TREES REMOVED  
 x 2 2:1 MITIGATION RATIO  
 = 18 REPLACEMENT TREES REQUIRED

7 NON-HERITAGE TREES REMOVED  
 x 1 1:1 MITIGATION RATIO  
 = 7 REPLACEMENT TREES REQUIRED

**25 TOTAL REPLACEMENT TREES REQUIRED**  
**27 REPLACEMENT TREES PROPOSED**

Note:  
 Refer to Planting Palette, sheet L-2.00, and Planting Plan, sheets L-2.1 and L-2.2, for tree mitigation quantities and location.





PLANTING NOTES

THE FOLLOWING SIX (6) NOTES ARE FOR BIDDING PURPOSES ONLY

1.

The contractor is required to submit plant quantities and unit prices for all plant materials as a part of the bid.
2.

Assume 15 gallon plant for any unlabelled or un-sized tree; 5 gallon plant for any unlabelled or un-sized shrub; and 4" pots @ 12" o.c. (not flats) for any unlabelled ground cover. All planting beds, except for lawns, are to receive ground cover plant installation in addition to the shrubs and trees shown on the plans.
3.

The planting areas shall be ripped to a depth of 8" to reduce compaction. The native subgrade soil shall be treated with 100 lbs of gypsum/1000 sf and leached to improve drainage and reduce the soil interface barrier. Contractor shall coordinate this work with other trades. This is subject to the final recommendations of the soils test (see below) and review by the Landscape Architect and the Owner.
4.

All planting areas are to receive Super Humus Compost by BFI (408.945.2844; www.bfi.com) at the rate of 6 cubic yards/1000 square feet, evenly tilled 6" deep into the soil to finish grade. All planting areas shall have 6-20-20 Commercial Fertilizer at 25lbs/1000 square feet evenly distributed into the soil. This is subject to the final recommendations and review of the soils test (see below) by the Landscape Architect and the Owner.
5.

Planting pits are to be backfilled with a mixture of 50% native soil and 50% amended native soil.
6.

The General Contractor is to provide an agricultural suitability analysis for on-site rough graded soil and any imported topsoil. Recommendations for amendmments contained in this analysis are to be carried out before planting occurs. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary. See specifications for testing procedure.
7.

All work shall be performed by persons familiar with planting work and under supervisions of a qualified planting foreman.
8.

Plant material locations shown are diagrammatic and may be subject to change in the field by the Landscape Architect before the maintenance period begins.
9.

All trees are to be staked as shown in the staking diagrams.
10.

All tree stakes shall be cut 6" above tree ties after stakes have been installed to the depth indicated in the staking diagrams. Single stake all conifers per tree staking diagram.
11.

Plant locations are to be adjusted in the field as necessary to screen utilities but not to block windows nor impede access. The Landscape Architect reserves the right to make minor adjustments in tree locations after planting at no cost to the Owner. All planting located adjacent to signs shall be field adjusted so as not to interfere with visibility of the signs.
12.

The Landscape Architect reserves the right to make substitutions, additions, and deletions in the planting scheme as felt necessary while work is in progress. Such changes are to be accompanied by equitable adjustments in the contract price if/when necessary and subject to the Owner's approval.
13.

The contractor is to secure all vines to walls and columns with approved fasteners, allowing for two (2) years growth. Submit sample of fastener to Landscape Architect for review prior to ordering.
14.

All planting areas, except lawns and storm-water treatment zones (as defined by the civil engineer), shall be top-dressed with a 3" layer of recycled wood mulch, "Wonder Mulch" by Vision Recycling (510.429.1300; www.visionrecycling.com) or approved equal. Planter pots shall be top-dressed with "Colored Lumber Fines" mulch by Vision Recycling. Mulch shall be brown in color. Submit sample to Landscape Architect for review prior to ordering. Hold all mulch six (6) inches from all plants where mulch is applied over the rootball.
15.

All street trees to be installed in accordance with the standards and specifications of the City of Mountain View. Contractor to contact the city arborist to confirm plant type, plant size (at installation), installation detailing and locations prior to proceeding with installation of street trees. Contractor is to obtain street tree planting permit from the city, if a permit is required, prior to installation of street trees. Contractor is to consult with the Landscape Architect during this process.
16.

The lawn shall be sod or seeded (as noted) and consist of a drought tolerant hard fescue blend such as Pacific Sod "Medallion Dwarf with Bonsai", installed per manufacturer's recommendations and specifications. The mix shall consist of the following proportions of grass species: 100% Bonsai Double Dwarf fescue. Available through: Pacific Sod 800.542.7633

17.

Trees planted in lawn areas shall have a 12" diameter cutout for trimming purposes.
18.

Plants shall be installed to anticipate settlement. See Tree and Shrub Planting Details.
19.

All trees noted with 'deep root' and those planted within 5'-0" of concrete paving, curbs, and walls shall have deep root barriers installed per manufacturer's specifications. See specifications and details for materials, depth of material, and location of installation.
20.

The Landscape Contractor shall arrange with a nursery to secure plant material noted on the drawings and have those plants available for review by the Owner and Landscape Architect within thirty (30) days of award of contract. The Contractor shall purchase the material and have it segregated and grown for the job upon approval of the plant material. The deposit necessary for such contract growing is to be born by the Contractor.
21.

The project has been designed to make efficient use of water through the use of drought tolerant plant materials. Deep rooting shall be encouraged by deep watering plant material as a part of normal landscape maintenance. The irrigation for all planting shall be limited to the amount required to maintain adequate plant health and growth. Water usage should be decreased as plants mature and become established. The irrigation controllers shall be adjusted as necessary to reflect changes in weather and plant requirements.
22.

The Landscape Contractor shall verify the location of underground utilities and bring any conflicts with plant material locations to the attention of the Landscape Architect for a decision before proceeding with the work. Any utilities shown on the Landscape drawings are for reference and coordination purposes only. See Civil Drawings.
23.

The design intent of the planting plan is to establish an immediate and attractive mature landscape appearance. Future plant growth will necessitate trimming, shaping and, in some cases, removal of trees and shrubs as an on-going maintenance procedure.
24.

Install all plants per plan locations and per patterns shown on the plans. Install all shrubs to ensure that anticipated, maintained plant size is at least 2'-0" from the face of building(s) unless shown otherwise on the plans. Refer to Plant Spacing Diagram for plant masses indicated in a diagrammatic manner on the plans. Refer to Plant Spacing Diagram for spacing of formal hedge rows.
25.

Contractor to provide one (1) Reference Planting Area for review by Landscape Architect prior to installation of the project planting. The Reference Planting Area shall consist of a representative portion of the site of not less than 900 (nine hundred) square feet. Contractor to set out plants, in containers, in the locations and patterns shown on the plans, for field review by the Landscape Architect. The Reference Planting Area will be used as a guide for the remaining plant installation.
26.

The Maintenance Period(s) shall be for 60 (sixty) days. Portions of the installed landscape of a project may be placed on a maintenance period prior to the completion of the project at the Owner's request and with the Owner's concurrence.
27.

Contractor to verify drainage of all tree planting pits. See Planting Specifications. Install drainage well per specifications and Tree Planting Detail(s) if the tree planting pit does not drain at a rate to meet the specifications.
28.

Contractor shall remove all plant and bar code labels from all installed plants and landscape materials prior to arranging a site visit by the Landscape Architect.
29.

Versi-Cell drainage board or approved equal is to be installed in all on-structure planters and all pre-cast planters/pots as shown in the drawings. Material available through: Tournesol Siteworks, 800.542.2282. Allow 4 weeks lead time for ordering product. All drainage board shall be completed covered with filter fabric as shown in the drawings and per manufacturer's specifications.
30.

All tree rootballs shall be irrigated by water jet during the sixty (60) day maintenance period established by specifications. This irrigation shall occur each time normal irrigation is scheduled.
31.

The Landscape Contractor shall, as a part of this bid, provide for a planting allowance for the amount of \$5,000.000 (Five Thousand Dollars) to be used for supplying and installing additional plant material as directed by the Landscape Architect and approved by the Owner in writing. The unused portion of the allowance shall be returned to the Owner at the beginning of the maintenance period.

PLANTING PALETTE

KEY	SIZE	BOTANICAL NAME	COMMOM NAME	QTY	WUCOLS	CA NATIVE
TREES						
ACE JAP	36" BOX	Acer japonica	Japanese Maple	2	M	
ACE RUB	36" BOX	Acer rubrum	Red Maple	5	M	
CER OCC	24" BOX	Cercis occidentalis	Western Redbud	7	VL	Yes
LAG IND	24" BOX	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4	L	
LAU SAR	24" BOX	Laurus nobilis 'Saratoga'	Saratoga Bay Laurel	1	L	Yes
PRU SAR	24" BOX	Prunus sargentii 'Columnaris'	Columnar Cherry	8	M	
			Total Trees	27		

KEY	SIZE	BOTANICAL NAME	COMMOM NAME	SPACING	WUCOLS	CA NATIVE
SHRUBS						
ACC	5 gallon	Acacia cognata 'Cousin Itt'	Cousin Itt dwarf acacia	36" o.c.	L	
AGA	15 gallon	Agave parryi var. huachucensis	Huachua Agave	42" o.c.	VL	
ALY	5 gallon	Alyogyne huegelii 'Mood Indigo'	Blue Hibiscus	48" o.c.	L	
ANI	5 gallon	Anigozanthos hybrid 'Bush Red'	Kangaroo Paw	18" o.c.	L	
AHM	5 gallon	Arctostaphylos dens. 'Howard McMinn'	Howard McMinn Manzanita	48" o.c.	L	Yes
BAM	5 gallon	Bambusa m. 'Golden Goddess'	Golden Goddess Bamboo	48" o.c.	L	
CTS	5 gallon	Coprosma 'Tequila Sunrise'	Tequila Sunrise Mirror Plant	24" o.c.	L	
COP	5 gallon	Cordyline australis 'Seipin'	Cordyline Pink Passion	48" o.c.	M	
FAV	5 gallon	Fatsia japonica	Japanese aralia	36" o.c.	M	
GRE	5 gallon	Grevillea 'Superb'	Superb Grevillea	36" o.c.	L	
ILE	5 gallon	Ilex vomitoria 'Pride of Houston'	Pride of Houston yaupon holly	24" o.c.	L	
IRI	5 gallon	Iris douglasiana	Douglas Iris	36" o.c.	L	Yes
MAQ	5 gallon	Berberis aquifolium 'Compacta'	Compact Oregon Grape	36" o.c.	M	Yes
PIT	5 gallon	Pittosporum tob. 'Variegata'	Variegated Mockorange	36" o.c.	L	
POL	5 gallon	Polygala fruticosa 'Petite Butterfly'	Sweet Pea Shrub	24" o.c.	M	
RTB	5 gallon	Rosmarinus o. 'Tuscan Blue'	Tuscan Blue Rosemary	30" o.c.	L	
SAF	5 gallon	Salvia greggii 'Purple'	Purple Autumn Sage	24" o.c.	L	

GRASSES						
BOG	1 gallon	Bouteloua gracilis 'Blonde Ambition'	Blue Grama Grass	18" o.c.	L	Yes
LOM	1 gallon	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	30" o.c.	L	
MDU	1 gallon	Muhlenbergia dubia	Pine Muhly	24" o.c.	L	
SES	1 gallon	Sesleria autumnalis	Autumn Moor Grass	18" o.c.	M	

GROUNDCOVERS						
CUR	4" pot	Curio rowleyanus	String-of-pearls	4" o.c.	L	
EEG	4" pot	Echeveria elegans	White Mexican Rose	12" o.c.	L	
ECP	4" pot	Echeveria shaviana 'Pink Frills'	pink frills echeveria	12" o.c.	L	
EK	1 gallon	Erigeron karvinskianus	Santa Barbara daisy	24" o.c.	L	
MPC	1 gallon	Myoporum parvifolium	Creeping Myoporum	36" o.c.	L	
OSD	4" pot	Oscularia deltoides	Deltoid-leaved Dewplant	12" o.c.	L	
OXZ	4" pot	Oxalis vulcanicola 'Zinfandel'	Volcanic Sorrel	18" o.c.	L	
SA	1 gallon	Sedum album	White Stonecrop	6" o.c.	L	
SR	1 gallon	Sedum reflexum	Reflexum Stonecrop	6" o.c.	L	

VINES						
HV	5 gallon	Hardenbergia v. 'Happy Wanderer'	Purple Lilac Vine	Per Plan	M	

- NOTES:
1.

WUCOLS value (Water Use Classification of Landscape Species) per WUCOLS IV, 2014 edition.
2.

Plants selected for suitability to Western Climate Zone 15.