

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2014

A RESOLUTION CERTIFYING THE NORTH BAYSHORE PRECISE PLAN
ENVIRONMENTAL IMPACT REPORT AND ADOPTING CEQA FINDINGS, A
STATEMENT OF OVERRIDING CONSIDERATIONS, MITIGATION MEASURES,
AND A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.*, the City has prepared an Environmental Impact Report (EIR) for the North Bayshore Precise Plan; and

WHEREAS, the City of Mountain View prepared and circulated for public comment a Draft EIR, held a public hearing on the Draft EIR before the Environmental Planning Commission on September 3, 2014, and gave all public notices in the manner and at the times required by law; and

WHEREAS, the Final EIR, which includes the Draft EIR and response to comments document for the North Bayshore Precise Plan, was presented to the City Council on November 25, 2014, and the City Council has reviewed the Final EIR on the proposed project and all associated staff reports, meeting minutes, testimony, and evidence constituting the record of proceedings, as referenced in the Statement of Overriding Considerations; and

WHEREAS, the Final EIR identifies certain significant effects on the environment that would result from the implementation of the proposed project; and

WHEREAS, the Final EIR identifies mitigation measures which, when implemented, will substantially lessen or avoid the significant effects on the environment caused by the proposed project, with the exception of the significant unavoidable impacts to 6 intersections, 61 freeway segments during the a.m. peak hour and 10 freeway segments during the p.m. peak hour, transit vehicle delay at intersections, air quality impacts for criteria pollutants, and cumulative transportation and air quality impacts; and

WHEREAS, the Final EIR identifies and analyzes alternatives to the proposed project; and

WHEREAS, the Mitigation Monitoring and Reporting Program has been prepared pursuant to CEQA to monitor the changes to the project, which the lead agency has adopted in order to mitigate or avoid significant effects on the environment;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View, having independently considered the Final EIR and the potentially significant environmental effects of the project as shown in the Final EIR for the North Bayshore Precise Plan, that the Council:

1. Certifies that the Final EIR has been completed in compliance with CEQA and reflects the independent judgment of the City Council; and
2. Adopts the CEQA findings and Statement of Overriding Considerations for the project, attached hereto as Exhibit A; and
3. Adopts all of the feasible mitigation measures identified and described in the Final EIR and determines that the project, as mitigated, will avoid or reduce all of the significant adverse impacts to a less-than-significant level, with the exception of the significant unavoidable impacts to 6 intersections, 61 freeway segments during the a.m. peak hour and 10 freeway segments during the p.m. peak hour, transit vehicle delay at intersections, air quality impacts for criteria pollutants, and cumulative transportation and air quality impacts, which significant unavoidable impacts are considered acceptable because these unavoidable adverse environmental effects are outweighed by the benefits of the project as set forth in the Statement of Overriding Considerations; and
4. Finds that the alternatives identified and analyzed in the Final EIR cannot achieve the project objectives to the same degree as the proposed project, and do not represent substantial environmental benefits over the proposed project and are, therefore, rejected as infeasible, within the meaning of CEQA, in favor of the proposed project; and
5. Adopts a Mitigation Monitoring and Reporting Program, attached hereto as Exhibit B.

TIME FOR JUDICIAL REVIEW

The time within which judicial review of this document must be sought is governed by California Code of Procedure Section 1094.6 as established by Resolution No. 13850 adopted by the City Council on August 9, 1983.

**FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE

NORTH BAYSHORE PRECISE PLAN PROJECT
ENVIRONMENTAL IMPACT REPORT**

**CITY OF MOUNTAIN VIEW
NOVEMBER 2014**

Findings of Fact

INTRODUCTION

To support a decision on a project for which an environmental impact report (EIR) is prepared, a lead or responsible agency must prepare written findings of fact (Findings) for each significant effect on the environment identified in the EIR (Section 21081 of the Public Resources Code). The City of Mountain View, as the lead agency, has prepared these Findings for the North Bayshore Precise Plan Project. The Findings must be adopted by the Mountain View City Council.

Public Resources Code Section 21081 states that no public agency shall approve or carry out a project for which an EIR that has been certified identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The State California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Section 15091), list the possible Findings as follows:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
- Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

CEQA Guidelines Section 15093 further provides:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental

benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

PROJECT BACKGROUND AND OVERVIEW

The proposed project is a City-initiated Precise Plan for the area identified in the Mountain View 2030 General Plan as the North Bayshore Change Area. The North Bayshore Precise Plan provides a vision and guiding principles, development standards, and design guidelines for the properties in this area, in conformance with the 2030 General Plan vision for the area.

The proposed Precise Plan would update and consolidate all of the five existing Precise Plans included in the project area (as listed in Table 2.1-2), along with areas zoned *Limited Industrial (ML)*, *General Industrial (MM-40)*, and *Flood Plain (F)* into a single *North Bayshore Precise Plan* zoning district, under Section 36.22 of the City’s Municipal Zoning Ordinance. The *Precise Plan* zoning would allow flexibility to implement standards and features (such as increased office intensity and building heights) that more closely conform to the Mountain View 2030 General Plan policy direction for the area.

As mentioned above, the proposed Precise Plan represents an increase in the intensity of office and commercial uses within the area, consistent with the growth studied for the North Bayshore area in the 2030 General Plan, up to a maximum of approximately 3.4 million square feet of net new development. In addition to office and commercial space, new development in the project area could include enhanced parks and trail corridors, new public streets, and recreation facilities. No new residential uses are proposed for the Precise Plan area, as determined during the 2030 General Plan process. The proposed Precise Plan would change the allowed land use intensity for different land uses allowed in North Bayshore. A detailed list of project goals and objectives are included in Section 2.4 of the Draft Environmental Impact Report.

The project does not include a specific development proposal at this time. If the Council certifies the Final EIR and approves the North Bayshore Precise Plan, future development proposals would be subject to City review and additional public hearings. The approvals required for a future development project could include Demolition Permits, a Master Plan, Development Review Permits, Planned Community Permits, Tentative Map Permits, Grading Permits and Heritage Tree Removal Permits.

In accordance with CEQA Guidelines, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in the Draft EIR from September 4, 2013 to October 4, 2013, and a public EIR scoping session for the project was held by the Environmental Planning Commission (EPC) on September 26, 2013. The Draft EIR was circulated for public review for a 45-day comment period, which commenced on August 5,

2014 and ended on September 19, 2014 (Citation 1).

Public meetings were held at the EPC on September 3, 2014 and at the City Council on September 9, 2014 to provide a public forum for comments on the Draft EIR during the 45-day public comment period. Members of the public, the EPC, and the City Council provided comments at these meetings relating to environmental issues. Formal written responses to each of the comments received both at the public hearing as well as all other substantive comments received during the comment period are included in the Final EIR as well as text revisions to the DEIR.

No substantial changes to the DEIR were required, and the Final EIR includes the entire DEIR by reference. The Final EIR was made available to the public on November 7, 2014.

RECIRCULATION NOT REQUIRED

An EIR is adequate as long as it provides specific response to all specific questions about significant environmental issues, and as long as the EIR, as a whole, reflects a good faith effort at full disclosure. "Recirculation is not required where the new information added to an EIR merely clarifies or amplifies or makes insignificant modification in an adequate EIR." (CEQA Guidelines Section 15088.5(a).)

The EIR is not inadequate nor did any of the commenters disclose any new significant information that would require recirculation of the EIR. No new significant or substantially more severe environmental impacts have been identified that would result from the Project or from an alternative or a new mitigation measure proposed as part of the Project. Moreover, no new feasible mitigation measures or alternatives have been identified that are considerably different from others previously analyzed and would clearly lessen the significant environmental impacts of the Project that the City and the applicant have declined to implement. All of the responses to comments contained in this Final EIR merely provide information that clarifies and amplifies the evaluation of impacts contained in the Draft EIR.

INCORPORATION BY REFERENCE

The Final EIR is hereby incorporated into these Findings in its entirety. Without limitation, this incorporation is intended to elaborate on the comparative analysis of alternatives, the basis for determining the significance of impacts, the scope and nature of mitigation measures, and the reasons for approving the project.

RECORD OF PROCEEDINGS

Various documents and other materials constitute the record of proceedings upon which the City Council bases its findings and decisions contained herein, including, without limitation, the Draft EIR, and the Final EIR. The documents related to the project are located in the offices of the City of Mountain View, Community Development Department, 500 Castro Street, Mountain View, California, 94039.

FINDINGS

These Findings are based on substantial evidence contained in the Final EIR for the proposed North Bayshore Precise Plan Project, relevant technical studies supporting the EIR's analysis, and other supporting documentation included in the administrative record. As previously stated, the DEIR addresses the potential effects on the environment that are associated with the project, and the Final EIR includes the DEIR comments received on the DEIR and text revisions to the DEIR. These documents, as well as relevant technical studies, are available for review at the City of Mountain View Community Development Department. This section provides a summary of the significant environmental effects of the project that are discussed in the EIR, and provides written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

SUMMARY OF IMPACTS

The Final EIR indicated that significant effects on the environment to the following environmental resources would occur if the project were implemented:

- Air Quality (Criteria Pollutants)
- Air Quality (Mobile and Stationary Sources)
- Air Quality (Construction Activities)
- Transportation (Intersections)
- Transportation (Freeways)
- Transportation (Transit Vehicle Operations)
- Cumulative Air Quality (Criteria Pollutants)
- Cumulative Transportation (Intersections)
- Cumulative Transportation (Freeways)
- Cumulative Transportation (Transit Vehicle Operations)

Of the environmental impacts listed above, air quality impacts from mobile and stationary sources and construction activities would be reduced to less than significant levels through the incorporation of mitigation measures into the project. A Statement of Overriding

Consideration has been prepared for the remaining significant, unavoidable impacts to transportation, air quality, and cumulative transportation and air quality listed on the following pages. The mitigation measures are listed under each of the impacts below and are included in a Mitigation Monitoring and Reporting Program (MMRP), which has been prepared separately from these findings (Citation 2).

Significant Effects on the Environment that are Mitigated to Less-Than-Significant Levels

The Final EIR identifies significant adverse impacts that are reduced to a less-than-significant level by the mitigation measures identified in the Final EIR. It is hereby determined that the significant environmental impacts, which these mitigation measures address, will be avoided or mitigated to a less-than-significant level by incorporation of the described mitigation measures into the project.

AIR QUALITY

Impact AQ-2: Implementation of the North Bayshore Precise Plan, consistent with the General Plan assumptions for office and commercial space development, would not result in new or greater air quality impacts for criteria pollutants than previously identified for the 2030 General Plan. While the North Bayshore Precise Plan project includes an extensive TDM program and control measures to reduce VMT, the North Bayshore Precise Plan project would increase VMT at a rate greater than the projected population increase, and could contribute to or result in a violation of air quality standards for criteria pollutants as previously identified in the General Plan Program Final EIR. Therefore, the project would contribute to the same significant impact related to the emissions of criteria air pollutants and their precursors as identified in the 2030 General Plan Final EIR certified in 2012.

Finding

The North Bayshore Precise Plan project includes an extensive TDM program and control measures to reduce vehicle trips and VMT. Given this TDM program, as well as the nature of the Precise Plan as an implementation tool for the General Plan, no other feasible mitigation measures have been identified to further reduce this impact. Thus, while changes or alterations have been required in, or incorporated into, the project that would reduce to some extent the significant environmental effect as identified in the Final EIR, no further reductions are feasible, and thus, the impact would remain **significant and unavoidable**.

Impact AQ-3: Operation of new development projects in the North Bayshore Precise Plan area near sensitive uses could result in air quality impacts from toxic air contaminants (TACs) and particulate matter (PM_{2.5}). Additionally, operation of new sensitive uses in the North Bayshore area could be impacted by existing mobile and stationary sources of TACs.

Mitigation

MM AQ-3.1: To reduce impacts from toxic air contaminants, the following mitigation measures will be required of all future development under the Precise Plan.

General Plan Policy INC 20.7 requires projects to protect the public from substantial pollutant concentrations. Any future new development in the Precise Plan area must be evaluated on a project-by-project basis to identify and mitigate operational and siting impacts, in accordance with the current BAAQMD Air Quality Guidelines and Mountain View standards. This includes projects that would emit TACs as part of their operations, projects which would be located within 1,000 feet of a sensitive receptor, new sensitive uses (such as child-care facilities), or projects that exceed the BAAQMD operational screening levels.

Finding

Mitigation measures have been incorporated into the project that avoid or reduce this significant air quality impact to a less than significant level. The City of Mountain View hereby finds that implementation of the mitigation measures described above are feasible and are hereby adopted and incorporated into the project. Adoption of these mitigation measures will reduce the significant air quality impact from toxic air contaminants to a less than significant level by requiring project-specific evaluation of potential pollutants from proposed projects or which would expose sensitive users to significant pollutant concentrations and require mitigation of such exposure consistent with BAAQMD and City standards.

Impact AQ-4: Future Precise Plan projects could result in short-term impacts from construction air quality emissions, specifically criteria air pollutants, TACs, and fugitive dust.

Mitigation

To reduce impacts from construction emissions, the following mitigation measures will be required of all future development under the Precise Plan.

MM AQ-4.1: Construction Criteria Pollutants: Future development in the Precise Plan area will be required to complete a construction criteria pollutant analysis on a project-by-project basis, dependent on the size of the project, in conformance with the Air Quality Guidelines.

MM AQ-4.2: Construction Health Risk (Toxic Air Contaminants): The City's General Plan includes Policy INC 20.6, which requires development projects to protect the public and construction workers from construction exhaust and particulate emissions. As such, future development in the Precise Plan area located in proximity to sensitive receptors

will be required to complete Construction Health Risk Analyses, dependent on the project size and location in compliance with the Air Quality Guidelines and the BAAQMD Draft Construction Health Risk Screening Table. These analyses will identify site-specific mitigation measures to reduce construction TACs to a less than significant level, including ensuring diesel-powered off-road equipment meets U.S. EPA particulate matter emissions standards. With completion of project screening, completion of health risk analyses (if required), and mitigation for any impacts, sensitive receptors and construction workers will not be exposed to significant levels of TACs during construction activities.

Finding

Mitigation measures have been incorporated into the project that avoid or reduce this significant air quality impact to a less than significant level. The City of Mountain View hereby finds that implementation of the mitigation measures described above are feasible and are hereby adopted and incorporated into the project. Adoption of these mitigation measures will reduce the significant construction air quality impact to a less than significant level by requiring project-specific evaluation of potential pollutants from proposed projects or which would expose sensitive users to significant pollutant concentrations and require mitigation of such exposure consistent with BAAQMD and City standards.

TRANSPORTATION AND TRAFFIC

Impact TRANS-1: Implementation of the proposed Precise Plan would result in significant impacts to nine project study intersections under Existing Plus Project conditions in either the AM and/or the PM peak hours.

Mitigation

The following measures are recommendations to mitigate the significant impacts. The final mitigation will require coordination with multiple jurisdictions to address the practical steps of implementing physical improvements. While many of these impacts are considered significant and unavoidable, this finding does not preclude the City of Mountain View from establishing policies and programs to reduce the severity of the potential impact on these facilities.

Per the City's policy direction, the environmental analysis assumed no major infrastructure projects that would add significant roadway capacity for automobiles at the North Bayshore gateways. The localized improvements identified as mitigation measures would marginally improve intersection operations, serve peak vehicle demand, and in some cases improve street

connectivity. These improvements are further described below.

San Antonio Road Gateway Improvements:

- **#1. San Antonio Road and Bayshore Parkway, Palo Alto:** Within the existing right-of-way, converting the eastbound approach to a left turn lane and a shared through-right lane with split phasing would reduce the project impact to a less than significant level. To provide additional storage during the morning and evening peak hours, the northbound right turn lane (San Antonio Road to Bayshore Parkway) should be lengthened to 240 feet, and the westbound left turn lane (Bayshore Parkway to San Antonio Road) should be lengthened to a minimum of 130 feet. Further lengthening of the westbound left turn lane up to 300 feet, while beneficial to intersection operations, would require additional right-of-way and relocation of the existing sidewalk on the east side of Bayshore Parkway. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue Gateway Improvements:

- **#15. Rengstorff Avenue and US 101 Southbound ramps, Mountain View:** No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Rengstorff Avenue and US 101 Southbound ramps are physically feasible. A northbound right turn lane could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.
- **#16. Rengstorff Avenue and Leghorn Street, Mountain View:** Converting the westbound and eastbound approaches to include a separate left turn lane and a shared through-right lane with permitted east/west phasing would reduce the project impact to a less-than-significant level. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east/west legs. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.
- **#13. Amphitheatre Parkway and Garcia Avenue-Charleston Road, Mountain View:** While this intersection does not trigger a significant LOS impact, the addition of project traffic does cause additional queuing in the northbound direction during the morning peak hour. Vehicle operations could be better managed during the morning peak hour by extending the vehicle storage pocket for the northbound left turn to 325 feet.

Shoreline Boulevard Gateway Improvements: The intersection improvements described below should be accompanied by a modification of the signal coordination to improve signal

progression through the Shoreline Boulevard corridor.

- **#33. Shoreline Boulevard at Plymouth Street, Mountain View:** The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the North Bayshore Precise Plan circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left turn phasing on each approach. Because of the high demand for northbound left turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard. Two options are described here:
 - Option 1 - Dual Northbound Left Turn Lanes: To accommodate the morning peak hour demand, the two left turn lanes would each need to be approximately 425 feet long. This configuration would require additional right-of-way between Space Park Way and Pear Avenue and would affect the configuration of the southbound left turn lane at Shoreline Boulevard and Pear Avenue.
 - Option 2 – Single Split Phase Northbound Left Turn Lane: Option 2 - Single Split Phase Northbound Left Turn Lane: This improvement would include north/south phasing and a single northbound left turn lane with an approximately 350 foot storage pocket. During the morning peak hour demand, a single left turn lane with split phasing would need approximately 850 feet of storage; this vehicle queue would extend from Space Park Way through Pear Avenue halfway to the US 101 Northbound Off-Ramps. This configuration could require additional right-of-way and impact additional intersections.

Moving Plymouth Street approximately 230 feet further north to align with Space Park Way would increase the potential vehicle storage space along Shoreline Boulevard. Either improvement would require additional right-of-way, removal of trees, impact other intersections, and potentially relocation of utilities, but would reduce the project traffic impact to less than significant. However, due to the right-of-way constraints impacting other intersections and prioritization of bicycle and pedestrian crossing, the City is considering options with the best balance of improvements. Signalization of Shoreline Boulevard and Plymouth Street as a T-intersection (maintaining the current alignment) is not recommended, because the signal would not serve a substantial volume of traffic and would only add delay to traffic on Shoreline Boulevard.

While these mitigation measures would improve operations at this location and would reduce this impact to a less than significant level, because these improvements would involve property acquisition, impacts to trees and other intersections, and relocation of utilities, the City may not ultimately desire to implement either of these options at this

location. Therefore, the City cannot guarantee its implementation, and this impact is designated as **significant and unavoidable**.

- **#34. Shoreline Boulevard and Pear Avenue, Mountain View:** This intersection currently acts as a bottleneck during the AM peak hour. Three mitigation options have been explored.
- Option 1 – Limited access from Shoreline Boulevard at Pear Avenue: To provide more green time to the through movements along Shoreline Boulevard, the Shoreline Boulevard and Pear Avenue (Option 1) intersection could be modified to include:
 - Restripe westbound approach as left turn lane and one shared through-right lane.
 - Restripe eastbound approach as a right turn lane.
 - Reconfigure the northbound approach with three northbound through lanes (no left turn access), and a northbound right turn lane. Create 300 foot northbound right turn pocket to bypass the Shoreline Boulevard queue and provide space for right turn vehicles to wait while pedestrians cross the east leg of the intersection.

This option eliminates access from northbound Shoreline Boulevard to the parcels currently occupied by the Movie Theater, fitness center, and dance studio. With this option, the morning peak hour operations would improve to LOS C; the evening peak hour operations would improve to LOS D. This improvement may require additional right-of-way, removal of trees, and potentially relocation of utilities.

These improvements would have secondary effects on the Shoreline Boulevard and Plymouth Street intersection because the northbound left turns at Pear Avenue would need to divert to Plymouth Street. To address the storage space needs, this option would also require two 500-foot northbound left turn lanes from Shoreline Boulevard to Plymouth Street (see the Option 1 mitigation for the Shoreline Boulevard and Plymouth Street-Space Park Way intersection mitigation #33). Under this mitigation measure, the Plymouth Street intersection would operate at LOS B (17.3 seconds of average vehicle delay) and LOS D (35.7 seconds of average vehicle delay) during the AM and PM peak hours, respectively.

- Option 2 – With Northbound Right Turn Lane: The addition of a northbound right turn lane with a minimum 300-foot storage pocket (Option 2) would improve vehicle operations at this intersection, by providing space for right turning vehicles to bypass the Shoreline Boulevard queue and wait while pedestrians cross the east leg of the intersection. This improvement would require additional right-of-way, removal of trees, and potentially relocation of utilities. With Option 2, the morning peak hour

operations would improve to LOS C; the evening peak hour operations would improve, but would still operate at LOS F. However, the greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-stripping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

- Option 3 – Without Northbound Right Turn Lane: This option is identical to Option 2 but without the northbound right turn lane. Without a dedicated northbound right turn lane (Option 3), intersection operations in the morning peak hour would still see some improvement over Existing with Project Conditions, improving to LOS D, although the improvement would not be as substantial as with Option 2. During the evening peak hour, the overall intersection operations would remain relatively unchanged (at LOS F) regardless of which option is selected. The greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-stripping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Options 2 and 3 would better manage vehicle storage, but the intersection would continue to operate at an unacceptable level. Option 1 results in acceptable level of service at the Shoreline Boulevard/Pear Avenue intersection, but would limit access to land uses west of Shoreline Boulevard at Pear Avenue and would shift some traffic to the Shoreline Boulevard/Plymouth Street intersection. In consideration of the potential for right-of-way constraints that could affect the feasibility of all three optional mitigations, the impact is considered significant and unavoidable under Existing with Project Conditions.

- **#35. Shoreline Boulevard and La Avenida-US 101 Northbound Ramps, Mountain View:**
This five-legged intersection serves more than 35 percent of all traffic accessing the Precise

Plan area. As currently configured, vehicles destined for areas east of Shoreline Boulevard must travel through the Shoreline Boulevard and Pear Avenue intersection to access La Avenida. The re-alignment of the US 101 northbound ramps would create a new T-intersection west of the Inigo Way and La Avenida intersection (shown in mitigation analysis). Or alternatively, Inigo Way could be re-aligned with the US 101 northbound ramps. This intersection would include east/west intersection modifications at the Shoreline Boulevard and Pear Avenue intersection. Either of these improvements would improve the overall intersection to an acceptable level of operation.

With this re-alignment of the US 101 northbound off-ramp, approximately 310 vehicles during the morning peak hour, and 280 vehicles during the evening peak hour would shift to Inigo Way and the new north/south local street connecting La Avenida and Charleston Road parallel to Shoreline Boulevard. This redistribution of off-ramp traffic would reduce the traffic at Shoreline Boulevard and La Avenida-US 101 Northbound Ramps as well as at the Shoreline Boulevard and Pear Avenue intersection. Outbound La Avenida traffic to southbound Shoreline Boulevard may have difficulty weaving to the eastbound left turn lane due to queuing from the Shoreline Boulevard and La Avenida intersection.

Re-alignment of the US 101 northbound off-ramp would require coordination with Caltrans. Since it cannot be assumed that Caltrans would approve this mitigation measure, and the City cannot solely guarantee its implementation, this impact is designated as significant and unavoidable. However, the City will diligently pursue measures to fully mitigate this impact.

- **#38. Shoreline Boulevard and Middlefield Road, Mountain View:** Converting the westbound and eastbound approaches to include two left turn lanes, a through lane, and a shared through-right turn lane and signal timing modifications would reduce the project impact. These additional left turn lanes may require relocation of existing utilities and removal of trees within the median of Middlefield Road. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore, the impact is considered significant and unavoidable under Existing with Project Conditions. No other improvements are feasible due to right-of-way constraints.

On-Site Intersections and Streets

- The North Bayshore Precise Plan includes the priority transportation infrastructure described previously, and other new local streets, multi-use paths, modifications to existing streets to include wider sidewalks, landscape areas within the median or along the curb, and cycle tracks on one or both sides of the street (refer to *Chapter 6: Mobility* of the Precise Plan for more details). These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the

removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Off-Site Intersection

- **#56. Mary Avenue and Central Expressway, Santa Clara County:** No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Mary Avenue and Central Expressway are physically feasible. Therefore, the impact is considered significant and unavoidable under Existing with Project Conditions. No other improvements are feasible due to right-of-way constraints.

Finding

The mitigation measures described above will require coordination with multiple jurisdictions to address the practical steps of implementing physical improvements. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. But because the City cannot guarantee the implementation of these measures, this impact is identified as **significant and unavoidable**. While many of these impacts are considered significant and unavoidable, this finding does not preclude the City of Mountain View from establishing policies and programs to reduce the severity of the potential impact on these facilities.

Impact TRANS-2: Implementation of the project would result in significant impacts to 61 freeway segments during the AM peak hour and 10 freeway segments during the PM peak hour.

Finding

Under Existing with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in decreased freeway segment levels of service on several segments, which would be a significant impact.

To improve operations, these freeway segments could be widened to meet the current level of service standard. Specifically, the VTA's Valley Transportation Plan 2035 (2009) identifies freeway express lanes (VTA VTP 2035 Project #H1, H3, H5, H9, and H11), and freeway auxiliary lane projects. These projects will ultimately enhance travel choices for this project, and make more efficient use of the transportation network.

However, the complete mitigation of freeway impacts is considered beyond the scope of an individual development project or City plan, due to the inability of any individual project or City to: 1) acquire right-of-way for freeway widening, and 2) fully fund a major freeway

mainline improvement. Freeway improvements also would require approval by VTA and Caltrans. Thus, those changes or alterations are within the responsibility and jurisdiction of another public agency. Because the City cannot guarantee implementation of any improvement in the freeway right-of-way, this impact is considered **significant and unavoidable**.

The proposed project includes efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program, and a morning peak period trip cap. To manage deficient freeway operations, potential TDM measures that reduce peak period vehicle trips are described in the VTA Immediate Implementation Action List. The VTA action list is supplemented by a list of TDM measures described in a report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures by the California Air Pollution Control Officers Association (CAPCOA)* (August, 2010).

While a successful TDM program and trip cap may incrementally reduce peak period freeway traffic, by itself it would not reduce the remaining identified freeway impacts to a less than significant level. Therefore, the addition of project traffic would result in a **significant and unavoidable** impact to the remaining identified freeway segments.

A fair share contribution toward freeway improvement costs could be considered as a mitigation measure and a community benefit for the Statement of Overriding Considerations. However, significant impacts would not be eliminated until the improvements are constructed. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the VTP, City impact fees, and/or a future regional impact fee. The City of Mountain View could potentially participate in development of a regional fee should it be proposed by regional agencies, such as VTA.

Impact TRANS-4: Implementation of the North Bayshore Precise Plan would result in a significant and unavoidable effect on transit vehicle operations at congested intersections and gateways.

Finding

Because no major capacity improvements are planned and because the North Bayshore Precise Plan project will depend heavily on transit use and transit vehicles to meet the trip reduction goals, this impact is considered significant. Transit operational improvements could potentially improve the overall reliability of transit in congested areas, but would not improve intersection operations and transit delays to an acceptable level. Given the nature and layout of the gateways, no other feasible improvements are identified to reduce this significant and unavoidable impact.

CUMULATIVE AIR QUALITY IMPACTS

Impact C-AQ-1: Implementation of the Precise Plan, together with the other development in the 2030 General Plan, would result in a cumulatively considerable increase in criteria pollutant emissions, based upon an projected increase in vehicle miles traveled at a rate greater than the projected population increase.

Finding

The North Bayshore Precise Plan project includes an extensive TDM program and control measures to reduce vehicle trips and VMT. Given this TDM program, as well as the nature of the Precise Plan as an implementation tool for the General Plan, no other feasible mitigation measures have been identified to further reduce this impact.

CUMULATIVE TRANSPORTATION AND TRAFFIC IMPACTS

Impact C-TRANS-1: Implementation of the proposed Precise Plan would result in significant impacts to 13 project study intersections under Year 2030 Cumulative Conditions.

Per the City's policy direction, this environmental analysis assumes no major infrastructure projects that would add significant roadway capacity for automobiles at the North Bayshore gateways. The localized improvements identified as mitigation measures above would marginally improve intersection operations, serve peak vehicle demand, and in some cases improve street connectivity. These improvements are further described below.

San Antonio Road Gateway Improvements:

- **#1. San Antonio Road and Bayshore Parkway, Palo Alto:** Within the existing right-of-way, converting the eastbound approach to a left turn lane and a shared through-right lane with split phasing would not improve overall intersection operations to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions. No other improvements are feasible due to right-of-way constraints. To provide additional storage during the morning and evening peak hours, the northbound right turn lane (San Antonio Road to Bayshore Parkway) should be lengthened to 240 feet, and the westbound left turn lane (Bayshore Parkway to San Antonio Road) should be lengthened to a minimum of 130 feet. Further lengthening of the westbound left turn lane up to 300 feet, while beneficial to intersection operations, would require additional right-of-way and relocation of the existing sidewalk on the east side of Bayshore Parkway. No other improvements are feasible due to right-of-way constraints. The project would result in a cumulatively

considerable contribution to this impact.

Rengstorff Avenue Gateway Improvements:

- **#15. Rengstorff Avenue and US 101 Southbound ramps, Mountain View:** No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Rengstorff Avenue and US 101 Southbound ramps are physically feasible. A northbound right turn lane could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact. No other improvements are feasible due to right-of-way constraints.
- **#16. Rengstorff Avenue and Leghorn Street, Mountain View:** Converting the westbound and eastbound approaches to include a separate left turn lane and a shared through-right lane with permitted east/west phasing would improve overall intersection operations to LOS E. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east/west legs. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. However, the overall intersection operations would not improve to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact.
- **#13. Amphitheatre Parkway and Garcia Avenue-Charleston Road, Mountain View:** While this intersection does not trigger a significant LOS impact, the addition of project traffic does cause additional queuing in the northbound direction during the morning peak hour. Vehicle operations could be better managed during the morning peak hour by extending the vehicle storage pocket for the northbound left turn to 325 feet.

Shoreline Boulevard Gateway Improvements: The intersection improvements described below should be accompanied by a modification of the signal coordination to improve signal progression through the Shoreline Boulevard corridor.

- **#31. Shoreline Boulevard and Charleston Road, Mountain View:** The conversion of the eastbound shared through-right lane to a right turn only lane and the addition of an eastbound right overlap would improve intersection operations to an acceptable level (LOS D or better). This improvement would mitigate the project's impact at this location to a less than significant level.

- **#33. Shoreline Boulevard at Plymouth Street, Mountain View:** The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the North Bayshore Precise Plan circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left turn phasing on each approach. Because of the high demand for northbound left turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard.

To accommodate the morning peak hour demand, the two left turn lanes would each need to be approximately 425 feet long. This configuration would require additional right-of-way between Space Park Way and Pear Avenue and would affect the configuration of the southbound left turn lane at Shoreline Boulevard and Pear Avenue.

Moving Plymouth Street approximately 230 feet further north to align with Space Park Way would increase the potential vehicle storage space along Shoreline Boulevard. Either improvement would require additional right-of-way, removal of trees, impact other intersections, and potentially relocation of utilities, but would reduce the project traffic impact to less than significant. However, due to the right-of-way constraints impacting other intersections and prioritization of bicycle and pedestrian crossing, the City is considering options with the best balance of improvements. Signalization of Shoreline Boulevard and Plymouth Street as a T-intersection (maintaining the current alignment) is not recommended, because the signal would not serve a substantial volume of traffic and would only add delay to traffic on Shoreline Boulevard.

While this mitigation measure would improve operations at this location and would reduce this impact to a less than significant level, because this improvement would involve property acquisition, impacts to trees, and relocation of utilities, the City may not ultimately desire to implement either of these options at this location. Therefore, the City cannot guarantee its implementation, and this cumulative impact is designated as significant and unavoidable.

- **#34. Shoreline Boulevard and Pear Avenue, Mountain View:** This intersection currently acts as a bottleneck during the AM peak hour. Three mitigation options have been explored.
 - Option 1 – Limited access from Shoreline Boulevard at Pear Avenue: To provide more green time to the through movements along Shoreline Boulevard the Shoreline Boulevard and Pear Avenue (Option 1) intersection could be modified to include:

- Restripe westbound approach as left turn lane and one shared through-right lane.
- Restripe eastbound approach as a right turn lane.
- Reconfigure the northbound approach with three northbound through lanes (no left turn access), and a northbound right turn lane. Create 300 foot northbound right turn pocket to bypass the Shoreline Boulevard queue and provide space for right turn vehicles to wait while pedestrians cross the east leg of the intersection.

This option limits access from Shoreline Boulevard to/from the parcels currently occupied by the Movie Theater, fitness center, and dance studio. With this option, the morning peak hour operations would improve to LOS C; the evening peak hour operations would improve to LOS D. This improvement may require additional right-of-way, removal of trees, and potentially relocation of utilities.

These improvements would have secondary effects on the Shoreline Boulevard and Plymouth Street intersection because the northbound left turns at Pear Avenue would need to divert to Plymouth Street. To address the storage space needs, this option would also require two 450 to 500 foot northbound left turn lanes from Shoreline Boulevard to Plymouth Street (see the Option 1 mitigation for the Shoreline Boulevard and Plymouth Street-Space Park Way intersection mitigation #33). Under this mitigation measure, the Plymouth Street intersection would operate at LOS B (19.3 second of delay) and LOS D (42.9 seconds of delay) during the AM and PM peak hours, respectively.

- Option 2 – With Northbound Right Turn Lane: The addition of a northbound right turn lane with a minimum 300-foot storage pocket (Option 2) would improve vehicle operations at this intersection, by providing space for right turning vehicles to bypass the Shoreline Boulevard queue and wait while pedestrians cross the east leg of the intersection. This improvement would require additional right-of-way, removal of trees, and potentially relocation of utilities. With Option 2, the morning peak hour operations would improve to LOS C; the evening peak hour operations would improve, but would still operate at LOS F. However, the greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-striping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees,

relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

- Option 3 – Without Northbound Right Turn Lane: This option is identical to Option 2 but without the northbound right turn lane. Without a dedicated northbound right turn lane (Option 3), intersection operations in the morning peak hour would still see some improvement over Year 2030 Cumulative Conditions, improving to LOS D, although the improvement would not be as substantial as with Option 2. During the evening peak hour, the overall intersection operations would remain relatively unchanged (at LOS F) regardless of which option is selected. The greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-striping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Options 2 and 3 would better manage vehicle storage, but the intersection would continue to operate at an unacceptable level. Option 1 results in acceptable level of service at the Shoreline Boulevard and Pear Avenue intersection, but would limit access to land uses west of Shoreline Boulevard at Pear Avenue and would shift some traffic to the Shoreline Boulevard and Plymouth Street-Space Park Way intersection. In consideration of the potential for right-of-way constraints that could affect the feasibility of all three optional mitigations, the impact is considered **significant and unavoidable** under Year 2030 Cumulative Conditions.

- **#35. Shoreline Boulevard and La Avenida-US 101 Northbound Ramps, Mountain View**: This five-legged intersection serves more than 35 percent of all traffic accessing the Precise Plan area. As currently configured, vehicles destined for areas east of Shoreline Boulevard must travel through the Shoreline Boulevard and Pear Avenue intersection to access La Avenida. The re-alignment of the US 101 northbound ramps would create a new T-intersection west of the Inigo Way and La Avenida intersection (shown in mitigation analysis). Or alternatively, Inigo Way could be re-aligned with the US 101 northbound ramps. This intersection would include east/west intersection modifications at the Shoreline Boulevard and Pear Avenue intersection. Either of these improvements would improve the overall intersection to an acceptable level of operation.

With this re-alignment of the US 101 northbound off-ramp, approximately 310 vehicles during the morning peak hour, and 280 vehicles during the evening peak hour would shift to Inigo Way and the new north/south local street connecting La Avenida and Charleston Road parallel to Shoreline Boulevard. This redistribution of off-ramp traffic would reduce the traffic at Shoreline Boulevard and La Avenida-US 101 Northbound Ramps as well as at the Shoreline Boulevard and Pear Avenue intersection. Outbound La Avenida traffic to southbound Shoreline Boulevard may have difficulty weaving to the eastbound left turn lane due to queuing from the Shoreline Boulevard and La Avenida intersection.

Re-alignment of the US 101 northbound off-ramp would require coordination with Caltrans. Since it cannot be assumed that Caltrans would approve this mitigation measure, and the City cannot solely guarantee its implementation, this impact is designated as **significant and unavoidable**. However, the City will diligently pursue measures to fully mitigate this impact.

- **#35. Shoreline Boulevard and La Avenida-US 101 Northbound Ramps, Mountain View:** This five-legged intersection serves more than 35 percent of all traffic accessing the Precise Plan area. As currently configured, vehicles destined for areas east of Shoreline Boulevard must travel through the Shoreline Boulevard and Pear Avenue intersection to access La Avenida. The re-alignment of the US 101 northbound ramps would create a new T-intersection west of the Inigo Way and La Avenida intersection (shown in mitigation analysis). Or alternatively, Inigo Way could be re-aligned with the US 101 northbound ramps. This intersection would include east/west intersection modifications at the Shoreline Boulevard and Pear Avenue intersection. Either of these improvements would improve the overall intersection to an acceptable level of operation.

With this re-alignment of the US 101 northbound off-ramp, approximately 300 vehicles during the morning peak hour, and 140 vehicles during the evening peak hour would shift to Inigo Way and the new north/south local street connecting La Avenida and Charleston Road parallel to Shoreline Boulevard. This redistribution of off-ramp traffic would reduce the traffic at Shoreline Boulevard and La Avenida-US 101 Northbound Ramps as well as at the Shoreline Boulevard and Pear Avenue intersection. Outbound La Avenida traffic to southbound Shoreline Boulevard may have difficulty weaving to the eastbound left turn lane due to queuing from the Shoreline Boulevard and La Avenida intersection.

Re-alignment of the US 101 northbound off-ramp would require coordination with

Caltrans. Since it cannot be assumed Caltrans would approve this mitigation measure and the City cannot solely guarantee its implementation, this impact is designated as significant and unavoidable. However, the City will diligently pursue measures to fully mitigate this impact.

- **#38. Shoreline Boulevard and Middlefield Road, Mountain View:** Converting the westbound and eastbound approaches to include two left turn lanes, a through lane, and a shared through-right turn lane and signal timing modifications would reduce the project impact. These additional left turn lanes may require relocation of existing utilities and removal of trees within the median of Middlefield Road. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the AM or PM peak hours. No other improvements are feasible due to right-of-way constraints. Therefore, the impact is considered **significant and unavoidable** under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact.

North Bayshore Precise Plan Intersections:

- **Salado Drive and Garcia Avenue (Int. #12, Mountain View):** Signalizing this intersection would reduce the impact to a less than significant level.

On-Site Intersections and Streets

The North Bayshore Precise Plan includes the priority transportation infrastructure and other new local streets, multi-use paths, modifications to existing streets to include wider sidewalks, landscape areas within the median or along the curb, and cycle tracks on one or both sides of the street. These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Other Off-Site Intersections

- **#8. Charleston Road and Fabian Way, Palo Alto:** No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible. Therefore, the impact is considered **significant and unavoidable** under Year 2030 Cumulative Conditions. No other improvements are feasible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better).
- **#9. Charleston Road and Middlefield Road, Palo Alto:** No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible.

Therefore, the impact is considered **significant and unavoidable** under Year 2030 Cumulative Conditions. No other improvements are feasible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better).

- **#17. Rengstorff Avenue and Middlefield Road, Mountain View:** No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible. No other improvements are feasible due to right-of-way constraints. Therefore, the impact is considered **significant and unavoidable** under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact.
- **#18. Rengstorff Avenue and Middlefield Road, Mountain View:** No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible. No other improvements are feasible due to right-of-way constraints. Therefore, the impact is considered **significant and unavoidable** under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact.

Finding

The mitigation measures described above will require coordination with multiple jurisdictions to address the practical steps of implementing physical improvements. Because the City cannot guarantee the implementation of these measures, this impact is identified as **significant and unavoidable**. While many of these impacts are considered significant and unavoidable, this finding does not preclude the City of Mountain View from establishing policies and programs to reduce the severity of the potential impact on these facilities.

Impact C-TRANS-2: Implementation of the project would result in a cumulatively considerable contribution to impacts to 109 freeway segments in the AM peak hour (56 mixed-flow, 53 HOV lanes) and 72 freeway segments in the PM peak hour (42 mixed-flow and 30 HOV lanes).

Finding

A cumulative project impact was identified for segments exceeding a volume-to-capacity (V/C) ratio greater than one (1.0) and where the proposed new North Bayshore Precise Plan project trips constitute more than one percent of the freeway segment's capacity. Under Year 2030 Cumulative Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several segments. This would be considered a significant impact.

To improve operations, these freeway segments could be widened to meet the current level of service standard. The complete mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to: 1) acquire right of way for freeway widening, and 2) fully fund a major freeway mainline improvement. Freeway improvements also would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way. For the reasons described previously, the identified freeway impacts are considered to be a significant and unavoidable impact to the remaining identified freeway segments.

ALTERNATIVES TO THE PROPOSED PROJECT

In addition to the project, the following alternatives were evaluated in the DEIR, and are more fully described in Section 7.0 of the DEIR.

No Project Alternative: The North Bayshore Precise Plan area is currently developed with numerous existing office/industrial buildings. The allowable Floor Area Ratios (FARs) under the adopted zoning and Precise Plans in the North Bayshore area are typically 0.25 FAR to 0.35 FAR, with higher FARs (ranging from 0.5 to 0.65 FAR) in certain districts. The overwhelming majority of parcels within the plan area are currently developed at a 0.15 to 0.35 FAR. The “No Project” alternative may include continued occupancy or reoccupancy of these buildings, at least in the near term. A more likely outcome over the duration of the project (to the General Plan horizon of 2030), is that development projects would be proposed within the North Bayshore area, and many would seek approval to redevelop sites to the maximum development allowed by the existing zoning. This also might include redevelopment of existing, older light industrial or R&D buildings with newer, more efficient office uses to serve the current commercial office market.

Finding

The No Project Alternative would not avoid all of the project’s significant intersection and freeway impacts, and would also not implement the Precise Plan’s improvements to the transportation network or extensive TDM program. The No Project Alternative could also result in increased impacts to habitats, connectivity, energy and water usage, and aesthetics, since the standards and guidelines included in the Precise Plan would not be required of new projects. The No Project Alternative would also not fulfill the 2030 General Plan vision for the North Bayshore area, and generally would not fulfill the objectives of the North Bayshore Precise Plan. For all these reasons, the No Project Alternative is considered infeasible and is not adopted.

Land Use Alternatives – Uniform FAR Scenario: The Uniform Floor Area Ratio (FAR)

Scenario would allow uniform development intensity of an FAR of 1.0 across the North Bayshore Precise Plan area. This alternative would be similar to the General Plan land use designations for the area, in that most of the North Bayshore area is designated *High Intensity Office*, with allowable FARs up to 1.0.

The “Uniform FAR” alternative would allow the same total amount of development in the North Bayshore Precise Plan, and would include the same extensive TDM program and priority transportation improvements as the project.

Finding

While incurring similar intersection and freeway impacts as the proposed Precise Plan, the “Uniform FAR” land use scenario may also result in increased impacts to habitat and ecosystems, because this alternative would allow more intense development to occur in the Edge Areas, which are near sensitive habitat areas. The “Uniform FAR” land use scenario would fulfill some, but not all of the proposed project’s objectives.

Land Use Alternative – Freeway Focused Scenario: The “Freeway-focused” alternative would concentrate development intensity and height along US 101 towards San Antonio Road. This alternative would allow tower development (up to eight stories) in the revised Core Area along US 101. Like the proposed Precise Plan, this alternative provides incentives for highly-sustainable development and includes a Habitat Overlay Zone to protect sensitive habitat within North Bayshore and adjacent to the Precise Plan area.

Finding

The “Freeway-focused” alternative would disperse growth throughout North Bayshore and may reduce certain intersection impacts by distributing development throughout the plan area and away from the Shoreline Boulevard corridor. Since the same overall number of trips would be added to the freeways, however, those significant, unavoidable impacts would not change substantially. The “Freeway-focused” land use scenario may reduce certain intersection impacts by concentrating development away from the Shoreline Boulevard corridor. Other impacts, such as aesthetics, air quality, biological resources, noise, hazardous materials, and utilities, would be generally equivalent to the proposed Precise Plan. The “Freeway-focused” land use scenario would fulfill some, but not all, of the proposed project’s objectives.

Land Use Alternatives – Smaller-Core Scenario: The “Smaller-Core” alternative would reduce

the size of the Core Character Area west of Shoreline Boulevard. The parcels between Alta Avenue and Joaquin Road would be re-classified as General Character Area, lowering the maximum allowable FAR from 1.5 to a 1.0 FAR. Like the proposed Precise Plan, this alternative provides incentives for highly-sustainable development and includes a Habitat Overlay Zone to protect sensitive habitat within North Bayshore and adjacent to the Precise Plan area.

Finding

The “Smaller-core” alternative may reduce certain intersection impacts by distributing development throughout the plan area and reducing the concentration near the Shoreline Boulevard corridor. Since the same overall number of trips would be added to the freeways, however, those significant, unavoidable impacts would not change substantially. This alternative would fulfill some, but not all, of the proposed project’s objectives. Other impacts would be generally equivalent.

Reduced Intensity Alternatives – 15 Percent Scenario: The “Reduced Development Intensity Alternative – 15 Percent Scenario” allows only the additional amount of development within North Bayshore that could be accommodated by the constrained transportation gateways. When considering all of the North Bayshore Area gateway points together, the total combined traffic volume could increase by approximately 15 percent during the morning and evening peak hours before reaching capacity. Under this scenario, only about 15 percent of the currently proposed 3.4 million square feet of intensification, or approximately 510,000 square feet of development, would be allowed.

Finding

The “Reduced Development Intensity – 15 Percent Scenario,” would avoid most of the project’s intersection impacts, and would reduce the freeway impacts that would be anticipated under the Precise Plan. Because this alternative would develop only 15 percent of the development proposed under the Precise Plan, other impacts such as impacts to biological resources, energy, utilities, air pollutants and greenhouse gas emissions, hazardous materials, and noise, would be reduced. This alternative scenario, however, would not fulfill most of the objectives of the Precise Plan, particularly the objective of concentrating development along Shoreline Boulevard.

Reduced Development Intensity Alternative – 50 Percent Scenario: The Reduced Development Intensity Alternative – 50 Percent Scenario, allows only half of the proposed intensification within the North Bayshore Precise Plan area, or up to 1.7 million square feet of development.

This alternative would reduce some of the project's intersection impacts, and would also reduce the number of freeway segments impacted. Since the freeways in the vicinity of the project have little capacity under existing conditions, at 50 percent of the proposed Precise Plan (approximately 1.7 million square feet of net new development), numerous freeway impacts would still occur. This amount of development would produce some concentrated growth to support transit and other efforts to increase mode share, although not to the extent of the proposed Precise Plan.

Finding

Because this alternative would develop only 50 percent of the development proposed by the Precise Plan, this alternative scenario would result in somewhat reduced impacts to biological resources, energy, utilities, air pollutants and greenhouse gas emissions, hazardous materials, noise and would reduce some of the intersection and freeway impacts. However, development of 50 percent of the allowed uses under the proposed Precise Plan would involve redevelopment activity on many of the sites anticipated for redevelopment under the proposed Plan, just at lower intensities. Therefore, some impacts, such as impacts to biological resources, utilities, hazardous materials, and noise, could be comparable to the proposed project.

This alternative would not fulfill most of the project's objectives, including the objective to concentrate growth along the Shoreline Boulevard corridor and the Gateway Area.

Environmentally Superior Alternative(s): The *CEQA Guidelines* state that an EIR shall identify an environmentally superior alternative. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6(e) (2)).

Based upon the previous discussion, the "No Project Alternative," would not be the environmentally superior alternative. The extensive TDM program and priority transportation improvements included in the proposed Precise Plan would not be implemented, and freeway and intersection impacts would likely occur to some extent, although these impacts would be greater with the development likely to occur under the Precise Plan. The "No Project Alternative" would not require the sustainability standards and guidelines in the proposed Precise Plan, and therefore development in the area might require more energy and water, and would generate more wastewater and greenhouse gas emissions than under the proposed Precise Plan.

The "Reduced Development Intensity – 15 Percent Reduction" scenario, would greatly reduce intersection and freeway impacts, and therefore would be environmentally superior alternative. This alternative, however, would not fulfill most of the proposed Precise Plan's objectives, and,

as explained above, the Council finds it to be infeasible for that reason.

SIGNIFICANT UNAVOIDABLE IMPACTS

The Final EIR and the CEQA Findings of Fact conclude that implementing the North Bayshore Precise Plan will result in certain significant impacts to the environment that cannot be avoided or substantially lessened with the application of feasible mitigation measures or feasible alternatives. A Statement of Overriding Considerations is therefore necessary to comply with CEQA, Public Resources Code, Section 21081, and the State CEQA Guidelines, Section 15093. The significant and unavoidable impacts and the benefits related to the Precise Plan as proposed are described below. The City Council has carefully weighed these impacts and benefits and finds that the benefits of implementing the Precise Plan outweigh the following significant and unavoidable environmental impacts.

- **Air Quality Impacts:** Implementation of the North Bayshore Precise Plan, consistent with the General Plan assumptions for office and commercial space development, would not result in new or greater air quality impacts for criteria pollutants than previously identified for the 2030 General Plan. While the North Bayshore Precise Plan project includes an extensive TDM program and control measures to reduce VMT, the North Bayshore Precise Plan project would increase VMT at a rate greater than the projected population increase, and could contribute to or result in a violation of air quality standards for criteria pollutants as previously identified in the General Plan Program Final EIR. Therefore, the project would contribute to the same significant impact related to the emissions of criteria air pollutants and their precursors as identified in the 2030 General Plan Final EIR.
- **Intersection Impacts:** Under Existing with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in significant and unavoidable impacts to local intersections.
- **Freeway Impacts:** Project traffic would result in significant impacts to freeway segments during the AM and PM peak hours.
- **Transit Vehicle Delay Impacts:** Implementation of the Precise Plan would result in a significant and unavoidable effect on transit vehicle operations at intersections with a significant and unavoidable determination.
- **Cumulative Transportation Impacts:** The cumulative projects, including the Precise Plan, would result in cumulatively significant and unavoidable impacts to intersections, freeway segments, and transit levels of service.

- **Cumulative Air Quality Impacts:** Implementation of the Precise Plan, together with the other development in the 2030 General Plan, would result in a cumulatively considerable increase in criteria pollutant emissions, based upon an projected increase in VMT at a rate greater than the projected population increase.

The City Council finds that each of the following specific economic, legal, social, technological, environmental and other considerations and benefits of the Precise Plan, separately and independently, outweigh the unavoidable adverse environmental effects of the project, and each one is an overriding consideration independently warranting project approval. The Council finds that the significant unavoidable impacts of the project are overridden by each of these individual considerations, standing alone. The significant unavoidable environmental effects remaining after adoption of mitigation measures are considered acceptable in light of these significant benefits of the Precise Plan, as described in this statement of overriding considerations.

STATEMENT OF OVERRIDING CONSIDERATIONS

The City of Mountain View finds that the proposed North Bayshore Precise Plan Project has benefits that outweigh the significant, unavoidable impacts identified above. The benefits of the project are:

- A. Implements the City's General Plan vision, goals, policies, and allowed land uses and intensities for the North Bayshore Change Area, as described in Section 2.4 (Project Goals and Objectives) of the Draft Environmental Impact Report and Plan Guiding Principles included in Appendix C of the Final EIR;
- B. Establishes land use regulations to develop four distinct 'character areas' for North Bayshore which will improve the physical design of the environment and help shape and define public areas, as detailed by the urban design strategies in Chapter 3 of the Precise Plan;
- C. Includes land use strategies such as a Habitat Overlay Zone and Transfer of Development Rights within the Precise Plan that preserves and enhances the area's natural habitat areas and ecosystems;
- D. Incentivizes highly sustainable development in the Precise Plan area through the Plan's Bonus FAR system and other strategies;
- E. Identifies improvements to the transportation system for all transportation modes as detailed in Chapter 8 (Implementation) of the Precise Plan, and includes a North Bayshore

Precise Plan funding strategy in Section 8.2 of the Plan to implement said improvements;

F. The Plan will result in fiscal benefits to the City through increased property tax revenue, as documented in the 2030 General Plan's fiscal analysis, and through private development financial contributions to district-level improvement projects, as outlined in the Precise Plan Funding Strategy, and to be implemented through development impact fees as determined by the North Bayshore Nexus Study.

SUMMARY

- Based on the foregoing Findings and the information contained in the record, the City Council has made the following findings with respect to each of the significant effects of the project:
 - Changes or alterations have been required in, or incorporated into, the project, which avoid or mitigate the significant effects on the environment to a less-than-significant level.
 - To the extent that those changes or alterations are within the responsibility and jurisdiction of another public agency, those changes have been, or can and should be, adopted by that other agency.
 - Based on the foregoing Findings and the information contained in the record, it is determined that all significant effects on the environment due to the approval of the project have been eliminated or substantially lessened to a less-than-significant level, with the exception of the significant unavoidable cumulative air quality and freeway traffic impacts listed on the preceding pages for which a Statement of Overriding Consideration is adopted.

CITATIONS

1. City of Mountain View. 2014. Draft Environmental Impact Report for the City of Mountain View North Bayshore Precise Plan Project.
2. City of Mountain View. 2014. Mitigation Monitoring Program for the City of Mountain View North Bayshore Precise Plan Project.



DRAFT MITIGATION MONITORING & REPORTING PROGRAM
North Bayshore Precise Plan Project
State Clearinghouse #2013082088

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
TRANSPORTATION				
<p>Impact TRANS-1: Implementation of the proposed Precise Plan would result in significant impacts to nine project study intersections under Existing Plus Project conditions in either the AM and/or the PM peak hours.</p> <p>[Significant Impact]</p>	<p>San Antonio Road Gateway Improvements:</p> <p><u>#1. San Antonio Road and Bayshore Parkway, Palo Alto:</u> Within the existing right-of-way, converting the eastbound approach to a left-turn lane and a shared through-right lane with split phasing would reduce the project impact to a less than significant level. To provide additional storage during the morning and evening peak hours, the northbound right-turn lane (San Antonio Road to Bayshore Parkway) should be lengthened to 240 feet, and the westbound left-turn lane (Bayshore Parkway to San Antonio Road) should be lengthened to a minimum of 130 feet. Further lengthening of the westbound left turn lane up to 300 feet, while beneficial to intersection operations, would require additional right-of-way and relocation of the existing sidewalk on the east side of Bayshore Parkway. No other improvements are possible due to right-of-way constraints. [Less Than Significant Impact with Mitigation Measures Incorporated in the Project]</p> <p>Rengstorff Avenue Gateway Improvements:</p> <p><u>#15. Rengstorff Avenue and US 101 Southbound ramps, Mountain View:</u> No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Rengstorff Avenue and US 101 Southbound ramps are physically feasible. A northbound right-turn lane could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Existing with Project Conditions. No other improvements feasible due to right-of-way constraints. [Significant and Unavoidable]</p>	<p>City of Mountain View Community Development and Public Works Departments.</p>	<p>Transportation improvement projects will be constructed based on the North Bayshore Precise Plan implementation program requirements.</p> <p>Oversight of implementation will be managed by the City's Community Development Department and Public Works Department.</p> <p>The City will coordinate with responsible agencies as necessary for the improvement. These agencies may include the California Department of Transportation, the Santa Clara Valley Transportation Authority, and the Santa Clara County Department of Roads and Airports.</p>	<p>During implementation of the North Bayshore Precise Plan, based on the priority of the improvement.</p>

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>Impact]</p> <p><u>#16. Rengstorff Avenue and Leghorn Street, Mountain View:</u> Converting the westbound and eastbound approaches to include a separate left-turn lane and a shared through-right lane with permitted east/west phasing would reduce the project impact to a less-than-significant level. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east/west legs. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. [Less Than Significant Impact with Mitigation Measures Incorporated in the Project]</p> <p><u>#13. Amphitheatre Parkway and Garcia Avenue-Charleston Road, Mountain View:</u> While this intersection does not trigger a significant LOS impact, the addition of project traffic does cause additional queuing in the northbound direction during the morning peak hour. Vehicle operations could be better managed during the morning peak hour by extending the vehicle storage pocket for the northbound left turn to 325 feet. [Less Than Significant Impact]</p> <p>Shoreline Boulevard Gateway Improvements: The intersection improvements described below should be accompanied by a modification of the signal coordination to improve signal progression through the Shoreline Boulevard corridor.</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p><u>#33. Shoreline Boulevard at Plymouth Street, Mountain View:</u> The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the North Bayshore Precise Plan circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left-turn phasing on each approach. Because of the high demand for northbound left-turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard. Two options are described here:</p> <p><u>Option 1 - Dual Northbound Left Turn Lanes:</u> To accommodate the morning peak hour demand, the two left turn lanes would each need to be approximately 425 feet long. This configuration would require additional right-of-way between Space Park Way and Pear Avenue and would affect the configuration of the southbound left turn lane at Shoreline Boulevard and Pear Avenue.</p> <p><u>Option 2 – Single Split Phase Northbound Left Turn Lane:</u> This improvement would include north/south phasing and a single northbound left turn lane with an approximately 350 foot storage pocket. During the morning peak hour demand, a single left turn lane with split phasing would need approximately 850 feet of storage; this vehicle queue would extend from Space Park Way through Pear Avenue halfway to the US 101 Northbound Off-Ramps. This configuration could require additional right-of-way and impact additional intersections.</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>Moving Plymouth Street approximately 230 feet further north to align with Space Park Way would increase the potential vehicle storage space along Shoreline Boulevard. Either improvement would require additional right-of-way, removal of trees, impact other intersections, and potentially relocation of utilities, but would reduce the project traffic impact to less than significant. However, due to the right-of-way constraints impacting other intersections and prioritization of bicycle and pedestrian crossing, the City is considering options with the best balance of improvements. Signalization of Shoreline Boulevard and Plymouth Street as a T-intersection (maintaining the current alignment) is not recommended, because the signal would not serve a substantial volume of traffic and would only add delay to traffic on Shoreline Boulevard.</p> <p>While these mitigation measures would improve operations at this location and would reduce this impact to a less than significant level, because these improvements would involve property acquisition, impacts to trees and other intersections, and relocation of utilities, the City may not ultimately desire to implement either of these options at this location. Therefore, the City cannot guarantee its implementation, and this impact is designated as significant and unavoidable. [Significant Unavoidable Impact]</p> <p><u>#34. Shoreline Boulevard and Pear Avenue, Mountain View:</u> This intersection currently acts as a bottleneck during the AM peak hour. Three mitigation options have been explored.</p> <p>Option 1 – Limited access from Shoreline Boulevard at</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>Pear Avenue: To provide more green time to the through movements along Shoreline Boulevard, the Shoreline Boulevard and Pear Avenue (Option 1) intersection could be modified to include:</p> <ul style="list-style-type: none"> • Restripe westbound approach as left turn lane and one shared through-right lane. • Restripe eastbound approach as a right turn lane. • Reconfigure the northbound approach with three northbound through lanes (no left turn access), and a northbound right turn lane. Create 300 foot northbound right-turn pocket to bypass the Shoreline Boulevard queue and provide space for right turn vehicles to wait while pedestrians cross the east leg of the intersection. <p>This option eliminates access from northbound Shoreline Boulevard to the parcels currently occupied by the movie theater, fitness center, and dance studio. With this option, the morning peak hour operations would improve to LOS C; the evening peak hour operations would improve to LOS D. This improvement may require additional right-of-way, removal of trees, and potentially relocation of utilities.</p> <p>These improvements would have secondary effects on the Shoreline Boulevard and Plymouth Street intersection because the northbound left turns at Pear Avenue would need to divert to Plymouth Street. To address the storage space needs, this option would also require two 500-foot northbound left turn lanes from Shoreline Boulevard to Plymouth Street (see the Option 1 mitigation for the Shoreline Boulevard and Plymouth Street-Space Park Way</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>intersection mitigation #33). Under this mitigation measure, the Plymouth Street intersection would operate at LOS B (17.3 seconds of average vehicle delay) and LOS D (35.7 seconds of average vehicle delay) during the AM and PM peak hours, respectively.</p> <p>Option 2 – With Northbound Right Turn Lane: The addition of a northbound right-turn lane with a minimum 300-foot storage pocket (Option 2) would improve vehicle operations at this intersection, by providing space for right turning vehicles to bypass the Shoreline Boulevard queue and wait while pedestrians cross the east leg of the intersection. This improvement would require additional right-of-way, removal of trees, and potentially relocation of utilities. With Option 2, the morning peak hour operations would improve to LOS C; the evening peak hour operations would improve, but would still operate at LOS F. However, the greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left-turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-striping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.</p> <p>Option 3 – Without Northbound Right Turn Lane:</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>This option is identical to Option 2 but without the northbound right turn lane. Without a dedicated northbound right-turn lane (Option 3), intersection operations in the morning peak hour would still see some improvement over Existing with Project Conditions, improving to LOS D, although the improvement would not be as substantial as with Option 2. During the evening peak hour, the overall intersection operations would remain relatively unchanged (at LOS F) regardless of which option is selected. The greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left-turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-striping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.</p> <p>Options 2 and 3 would better manage vehicle storage, but the intersection would continue to operate at an unacceptable level. Option 1 results in acceptable level of service at the Shoreline Boulevard/Pear Avenue intersection, but would limit access to land uses west of Shoreline Boulevard at Pear Avenue and would shift some traffic to the Shoreline Boulevard/Plymouth Street intersection. In consideration of the potential for right-of-way constraints that could affect the feasibility of all three</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>optional mitigations, the impact is considered significant and unavoidable under Existing with Project Conditions. [Significant and Unavoidable Impact]</p> <p><u>#35. Shoreline Boulevard and La Avenida-US 101 Northbound Ramps. Mountain View:</u> This five-legged intersection serves more than 35 percent of all traffic accessing the Precise Plan area. As currently configured, vehicles destined for areas east of Shoreline Boulevard must travel through the Shoreline Boulevard and Pear Avenue intersection to access La Avenida. The re-alignment of the US 101 northbound ramps would create a new T-intersection west of the Inigo Way and La Avenida intersection (shown in mitigation analysis). Or alternatively, Inigo Way could be re-aligned with the US 101 northbound ramps. This intersection would include east/west intersection modifications at the Shoreline Boulevard and Pear Avenue intersection. Either of these improvements would improve the overall intersection to an acceptable level of operation.</p> <p>With this re-alignment of the US 101 northbound off-ramp, approximately 310 vehicles during the morning peak hour, and 280 vehicles during the evening peak hour would shift to Inigo Way and the new north/south local street connecting La Avenida and Charleston Road parallel to Shoreline Boulevard. This redistribution of off-ramp traffic would reduce the traffic at Shoreline Boulevard and La Avenida-US 101 Northbound Ramps as well as at the Shoreline Boulevard and Pear Avenue intersection. Outbound La Avenida traffic to southbound Shoreline Boulevard may have difficulty weaving to the eastbound left turn lane due to queuing from the Shoreline Boulevard</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>and La Avenida intersection.</p> <p>Re-alignment of the US 101 northbound off-ramp would require coordination with Caltrans. Since it cannot be assumed that Caltrans would approve this mitigation measure, and the City cannot solely guarantee its implementation, this impact is designated as significant and unavoidable. However, the City will diligently pursue measures to fully mitigate this impact. [Significant and Unavoidable Impact]</p> <p><u>#38. Shoreline Boulevard and Middlefield Road, Mountain View:</u> Converting the westbound and eastbound approaches to include two left turn lanes, a through lane, and a shared through-right turn lane and signal timing modifications would reduce the project impact. These additional left-turn lanes may require relocation of existing utilities and removal of trees within the median of Middlefield Road. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore, the impact is considered significant and unavoidable under Existing with Project Conditions. No other improvements are feasible due to right-of-way constraints. [Significant and Unavoidable Impact]</p> <p>On-Site Intersections and Streets: The North Bayshore Precise Plan includes the priority transportation infrastructure described previously, and other new local streets, multi-use paths, modifications to existing streets to include wider sidewalks, landscape areas within the median or along the curb, and cycle tracks on one or both sides of the street (refer to Chapter 6: Mobility of the</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>Precise Plan for more details). These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.</p> <p>Off-Site Intersection:</p> <p><u>#56. Mary Avenue and Central Expressway, Santa Clara County:</u> No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Mary Avenue and Central Expressway are physically feasible. Therefore, the impact is considered significant and unavoidable under Existing with Project Conditions. No other improvements are feasible due to right-of-way constraints. [Significant and Unavoidable Impact]</p>			
Air Quality Impacts				
<p>Impact AQ-3: Operation of new development projects in the North Bayshore Precise Plan area near sensitive uses could result in air quality impacts from TACs and PM_{2.5}. Additionally, operation of new sensitive uses in the North Bayshore area could be impacted by existing mobile and stationary sources of TACs.</p> <p>[Significant Impact]</p>	<p>To reduce impacts from toxic air contaminants, the following mitigation measures will be required of all future development under the Precise Plan.</p> <p>MM AQ-3.1: General Plan Policy INC 20.7 requires projects to protect the public from substantial pollutant concentrations. Any future new development in the Precise Plan area must be evaluated on a project-by-project basis to identify and mitigate operational and siting impacts, in accordance with the current BAAQMD Air Quality Guidelines and Mountain View standards. This includes projects that would emit TACs as part of their operations, projects which would be located within 1,000 feet of a sensitive receptor, new sensitive uses (such as</p>	<p>All project applicants implementing development projects under the North Bayshore Precise Plan.</p>	<p>Projects will be evaluated during the development review and entitlement process to identify their compliance with this measure.</p> <p>Oversight of implementation by the City's Community Development Department.</p>	<p>During the development review and entitlement process, prior to the approval of building permits.</p>

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	child-care facilities), or projects that exceed the BAAQMD operational screening levels. [Less Than Significant Impact with Mitigation Measures Incorporated in the Project]			
<p>Impact AQ-4: Future Precise Plan projects could result in short-term impacts from construction air quality emissions, specifically criteria air pollutants, TACs, and fugitive dust.</p> <p>[Significant Impact]</p>	<p>To reduce impacts from construction emissions, the following mitigation measures will be required of all future development under the Precise Plan.</p> <p>MM AQ-4.1: <u>Construction Criteria Pollutants</u>: Future development in the Precise Plan area will be required to complete a construction criteria pollutant analysis on a project-by-project basis, dependent on the size of the project, in conformance with the Air Quality Guidelines.</p> <p>MM AQ-4.2: <u>Construction Health Risk (Toxic Air Contaminants)</u>: The City's General Plan includes Policy INC 20.6, which requires development projects to protect the public and construction workers from construction exhaust and particulate emissions. As such, future development in the Precise Plan area located in proximity to sensitive receptors will be required to complete Construction Health Risk Analyses, dependent on the project size and location in compliance with the Air Quality Guidelines and the BAAQMD Draft Construction Health Risk Screening Table. These analyses will identify site-specific mitigation measures to reduce construction TACs to a less than significant level, including ensuring diesel-powered off-road equipment meets U.S. EPA particulate matter emissions standards. With completion of project screening, completion of health risk analyses (if required), and mitigation for any impacts, sensitive receptors and construction workers will not be exposed to</p>	<p>All project applicants and contractors implementing development projects under the North Bayshore Precise Plan.</p>	<p>Projects will be evaluated during the development review and entitlement process to identify their compliance with this measure.</p> <p>Oversight of implementation by the City's Community Development Department.</p>	<p>During the development review and entitlement process, prior to the approval of building permits.</p>

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	significant levels of TACs during construction activities. [Less Than Significant Impact with Mitigation Measures Incorporated in the Project]			
Cumulative Transportation Impacts				
Impact C-TRANS-1: Implementation of the proposed Precise Plan would result in significant impacts to 13 project study intersections under Year 2030 Cumulative Conditions. [Significant Impact]	San Antonio Road Gateway Improvements <u>#1. San Antonio Road and Bayshore Parkway, Palo Alto:</u> Within the existing right-of-way, converting the eastbound approach to a left-turn lane and a shared through-right lane with split phasing would not improve overall intersection operations to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions. No other improvements are feasible due to right-of-way constraints. To provide additional storage during the morning and evening peak hours, the northbound right-turn lane (San Antonio Road to Bayshore Parkway) should be lengthened to 240 feet, and the westbound left-turn lane (Bayshore Parkway to San Antonio Road) should be lengthened to a minimum of 130 feet. Further lengthening of the westbound left turn lane up to 300 feet, while beneficial to intersection operations, would require additional right-of-way and relocation of the existing sidewalk on the east side of Bayshore Parkway. No other improvements are feasible due to right-of-way constraints. The project would result in a cumulatively considerable contribution to this impact. [Significant and Unavoidable Impact] Rengstorff Avenue Gateway Improvements: <u>#15. Rengstorff Avenue and US 101 Southbound ramps, Mountain View:</u> No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Rengstorff	City of Mountain View Community Development and Public Works Departments.	Transportation improvement projects will be constructed based on the North Bayshore Precise Plan implementation program requirements. Oversight of implementation will be managed by the City's Community Development Department and Public Works Department. The City will coordinate with responsible agencies as necessary for the improvement. These agencies may include the California Department of Transportation, the Santa Clara Valley Transportation Authority, and the Santa Clara County Department of Roads and Airports.	During implementation of the North Bayshore Precise Plan, based on the priority of the improvement.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>Avenue and US 101 Southbound ramps are physically feasible. A northbound right-turn lane could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact. No other improvements are feasible due to right-of-way constraints. [Significant and Unavoidable Impact]</p> <p><u>#16. Rengstorff Avenue and Leghorn Street, Mountain View:</u> Converting the westbound and eastbound approaches to include a separate left-turn lane and a shared through-right lane with permitted east/west phasing would improve overall intersection operations to LOS E. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east/west legs. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. However, the overall intersection operations would not improve to an acceptable level of service. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact. [Significant and Unavoidable Impact]</p> <p><u>#13. Amphitheatre Parkway and Garcia Avenue-Charleston Road, Mountain View:</u> While this intersection does not trigger a significant LOS impact, the addition of project traffic does cause additional queuing in the</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>northbound direction during the morning peak hour. Vehicle operations could be better managed during the morning peak hour by extending the vehicle storage pocket for the northbound left turn to 325 feet. [Less Than Significant Impact]</p> <p>Shoreline Boulevard Gateway Improvements: The intersection improvements described below should be accompanied by a modification of the signal coordination to improve signal progression through the Shoreline Boulevard corridor.</p> <p><u>#31. Shoreline Boulevard and Charleston Road, Mountain View:</u> The conversion of the eastbound shared through-right lane to a right-turn only lane and the addition of an eastbound right overlap would improve intersection operations to an acceptable level (LOS D or better). This improvement would mitigate the project's impact at this location to a less than significant level. [Less Than Significant Impact]</p> <p><u>#33. Shoreline Boulevard at Plymouth Street, Mountain View:</u> The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the North Bayshore Precise Plan circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left-turn phasing on each approach. Because of the high demand for northbound left-turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard.</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>To accommodate the morning peak hour demand, the two left turn lanes would each need to be approximately 425 feet long. This configuration would require additional right-of-way between Space Park Way and Pear Avenue and would affect the configuration of the southbound left turn lane at Shoreline Boulevard and Pear Avenue.</p> <p>Moving Plymouth Street approximately 230 feet further north to align with Space Park Way would increase the potential vehicle storage space along Shoreline Boulevard. Either improvement would require additional right-of-way, removal of trees, impact other intersections, and potentially relocation of utilities, but would reduce the project traffic impact to less than significant. However, due to the right-of-way constraints impacting other intersections and prioritization of bicycle and pedestrian crossing, the City is considering options with the best balance of improvements. Signalization of Shoreline Boulevard and Plymouth Street as a T-intersection (maintaining the current alignment) is not recommended, because the signal would not serve a substantial volume of traffic and would only add delay to traffic on Shoreline Boulevard.</p> <p>While this mitigation measure would improve operations at this location and would reduce this impact to a less than significant level, because this improvement would involve property acquisition, impacts to trees, and relocation of utilities, the City may not ultimately desire to implement either of these options at this location. Therefore, the City cannot guarantee its implementation, and this cumulative impact is designated as significant and unavoidable.</p> <p>[Significant Unavoidable Cumulative Impact]</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p><u>#34. Shoreline Boulevard and Pear Avenue, Mountain View:</u> This intersection currently acts as a bottleneck during the AM peak hour. Three mitigation options have been explored.</p> <p>Option 1 – Limited access from Shoreline Boulevard at Pear Avenue: To provide more green time to the through movements along Shoreline Boulevard the Shoreline Boulevard and Pear Avenue (Option 1) intersection could be modified to include:</p> <ul style="list-style-type: none"> • Restripe westbound approach as left turn lane and one shared through-right lane. • Restripe eastbound approach as a right turn lane. • Reconfigure the northbound approach with three northbound through lanes (no left turn access), and a northbound right turn lane. Create 300 foot northbound right-turn pocket to bypass the Shoreline Boulevard queue and provide space for right turn vehicles to wait while pedestrians cross the east leg of the intersection. <p>This option limits access from Shoreline Boulevard to/from the parcels currently occupied by the movie theater, fitness center, and dance studio. With this option, the morning peak hour operations would improve to LOS C; the evening peak hour operations would improve to LOS D. This improvement may require additional right-of-way, removal of trees, and potentially relocation of utilities.</p> <p>These improvements would have secondary effects on the Shoreline Boulevard and Plymouth Street intersection</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>because the northbound left turns at Pear Avenue would need to divert to Plymouth Street. To address the storage space needs, this option would also require two 450 to 500 foot northbound left turn lanes from Shoreline Boulevard to Plymouth Street (see the Option 1 mitigation for the Shoreline Boulevard and Plymouth Street-Space Park Way intersection mitigation #33). Under this mitigation measure, the Plymouth Street intersection would operate at LOS B (19.3 second of delay) and LOS D (42.9 seconds of delay) during the AM and PM peak hours, respectively.</p> <p>Option 2 – With Northbound Right Turn Lane: The addition of a northbound right-turn lane with a minimum 300-foot storage pocket (Option 2) would improve vehicle operations at this intersection, by providing space for right turning vehicles to bypass the Shoreline Boulevard queue and wait while pedestrians cross the east leg of the intersection. This improvement would require additional right-of-way, removal of trees, and potentially relocation of utilities. With Option 2, the morning peak hour operations would improve to LOS C; the evening peak hour operations would improve, but would still operate at LOS F. However, the greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left-turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-striping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.</p> <p>Option 3 – Without Northbound Right Turn Lane: This option is identical to Option 2 but without the northbound right-turn lane. Without a dedicated northbound right-turn lane (Option 3), intersection operations in the morning peak hour would still see some improvement over Year 2030 Cumulative Conditions, improving to LOS D, although the improvement would not be as substantial as with Option 2. During the evening peak hour, the overall intersection operations would remain relatively unchanged (at LOS F) regardless of which option is selected. The greatest improvement in intersection operations would come from the re-alignment of the US 101 northbound off-ramp (discussed below), which would require the east/west approaches to be modified to include dedicated left-turn lanes and shared through right-lanes. The eastbound and westbound approaches would need to be widened to include these vehicle lanes and bicycle lanes. This would require widening of the east/west curb lanes and re-striping the lanes. Secondary impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.</p> <p>Options 2 and 3 would better manage vehicle storage, but the intersection would continue to operate at an unacceptable level. Option 1 results in acceptable level of service at the Shoreline Boulevard and Pear Avenue</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>intersection, but would limit access to land uses west of Shoreline Boulevard at Pear Avenue and would shift some traffic to the Shoreline Boulevard and Plymouth Street-Space Park Way intersection. In consideration of the potential for right-of-way constraints that could affect the feasibility of all three optional mitigations, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions. [Significant and Unavoidable Cumulative Impact]</p> <p><u>#35. Shoreline Boulevard and La Avenida-US 101 Northbound Ramps, Mountain View:</u> This five-legged intersection serves more than 35 percent of all traffic accessing the Precise Plan area. As currently configured, vehicles destined for areas east of Shoreline Boulevard must travel through the Shoreline Boulevard and Pear Avenue intersection to access La Avenida. The re-alignment of the US 101 northbound ramps would create a new T-intersection west of the Inigo Way and La Avenida intersection (shown in mitigation analysis). Or alternatively, Inigo Way could be re-aligned with the US 101 northbound ramps. This intersection would include east/west intersection modifications at the Shoreline Boulevard and Pear Avenue intersection. Either of these improvements would improve the overall intersection to an acceptable level of operation.</p> <p>Re-alignment of the US 101 northbound off-ramp would require coordination with Caltrans. Since it cannot be assumed that Caltrans would approve this mitigation measure, and the City cannot solely guarantee its implementation, this impact is designated as significant and unavoidable. However, the City will diligently pursue</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>measures to fully mitigate this impact. [Significant and Unavoidable Cumulative Impact]</p> <p><u>#38. Shoreline Boulevard and Middlefield Road Mountain View</u>: Converting the westbound and eastbound approaches to include two left-turn lanes, a through lane, and a shared through-right turn lane and signal timing modifications would reduce the project impact. These additional left-turn lanes may require relocation of existing utilities and removal of trees within the median of Middlefield Road. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the AM or PM peak hours. No other improvements are feasible due to right-of-way constraints. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact. [Significant and Unavoidable Cumulative Impact]</p> <p>North Bayshore Precise Plan Intersections:</p> <p><u>Salado Drive and Garcia Avenue (Int. #12, Mountain View)</u>: Signalizing this intersection would reduce the impact to a less than significant level.</p> <p>On-Site Intersections and Streets:</p> <p>The North Bayshore Precise Plan includes the priority transportation infrastructure and other new local streets, multi-use paths, modifications to existing streets to include wider sidewalks, landscape areas within the median or along the curb, and cycle tracks on one or both sides of the street (see the Appendix C for more details). These street</p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p>improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.</p> <p>Other Off-Site Intersections:</p> <p><u>#8. Charleston Road and Fabian Way, Palo Alto:</u> No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions. No other improvements are feasible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better). [Significant and Unavoidable Impact]</p> <p><u>#9. Charleston Road and Middlefield Road, Palo Alto:</u> No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions. No other improvements are feasible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better). [Significant and Unavoidable Impact]</p> <p><u>#17. Rengstorff Avenue and Middlefield Road, Mountain</u></p>			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	<p><u>View:</u> No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible. No other improvements are feasible due to right-of-way constraints. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact. [Significant and Unavoidable Impact]</p> <p><u>#18. Rengstorff Avenue and Middlefield Road, Mountain View:</u> No vehicle capacity improvements (i.e., intersection turn lanes) at this intersection are physically feasible. No other improvements are feasible due to right-of-way constraints. Therefore, the impact is considered significant and unavoidable under Year 2030 Cumulative Conditions, and the project would result in a significant contribution to this impact. [Significant and Unavoidable Impact]</p>			

SOURCE: City of Mountain View. *North Bayshore Precise Plan, Environmental Impact Report*. November 2014.

CITY OF MOUNTAIN VIEW
CITY COUNCIL

November 25, 2014

DRAFT NORTHBAYSHORE PRECISE PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=13791>

FINAL ENVIRONMENTAL IMPACT REPORT (EIR)

<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=14499>